



2025

# **RICHLAND**

**COMPREHENSIVE PLAN**



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## CHAPTER ONE: INTRODUCTION



### PURPOSE OF THE PLAN

A comprehensive plan serves to establish a common vision for a community's future through defined goals and aspirations. The planning process results in public policies with regards to land use, transportation, community facilities and utilities, and community development that work to achieve the stated vision. City officials recognize the importance of planning in making effective decisions concerning the City's future. This plan is a result of extensive study into existing development patterns as well as population and the economy.

The Plan is "comprehensive" in that it includes all of the City's geographical areas and service functions that sustain or support the City's physical development. The Plan is "long-range" in that it looks beyond the City's immediate conditions and issues to the City's future (20 to 25 years) needs and potential. The Plan is "general" in that recommendations, proposals, and policies are summarized rather than detailed. The Plan often indicates approximate locations rather than exact locations. Many recommendations and proposals are conceptual ideas, intended to spur further discussion and thought. Some of the illustrations and photos are of this nature. This plan should, however, be reviewed and updated periodically (every 5 to 10 years) in order for it to remain current and be effective.

1



While a comprehensive plan is required by Mississippi Code for a county or municipality to have zoning regulations, the comprehensive plan should be considered more than a means to an end of zoning. For instance, with today's technology, a comprehensive plan can also be a valuable economic development tool. When released in Story Map form, a comprehensive plan is accessible from any computer, tablet, or web-enabled mobile device making it more available to the public and potential investors. To view this plan in Story Map format visit [www.richlandms.org](http://www.richlandms.org).

## ELEMENTS OF THE PLAN

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

The goals and objectives, which are made with respect to the future, are found

throughout this plan as they pertain to the other elements as contained herein. Long-range community development plans help a community identify what it desires to achieve in the future. Section 17-1-1 of the Mississippi Code requires that the goals and objectives section of the plan address residential, commercial, and industrial development as well as parks, open space, and recreation. Additionally, street and road improvements, public schools, and community facilities must be considered.

## Web-Based GIS Mapping Viewer

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





## HOW TO USE THIS PLAN

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

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

According to state law, zoning and other land use regulations must be based upon a comprehensive plan. This means that zoning and subdivision regulations, at a minimum, must conform to the local comprehensive

plan. The implication is that comprehensive plans must precede land use regulations in preparation and adoption. Regulations that are consistent with, or conform to, a comprehensive plan must be consistent with each element of the plan. Even though there is generally not an exact match between the land use plan map and the zoning map, the two should mirror each other as closely as possible.

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

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





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

Comprehensive plans should be completely

revised or rewritten every five to ten years to take advantage of changes that have occurred and to use current information. The City has been diligent in its efforts to maintain an up to date comprehensive plan. In 1978, the Central Mississippi Planning and Development District (CMPDD) prepared a "General Land Development Plan for the Year 2000" for the City of Richland. Ten years later, in April 1988 the consulting firm Urban Planning Associates developed a "Community Development and Revitalization Program" for Richland.

Recognizing that Mississippi Code Section 17-1-1 was amended in 1988 to define the required elements of a "Comprehensive Plan", the City of Richland contracted with CMPDD in 2007 to prepare a new Comprehensive Plan and Zoning Ordinance. The new Comprehensive Plan was adopted in 2012 followed by the Zoning Ordinance adopted in 2014. Following standard planning principles, the City adopted the most recent Comprehensive Plan in 2019 and has since amended its Zoning Ordinance.



### **Implementation Devices:**

There are three primary means or devices commonly used to implement comprehensive plans, all of which the City of Richland has adopted: zoning ordinances, subdivision regulations, and capital improvement programs. Other devices include official maps and specific area development plans such as a downtown plan or neighborhood plans. Comprehensive plans can and should be used for concurrency plans. This is a concept that adequate infrastructure should be in place before development is allowed to occur or as a condition of rezoning. Otherwise, what often happens is that when infrastructure is inadequate to support development, the existing facilities are overwhelmed and the cost of bringing the infrastructure up to standard can be difficult and quite expensive. It is better to have adequate infrastructure in place before development takes place.

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

Usually, a rezoning's conformance or nonconformance can be quickly established

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

All development proposals, as well as proposed rezonings, should not only be reviewed in light of the standards set forth in the zoning ordinance, but also according to each individual element of the Plan. The goals and objectives should be checked against the proposal to determine if there is any conflict. The proposed rezoning must not be in conflict with the Transportation Plan's recommendations, nor with those of the Community Facilities Plan, both of which relate to capital improvements.



## GENERAL GOALS AND OBJECTIVES

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

Among other things, this Comprehensive Plan is designed to:

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

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

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

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

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

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

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

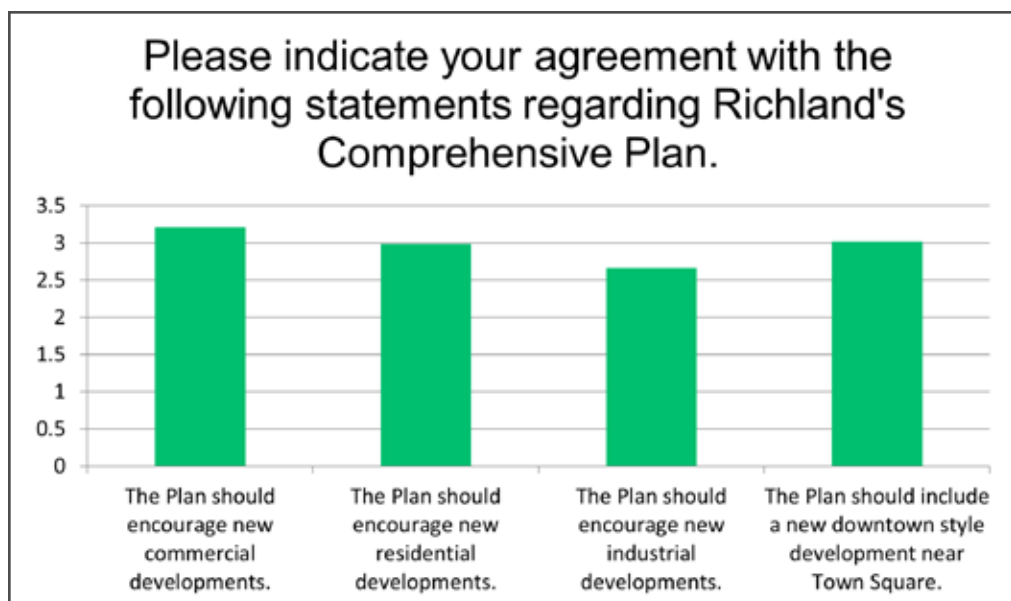
## PUBLIC INPUT

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

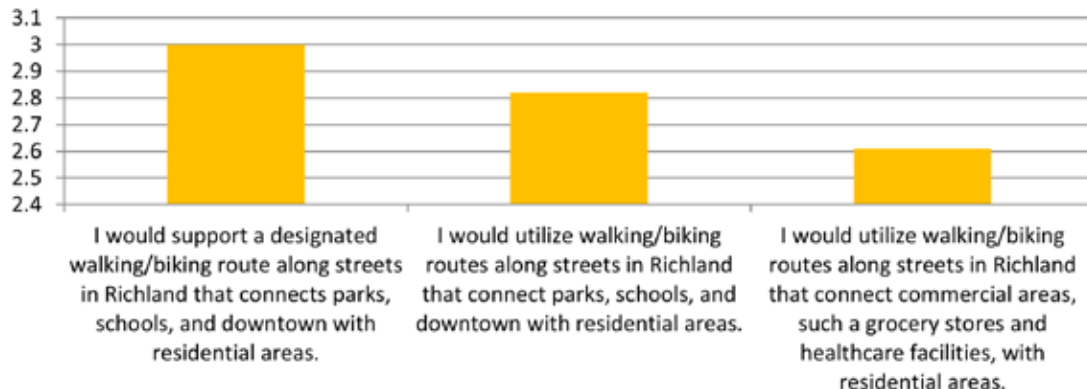
- OBJECTIVE: To make citizens, property owners and developers aware of the plan and provide them an opportunity to participate in the development of its policies and recommendations.

## PUBLIC INPUT

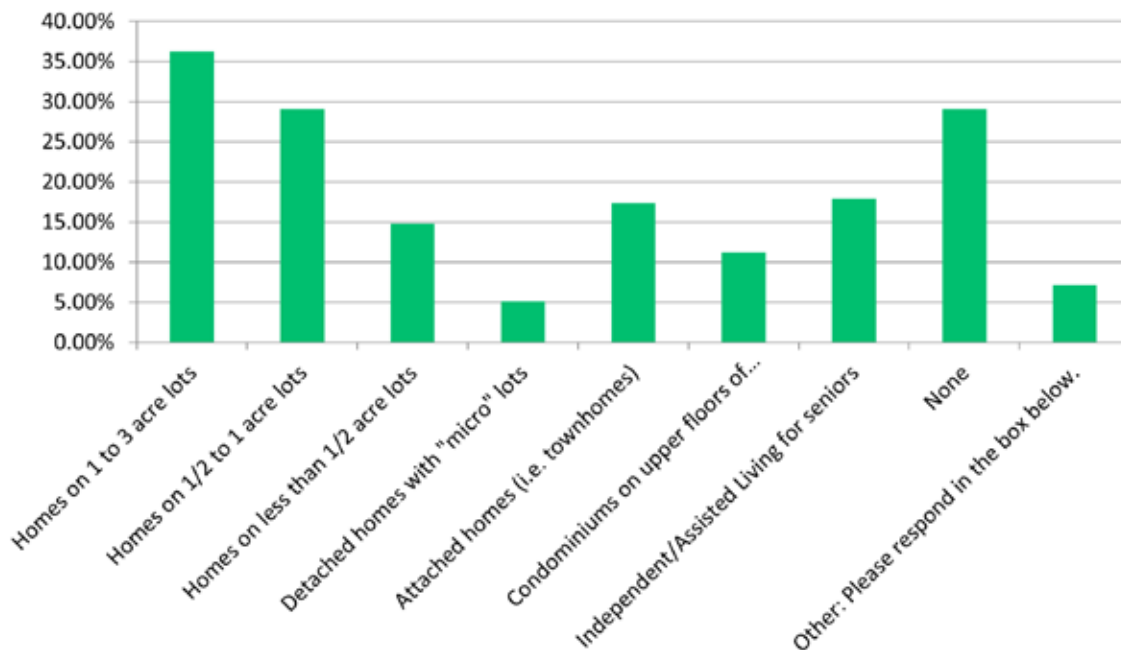
An important part of the planning process is seeking public input. For a plan to be truly community driven, feedback and input from citizens and other stakeholders must be considered. During the early stages of development of this Plan, an online survey was conducted. The survey contained four questions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



Please indicate your agreement with the following statements regarding a designated Walking/Biking Route in Richland.



What type of housing is missing from Richland? You may select up to 4 types.



## CHAPTER TWO: POPULATION PROJECTIONS AND DEMOGRAPHICS



Table II-1 contains population counts and projections for the City of Richland and Rankin County. These projections are in ten-year increments from 2020 to 2050. The projections do not assume that growth will be confined to within the city limits. Naturally, as the City grows, the geographic area considered to be part of the City will grow. The projections for the City and County were generated using a linear regression technique.

**TABLE II-1  
POPULATION PROJECTIONS**

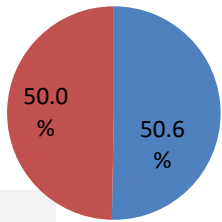
YEAR	RANKIN COUNTY	CITY OF RICHLAND
1990	87,655	4,014
2000	115,327	6,027
2010	141,617	6,912
2020	157,031	7,137
2030	182,962	8,388
2040	205,879	9,314
2050	228,796	10,240

*Source: U.S. Census Bureau and CMPDD*

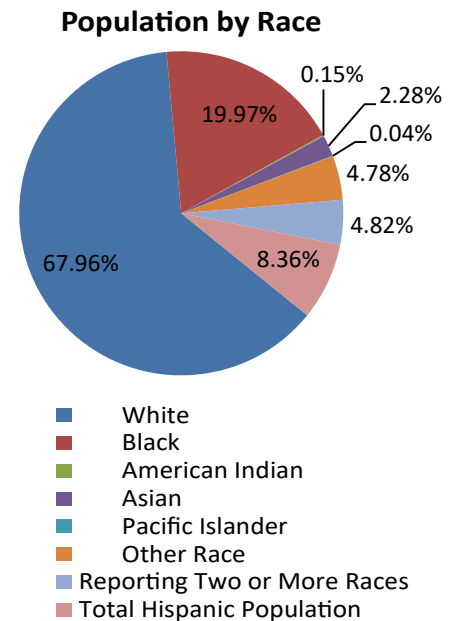


## Population Summary

### Richland, Mississippi

Population by Race	Number	Percent	Median Age	Total Population	
Reporting One Race	6,793	95.18%	35.1	2010	6,912
White	4,850	67.96%		2020	7,137
Black	1,425	19.97%		Percent Change	0.03
American Indian	11	0.15%		<b>Population by Sex</b> 	
Asian	163	2.28%			
Pacific Islander	3	0.04%			
Other Race	341	4.78%			
Reporting Two or More Races	344	4.82%			
Total Hispanic Population	597	8.36%			
<b>Population by Sex (2019 ACS E#stimates)</b>					
Male	3,609	50.6%	30.0		
Female	3,566	50.0%	36.2		

Population by Age (2019 ACS Estimates)		
0-4	393	5.51%
5-9	488	6.84%
10-14	677	9.49%
15-19	465	6.52%
20-24	667	9.35%
25-29	515	7.22%
30-34	363	5.09%
35-39	489	6.85%
40-44	336	4.71%
45-49	552	7.73%
50-54	664	9.30%
55-59	369	5.17%
60-64	256	3.59%
65-69	261	3.66%
70-74	239	3.35%
75-79	188	2.63%
80-84	216	3.03%
85+	37	0.52%
18+	5,371	75.26%
65+	941	13.18%



**Data Note:** Hispanic population can be of any race.

**Source:** U.S. Census Bureau, Census 2020 and ACS 2019 Estimates.

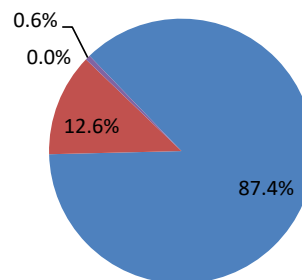
## Household Summary

### Richland, Mississippi

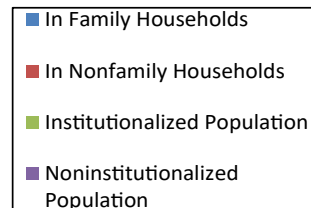
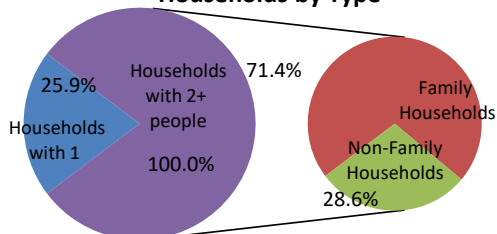
Households by Type (ACS 2019 Estimates)			Number	Percent	Total Households																									
Households with 1 Person			685	25.9%	2010	2,668																								
Households with 2+ People			783	29.6%	2019	2,645																								
Family Households			1,888	71.4%	Annual Rate (%)	-0.01%																								
Husband-wife Families				0.0%	Average Size																									
With Own Children				0.0%	<div>Households by Size</div> <table><thead><tr><th>Household Size</th><th>Family</th><th>Non Family</th></tr></thead><tbody><tr><td>1 Person</td><td>750</td><td>685</td></tr><tr><td>2 People</td><td>750</td><td>30</td></tr><tr><td>3 People</td><td>475</td><td>25</td></tr><tr><td>4 People</td><td>335</td><td>10</td></tr><tr><td>5 People</td><td>200</td><td>0</td></tr><tr><td>6 People</td><td>110</td><td>0</td></tr><tr><td>7+ People</td><td>15</td><td>0</td></tr></tbody></table>		Household Size	Family	Non Family	1 Person	750	685	2 People	750	30	3 People	475	25	4 People	335	10	5 People	200	0	6 People	110	0	7+ People	15	0
Household Size	Family	Non Family																												
1 Person	750	685																												
2 People	750	30																												
3 People	475	25																												
4 People	335	10																												
5 People	200	0																												
6 People	110	0																												
7+ People	15	0																												
Other Family (No Spouse Present)				0.0%																										
With Own Children				0.0%																										
Nonfamily Households			757	28.6%																										
All Households with Children				0.0%																										
Multigenerational Households				0.0%																										
Unmarried Partner Households				0.0%																										
Male-female				0.0%																										
Same-sex				0.0%																										
Population by Relationship and Household Type (ACS 2019 Estimates)																														
Total			7,175	100.0%																										
In Households			7,175	100.0%																										
In Family Households			6,269	87.4%																										
Householder				0.0%																										
Spouse				0.0%																										
Child				0.0%																										
Other relative				0.0%																										
Nonrelative				0.0%																										
In Nonfamily Households			906	12.6%																										
In Group Quarters			44	0.6%																										
Institutionalized Population			0	0.0%																										
Noninstitutionalized			44	0.6%																										

Households by Size (ACS 2019 Estimates)				
	Family		Non Family	
	Number	Percent	Number	Percent
Total	1,888	100.0%	757	100.0%
1 Person	---		685	90.5%
2 People	748	39.6%	35	4.6%
3 People	474	25.1%	27	3.6%
4 People	337	17.8%	10	1.3%
5 People	205	10.9%	0	0.0%
6 People	111	5.9%	0	0.0%
7+ People	13	0.7%	0	0.0%
Average Size	2.71		3.18	

Population by Relationship and Household Type



Households by Type



Source: Census ACS 2019 Estimates

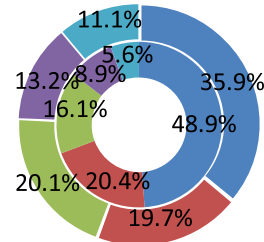
## Householder Summary

Richland, MS

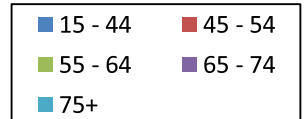
### Households by Age of Householder

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

### Households by Age of Householder



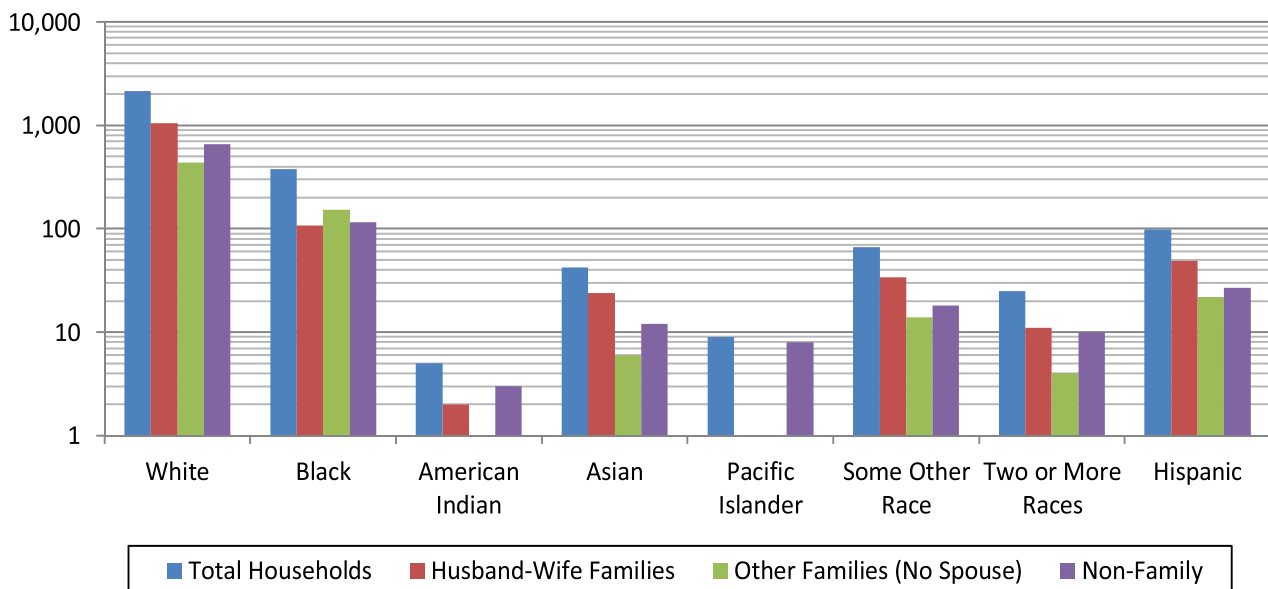
Inner ring: Family  
Outer ring: Non-Family



### Summary by Race of Householder

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

### Race of Householder



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

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

## Housing Unit Summary

Richland, Mississippi

### Total Housing Units

2010	2,843
2020	2,942
Annual Rate (%)	0.03

### Total Housing Units by Occupancy

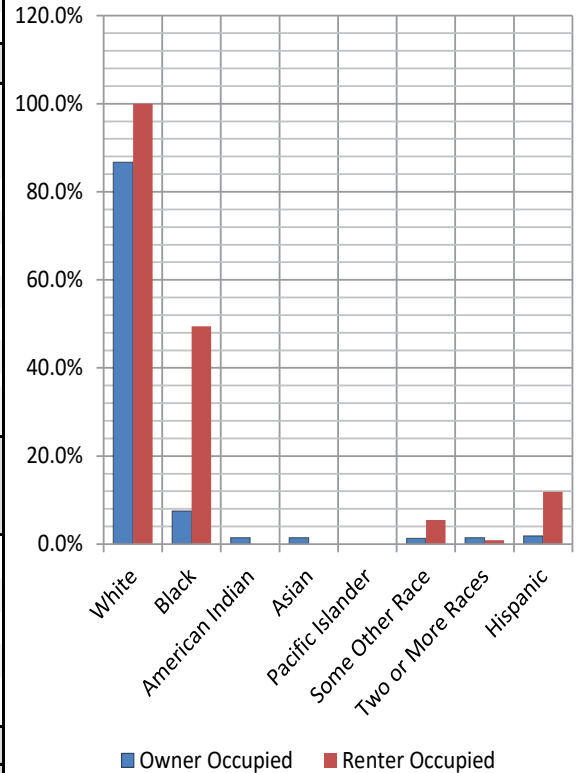
Number	Percent
Occupied Housing Units	2,697 91.67%
Vacant Housing Units	245 8.33%
For Rent	0.00%
Rented, not Occupied	0.00%
For Sale Only	0.00%
Sold, not Occupied	0.00%
For Seasonal/Recreational/Occasional Use	0.00%
For Migrant Workers	0.00%
Other Vacant	0.00%
Total Vacancy Rate (%)	0.0%

Households by Tenure and Mortgage Status (2019 ACS Estimates)	Number	Percent	Average Household Size
Total	2,645	100.0%	
Owner Occupied	1,654	62.5%	2.57
Owned with a Mortgage/Loan	0	NA	
Owned Free and Clear	0	NA	
Renter Occupied	991	37.5%	2.95

Housing Units by Race of Householder (2019 ACS Estimates)	Owner Occupied		Renter Occupied	
	Number	Percent	Number	Percent

Total	1,654	100.0%	991	100.0%
White	1,434	86.7%	991	100.0%
Black	124	7.5%	490	49.4%
American Indian	25	1.5%	0	0.0%
Asian	24	1.5%	0	0.0%
Pacific Islander	0	0.0%	0	0.0%
Some Other Race	22	1.3%	54	5.4%
Two or More Races	25	1.5%	9	0.9%
Hispanic	31	1.9%	118	11.9%

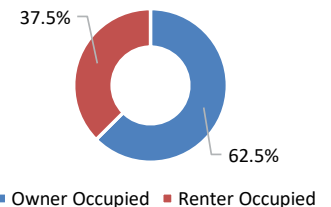
### Housing Units by Race of Householder



### Average Household Size (2010)

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

### Household by Tenure



**Data Note:** Hispanic population can be of any race.

**Source:** U.S. Census Bureau, Census 2010 and 2019 ACS Estimates



## Population Summary and Projections

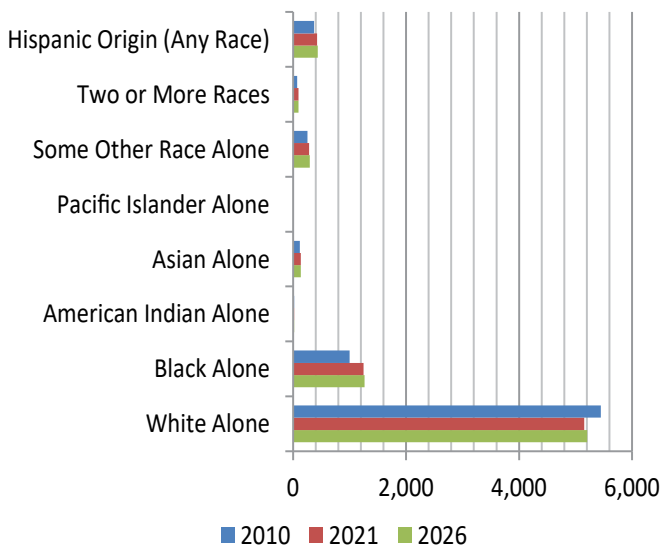
Richland, Mississippi

Population	2020 Census Population 7,137					
	2010		2021		2026	
	6,912		6,936		7,023	
Population by Age	Number	Percent	Number	Percent	Number	Percent
0 - 4	576	8.3%	501	7.2%	490	7.0%
5 - 9	539	8.3%	529	7.2%	514	7.3%
10 - 14	520	8.3%	522	7.2%	547	7.8%
15 - 19	472	8.3%	423	7.2%	487	6.9%
20 - 24	451	8.3%	388	7.2%	364	5.2%
25 - 34	1,041	8.3%	991	7.2%	869	12.4%
35 - 44	952	8.3%	1,027	7.2%	1,066	15.2%
45 - 54	937	8.3%	822	7.2%	869	12.4%
55 - 64	726	8.3%	825	7.2%	776	11.0%
65 - 74	407	8.3%	587	7.2%	646	9.2%
75 - 84	234	8.3%	244	7.2%	313	4.5%
85+	57	8.3%	79	7.2%	82	1.2%

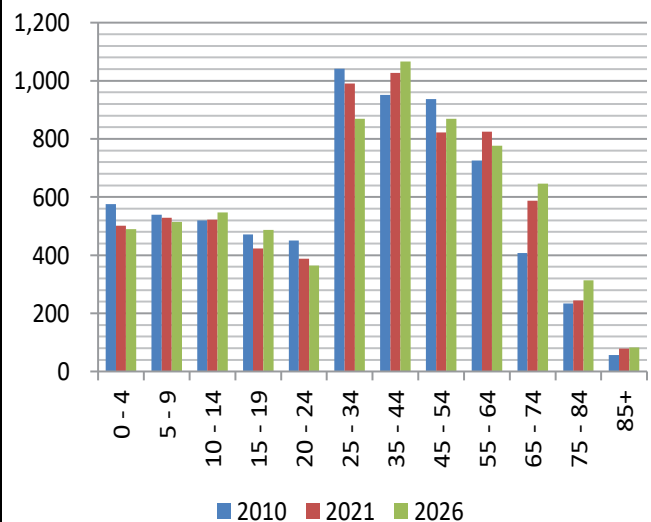
### Race and Ethnicity

White Alone	5,446	78.8%	5,154	74.3%	5,209	74.2%
Black Alone	999	14.5%	1,244	17.9%	1,262	18.0%
American Indian Alone	16	0.2%	16	0.2%	16	0.2%
Asian Alone	116	1.7%	134	1.9%	134	1.9%
Pacific Islander Alone	10	0.1%	6	0.1%	7	0.1%
Some Other Race Alone	253	3.7%	286	4.1%	296	4.2%
Two or More Races	72	1.0%	96	1.4%	98	1.4%
Hispanic Origin (Any Race)	371	0.0%	423	0.0%	437	0.0%

### Race and Ethnicity



### Population by Age



Source: U.S. Census Bureau, Census 2010 Data. Esri forecasts for 2021 and 2026.

## CHAPTER THREE: ECONOMIC DEVELOPMENT



# 3

### GOALS AND OBJECTIVES

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

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

## GOALS AND OBJECTIVES

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

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

**GOAL: To accept tourism as an economic driver.**

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

**GOAL: Continue to promote new commercial and industrial development.**

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

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

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

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

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

Economic development is the result of strategy and policies that enable and promote commerce, job creation, and tax revenue for cities, counties, and states. Good policies and strategies will generally improve the economic, political, and social well-being of its people. It creates conditions for economic growth and improved quality of life. Positive economic development will generally be a force that will attract and retain employers within a given jurisdiction. However, economic development encompasses significantly more than just commercial and industrial development or jobs. Economic development activities in partnership with land development regulations can help build a high-quality community where citizens can live, work, and play. This chapter will first inventory and analyze what is currently within the City, then it will set a vision of what is needed and desired for the future.

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

The economy of Richland is made up of retail, light industrial, commercial sales, government entities, and all types of small businesses. This diverse array allows for a mixture of employment opportunities and provides the City with moderate stability during economic downturns. In recent years, many local governments and even state and federal programs have placed a significant importance on “high-quality, high-wage jobs.” These type of jobs certainly have the ideal characteristics that a growing, wealthy community would desire; however, it is important to note the diversity of the City’s population and their needs must be understood and provided for to maximize economic potential of the city. A single-sector economy and one without a service or retail sector would cause significant investments and income to leave the City just as a City with great industry but inadequate housing would not reap the benefits of having strong local population.

Ideally, residents should be able to find gainful employment based on their skill or knowledge, housing that is affordable for their income, and the services to meet their needs without leaving the City. Income that is earned and reinvested within a community creates growth, income that is invested in another community, grows that community.







## LABOR FORCE

A community's labor force is comprised of all individuals over the age of 16 that have or are actively seeking a job that are not serving in the military or are not institutionalized. The U.S. Bureau of Labor Statistics tracks and reports labor force data on a monthly basis. This data is an estimate and does not include the self-employed or those working for non-profit or religious organizations. However, this information is the most accurate source of labor data available.

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

	2016				2022			
	City of Richland	Rankin County	Jackson MSA	State of Mississippi	City of Richland	Rankin County	Jackson MSA	State of Mississippi
Labor Force	3,721	75,020	273,200	1,287,300	3,656	81,253	283,646	1,334,337
Employed	3,510	72,050	261,300	1,221,900	3,457	77,270	265,668	1,245,900
Unemployment Rate	4.1	4.0	4.4	5.1	5.4	4.9	6.3	6.6

*SOURCE: U.S. Census Bureau, ACS 2022 DP03.*

Educational attainment is also an important measure of how strong the labor force is for an area. According to the American Community Survey data from 2022, approximately 90% of City's population over the age of 25 has at least a high school degree or higher. Furthermore, 23.9% of the same population has a bachelor's degree or higher. In comparison, 86.2% of the State of Mississippi's population over the age of 25 has at least a high school degree or higher, and 23.9% has a Bachelor's degree or higher. A strong labor force must also have diversity in education and training. In this case, the labor force of Richland is diverse with an adequate range of educational attainment to meet the needs of industry and prospective employers.

## Commute Patterns

Due to Richland's close proximity to other densely populated small and medium sized cities and towns we know that the labor force of Richland will likely include some commuters who travel into the City for work. As such, there will be residents of Richland that may commute outside of the City for employment. The migration of people for work purposes is known as commuter patterns and is periodically analyzed by the U.S. Census Bureau to better understand worker migration. According to 2017 – 2022 American Community Survey data, only 19.5%, approximately 678 persons, of the labor force in Richland work live and work in the City. The majority of the labor force that leaves the City for employment works within Rankin County. On average residents travel 20 minutes to their place of work. Based on the out commuter data provided by the U.S. Census and employment data collected by CMPDD, it is estimated that 7,800 workers commute into Richland for employment.

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

However, the City's labor force is not large enough to meet the demands of the existing businesses within City. Furthermore, many residents are commuting beyond the City for employment. The demand is filled by residents of surrounding areas who commute into the City for work. This suggests a slight, but not significant, imbalance in the labor force. Such an imbalance is expected in a suburban community, especially in an area within close proximity of a cluster of state and federal government facilities.







## BUSINESS INVENTORY

A look at the City's Business entities summarized by North American Industry Classification (NAIC) codes give insight into the types of businesses currently operating in the City. The top five sectors for total number of businesses are listed in the table below.

Sector	Number of Businesses
Retail Trade	78
Other Non-Public Services	60
Wholesale Trade	51
Transportation and Warehousing	41
Construction	41
<b>CITY TOTAL</b>	<b>504</b>

*Source: Data Axle, Esri 2023.*

Businesses within the retail sector account for the most businesses in the City of Richland. The retail sector represented in this list does include big-box retailers, grocery stores, clothing, home goods, etc. but does not include accommodations or food services. These typically have displays or storefronts for the general public to walk-in and purchase products. The second largest sector is classified as "Other Non-Public Services". This covers personal services, such as automobile

repair and hair salons, non-profits, and religious organizations. The wholesale trade sector is comprised of businesses engaged in wholesaling merchandise or arranging the purchase and sale of goods to other businesses. There is minimal general public access to wholesalers, and most are housed in warehouses. Examples include automobile parts supplier, tire wholesalers, and construction equipment and supplies. The transportation and warehousing sector accounts for approximately 41 businesses in Richland. This sector is classified as industries providing transportation of passengers and cargo, warehousing and storage (not sale of) goods, and support activities related to the transportation modes. Finally, the construction sector includes residential and commercial contractors in all trades, such as general contractors and subcontractors: mechanical and electrical.

Sector	Employees
Transportation and Warehousing	2,051
Retail Trade	1,237
Construction	1,154
Wholesale Trade	812
Manufacturing	731
<b>CITY TOTAL</b>	<b>8,494</b>

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

According to D&B Hoovers, and CMPDD data, KLLM Inc. is the largest employer in Richland with approximately 1,500 employees. Transportation Assets Leasing Inc., a transport and logistics company employs approximately 700 workers and Siemens Industry, Inc., a major international company with a long established facility in Richland, employs approximately 400 workers. In the retail category, Walmart,

Inc. is a major employer with an estimated 75 employees.

The City of Richland sits at an intermodal crossroads, which connects north and south, east and west by rail, air, and land. Richland is approximately 60 miles from the nearest Mississippi River port, and a few hours from a deep water gulf port. Thus, it is not surprising that the City can support a significant wholesale and transportation industry sectors. Richland is not dependent on any single sector or sub-sector for employment and investment. There is diversity in the economy of Richland, which is known to help provide stability during times when downturns occur in any given sector. Furthermore, as discussed previously, the labor force in Richland meets the needs of existing business and industry based on educational attainment but must be supplemented in regard to numbers to meet the demands of the local businesses. An economy that lacks diversity also lacks the ability to meet the needs of its residents.







## EDUCATION

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

The three schools are commonly known as the Richland Attendance Zone and have an enrollment of 1,600 for the 2023 – 2024 school year. Over the last decade, the Richland Attendance Zone has seen a gradual decrease in enrollment. The table below provides a summary of enrollment numbers from 2017 – 2024. It is expected that this downward trend in enrollment will continue in the next several years absent any catalyst such as new industry or an uptick in population trends.

	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024
Richland Elementary School	445	438	427	393	414	384	360
Numerical Change		-7	-11	-34	21	-30	-24
Percent Change		-0.02	-0.03	-0.08	0.05	-0.07	-0.06
Richland Upper Elementary	602	610	562	527	511	503	469
Numerical Change		8	-48	-35	-16	-8	-34
Percent Change		0.01	-0.08	-0.06	-0.03	-0.02	-0.07
Richland High School	838	842	822	798	836	807	771
Numerical Change		4	-20	-24	38	-29	-36
Percent Change		0.004773	-0.02375	-0.0292	0.047619	-0.03469	-0.04461
Richland Attendance Zone Total	1885	1890	1811	1718	1761	1694	1600
Numerical Change		5	-79	-93	43	-67	-94
Percent Change		0.00	-0.04	-0.05	0.03	-0.04	-0.06

Source: MS Dept of Education.

In 2017, the Rankin County School District issued bonds to fund campus upgrades related to additional classroom space, increased safety, fine arts, career academies, multi-purpose facilities and general building upgrades. As of March 9, 2022 all projects for the Richland schools are finished. A complete list of improvements by school is provided in the following table.

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

*Source: Rankin County School District*

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



## HOUSING

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

**PROJECTED HOUSING UNITS  
CITY OF RICHLAND  
2000 - 2050**

Year	Occupied Housing Units	Persons Per Occupied Housing Unit	Projected Persons Per Occupied Housing Unit	Projected Population	Projected Housing Need (In Dwelling Units)
2000	2,303	2.62			
2010	2,668	2.60			
2020	2,697	2.64			
2030			2.62	8,388	3,201
2040			2.62	9,313	3,554
2050			2.62	10,240	3,908

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

Additionally, according to the 2020 U.S. Census, the City's housing unit vacancy rate was just over 8 percent. The U.S. Census Bureau's 2017 – 2022 American Community Survey estimates the vacancy rate to be 5 percent. The majority of vacancies consist of housing units for sale with a smaller number of vacant properties being rental units. There does not appear to be an oversaturation of housing units. Furthermore, the number of new construction permits indicates a demand for new housing units within the City.

According to U.S. Census data, nearly one-half of all housing units in the City of Richland were constructed between 1980 and 1999. In the period from 2000 – 2009 there were an estimated 476 housing units constructed and while the pace of construction has slowed since 2009, an additional 402 units were produced between 2010 and 2022. Over the forty-year period from 1980 through 2020, the City averaged annually 57 units per year added to the housing stock. The pace of new construction remains slower than during the high.

The condition of housing stock in Richland is well maintained and increases in dilapidated properties is not a major threat at this time. However, as the housing stock continues to age, maintenance, and property upkeep will need to be monitored to avoid deterioration of housing in the community. The City should have a policy in place to deal with problem properties in a timely manner. Not only is maintenance important from a housing availability standpoint, but it also can have significant impacts of property values, health, and public safety. Dilapidated structures have a repeated history of becoming havens for crime, particularly drug activities. Additionally, the appraised value of surrounding properties can be negatively impacted by the declining value of a dilapidated or neglected property. Therefore, it is likely that some units will be replaced by new construction and major renovations will increase.







## **TAXES**

Municipalities generate the majority of their revenues from various taxes, specifically sales and use tax, special use tax, and property taxes. Sales and use taxes are taxes are collected on the sale or acquisition of personal property in the State of Mississippi at the rate of seven percent, unless otherwise defined or exempted. Municipalities receive a diversion, or portion, of the sales tax revenue collected in their corporate limits. The current diversion is 18.5 percent. Local governments do not have control over rate of tax or amount of diversion, as the State Legislature sets these amounts. The City of Richland has in place a three percent tax on gross proceeds from room rentals of hotels and motels in the City for the purpose of funding tourism, recreation, and parks. The revenues received from this tax must be used for a stated purpose and shall not be placed in the general fund for basic operation costs. The final source of tax revenue for a municipality is property, or ad valorem, taxes. A local government has the ability to set the millage rate, or taxing rate, for taxable real property within its corporate limits. The millage rate is set based on the overall value of taxable property within the local government and the local government's budget. If the revenues generated from other taxes (i.e. sales tax) and/or the value of property within the local government increases, the millage rate can be lowered. Low property tax rates are favorable for property owners; therefore, private investment, especially in the business sector, grows. The City of Richland has benefitted greatly from significant sales tax revenues, which allows the property tax to remain the lowest in Rankin County.

### **Sales and Use Taxes**

As previously noted in the Business Inventory section, the City of Richland has a significant number of wholesale trade, retail trade, and other non-public service businesses that generate sales and use tax revenues for the City, as well as property taxes. A typical industry, such as a manufacturer, will provide significant property tax revenues to a local government, but generate limited sales taxes. Wholesale trade is the exception to this generalization, and the City of Richland benefits greatly from an industrial sector that generates significant sales taxes. The City of Richland has averaged \$6,264,203 annually in sales tax diversions since 2015. The City's trade area covers a population that is nearly four times the City's population. This indicates a



strong trade economy that serves a region, rather than the municipality alone. The table below provides a comparison of the most recent available (2023) sales tax diversions and wholesale/retail trade sectors for the Cities of Richland, Brandon, Florence, Flowood, Pearl, Crystal Springs, and Magee.

	Richland	Brandon	Florence	Flowood	Pearl	Crystal Springs	Magee
<b>Population</b>	7,214	25,521	4,651	10,572	27,446	4,803	3,897
<b>Population of Trade Draw Area</b>	31,791	36,770	3,777	54,759	52,726	4,621	10,911
<b>Diversions</b>	\$8,083,711	\$7,526,712	\$1,038,394	\$14,895,783	\$15,144,153	\$871,680	\$2,806,434
<b>Percent of Diversion from Retail Trade Only</b>	31%	69%	48%	60%	59%	67%	68%

*Source: Mississippi State University Extension, Economic Profiles*

The City of Richland's traditional retail sector only provides 31 percent of the total diversions received by the City, while the other cities see at least half their total from traditional retail. The importance of the City's wholesale trade sector, and diversity of the City's economy, is highlighted by this data. A city that is heavily dependent on a single sector will likely face greater challenges during economic recessions.



## Property Taxes

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

	Richland	Brandon	Florence	Flowood	Pearl	Crystal Springs*	Magee*
<b>Population</b>	7,214	25,521	4,651	10,572	27,446	4,803	3,897
<b>County</b>	41.74	41.74	41.74	41.74	41.74	69.32	62.73
<b>School District</b>	55.78	55.78	55.78	55.78	58.7	42.73	47.11
<b>City</b>	19.00	33.00	31.20	20.00	27.50	47.70	26.00
<b>Total</b>	116.52	130.52	128.72	117.52	127.94	159.75	134.84
<b>Effective Cost on \$100,000 Home without exemptions</b>	\$1,165.20	\$1,305.20	\$1,287.20	\$1,175.20	\$1,279.40	\$1,597.50	\$1,358.40

*Source: Mississippi Department of Revenue, 2023 City Millage Rate, \* - located outside Rankin Co.*

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

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

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





## LAND

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, which is further explained in the Land Use Plan element of this Comprehensive Plan. In terms of economic development, a local government must have available lands that are suitable for development to spur additional growth. Revitalization and redevelopment efforts should also be encouraged as this prevents sprawl and reduces the need for additional infrastructure. Overall, 51 percent of the incorporated areas Richland is developed. When the larger study area, which is the anticipated growth pattern for the City, is considered approximately 35 percent is developed. It is noted that approximately 37 percent of the City and 35 percent of the study area is within the 100-year floodplain and has been deemed undevelopable. However, there remains ample lands available in each category for development. It is vital to note that one of the land use categories within this comparison is parks/open space. This is in no way a recommendation to develop all lands without preservation of open space. By adopting a Comprehensive Plan, which includes a Land Use Plan, and enforcing the City's Zoning Ordinance, the City is positioned to guide future development. This prevents the overcrowding of lands, incompatible land use conflicts, and rapid growth or sprawl.

Future growth must balance sprawl and overcrowding, both of which are undesirable.

Therefore, it is imperative to follow the growth pattern outlined in the Land Use Plan. Currently, there are approximately 315 acres of land within the City of Richland and the study area designated for low, medium, and high-density residential development that is vacant and developable. Additionally, there is approximately 6,400 vacant, developable acres in the study area, of which 865 acres are in the City, in the larger-lot, residential estate category. The residential estate category serves a buffer between the more densely populated areas and the rural, agriculture areas. If the vacant, developable acres within the City are developed at their current classification and at the maximum allowed density for that classification, there is adequate lands to provide the additional housing units needed without converting any lands from agriculture or residential estate. Conversion of lands from lower density uses, i.e. agriculture and residential estate, to higher density uses, i.e. low or medium density, is likely to cause sprawl and overcrowding.

Finally, it is noted that there is approximately 110 acres of undeveloped, but developable agriculture lands in the study area, and nearly 40 acres of the agricultural lands are in the City. While considered undeveloped because these parcels lack physical improvements, such as homes, much of this land is active, productive farmlands. As such, it is recommended that these areas be strictly protected from encroaching sprawl and urban growth.



The City also has some commercial and industrial lands available for development. Redevelopment of existing commercial centers is strongly encouraged where feasible.

**City of Richland Available Land by Category  
Proposed Land Use Plan 2024**

Category	Vacant/ Available Acres	Percent of Total
Agricultural	37.16	2.02%
Residential Estate	853.26	46.45%
Low Density Residential	118.55	6.45%
Medium Density Residential	152.61	8.31%
Patio Home & Townhouse	20.88	1.14%
High Density Residential	7.78	0.42%
Manufactured Home Residential	0.11	0.01%
Low Intensity Mixed Use	68.92	3.75%
Commercial	131.06	7.14%
Industrial	424.06	23.09%
Parks/Open Space	4.42	0.24%
Public/Semi-Public	17.98	0.98%
<b>TOTAL:</b>	<b>1,836.80</b>	<b>100.00%</b>

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



## CHAPTER FOUR: COMMUNITY FACILITIES



# 4

### GOALS AND OBJECTIVES

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

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

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

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

## GOALS AND OBJECTIVES

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

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

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

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

### City Hall

The City Hall is located at 380 Scarborough Street and was constructed in 2000. There are sixteen (16) City employees as well as three Rankin County employees working within City Hall.

There is 11,256 square feet of office space on the first floor and the second floor is 836 square feet that is used for storage. Additional space for the City's growing staff and secure storage for vital records are needed. Expansion of the current building is possible as there is suitable land adjacent to the existing footprint. Furthermore, City Hall needs general aesthetic updates and the HVAC system will need to be replaced in the near future.

### Police Department

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

By the year 2040 the City of Richland is expected to have a population of 10,125



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





## Fire Department

The City of Richland's fire rating is Class 4, which has improved since 2019. The City is served by 34 full time firefighters working 3 shifts daily and operating from 2 fire stations. Station 1, located at 566 Old Highway 49, is 7,506 square feet and was built in 2015. Station 2, located at 152 Brandon Avenue, is 4,320 square feet and was built in 2000. Station 2 also serves as Headquarters for the RFD.

Short term plans are to renovate the existing stations to accommodate increased shift sizes and female firefighters in bunk space. Additional administrative space is also needed. Long term, the City should consider building

a third station on the east side of Highway 49 near the intermodal facility and industrial developments. The addition of another station would require hiring additional personnel as well as purchasing vehicles and equipment. Furthermore, in order to improve the City's fire rating, the City will need a specialized fire training facility.

The evolution and adoption of modern building codes for residential as well as commercial and industrial structures have resulted in fewer structural fires and reduced overall damage to structures. The continued enforcement of strict building regulations should be encouraged to further mitigate damages.



## Parks And Recreation

Richland has 2 parks, Eastside Park and Westside Park. Eastside Park is located at 100 Furr Drive and has 2 lighted softball fields, batting cages, pavilion, tennis courts, playground and walking trail with weightless exercise stations. Westside Park is located at 160 Brandon Avenue and has 6 lighted baseball fields, T-ball fields, batting cages, pavilion, playground and walking trail. The walking trails at both parks need resurfacing



or reconstruction, and the pavilion at Westside Park needs to be reconstructed and should add ADA compliant features.

The Richland Parks and Recreation Center, located at 460 E. Harper Street, was constructed in 2020. This new facility includes an indoor track, indoor multi-use court for pickleball, volleyball, and basketball, and an e-gaming room as well as administrative offices and a conference room. Outside the facility is a beach volleyball court, a covered basketball court, a playground and splash pad. The Rec Center is located on an 8 acre parcel that is separated from Eastside Park by a creek bed. On this additional land around the Rec Center are two soccer fields and ample parking. The facility is adequately sized for its current usage and has allowed the City to expand its recreation programs for citizens of all ages.

The Community Center is located just west of the Recreation Center on E. Harper Street. The Community Center offers a large event space that is rented by the community for weddings, parties and events, training, and meetings. The space can be divided into small rooms and all rooms have access to a

full kitchen for catering. This facility is also currently adequate for the needs of the community.

Generally, the Parks and Recreation Facilities of the City of Richland are well-sized and are appropriate for the needs of the community. There is a stated desire to focus on maintaining the existing facilities rather than expanding recreational facilities in the City.

### **Senior Center**

The Richland Senior Center is located at 371 Scarbrough Street across from City Hall. This building was recently renovated to better accommodate the needs of the City's senior citizens. There are daily activities including exercise, game days, crochet, and luncheons as well as special events offered on-site and some organized trips off-site. This facility will likely require additional renovations in the future to better accommodate the growing needs of the senior community; however, the space is currently adequate.





### **Public Works**

The City of Richland's Department of Public Works utilizes City Hall for administrative space and operates a maintenance and storage facility on a 4 acre parcel on W. Harper. The administrative space in City Hall will need to be expanded soon and could be redesigned to create better workspace flow. The maintenance and storage facility is currently inadequate for the City's growing needs and can no longer accommodate employee parking, City-owned equipment, and staging of supplies. As such, Richland acquired property off Bobcat Drive in the northern portion of the City for the purpose of relocating the Public Works facility. This relocation would provide more than adequate space for equipment and supply storage, maintenance facilities, and employee parking.

### **Water Supply**

The City of Richland provides water throughout the city except for one area that is served by a private water association. The area along Highway 49 in the southeast is served by Southern Rankin Water Association. The City is now served by 6 water wells and 3 water tanks as the City added one well and one tank in the past four years. Currently there remains a need to replace older lines in the distribution system in the northern areas of the City and increase the water supply for fire. The City currently uses approximately 70% of its stated capacity, which is adequate for existing development; however, should significant industrial development occur in the northeastern portion of the City, then additional capacity will be necessary.

### **Sewage Disposal**

Sewer service is provided to the majority of the City by the City and the West Rankin Utility Authority. Wastewater is sent from the City's collection system to the WRUA's Wastewater Treatment Facility, which is in Richland and became operational in September 2021. The recently constructed facility serves Richland, Pearl, Brandon, Flowood, and several non-municipal agencies in the area, and has adequate capacity for future growth in the City. While the treatment system is adequate, the City has an ongoing rehabilitation program designed to reduce infiltration and inflow issues. The City plans to complete one rehabilitation project annually until the entire system has been upgraded. There are no future plans to offer sewer service to unserved residents currently, and the City, through its Land Use Plan, intends for those areas to remain rural in nature and larger lots.



### **Storm Water Drainage**

Given the City's location adjacent to the Pearl River, there is increased potential for stormwater drainage flooding within the City. Currently, a system of drains and basins are used to ensure stormwater is properly collected, detained, and released to the Pearl River. The City is actively working to complete improvements to this network to ensure it continues to operate as designed. The City desires the creation of a regional drainage

basin and stormwater management plan as it lies downstream from rapid development in neighboring municipalities. Such a basin may be ideally located in the northeastern portion of the City and may also serve an industrial site in the same area.

### **Library**

The Richland Library, located at 370 Scarbrough Street, is part of the Central Mississippi Regional Library System (CMRLS). The current building, which is 6,600 square feet, was built in 1992 and renovated in 2023. This facility houses 5 employees; Branch Manager, Reference Desk Assistant, Children's Specialist and two Circulation Clerks. The current book stock is 37,400 with an annual circulation of 33,492. The library serves 10,063 registered patrons.





## CHAPTER FIVE: TRANSPORTATION PLAN



### GOALS AND OBJECTIVES

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

- **OBJECTIVE:** Improve traffic flow, vehicular accessibility and circulation, and reduce traffic congestion and accidents by building on and upgrading existing roadway resources and to add new roads to accommodate expected future development and increased traffic.



## GOALS AND OBJECTIVES

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

- **OBJECTIVE:** Promote bicycling and walking as healthy, convenient, and cost-effective alternatives to motor vehicle transport through the establishment of a bicycle and pedestrian facility network that increases accessibility for users to schools, parks, commercial areas, transportation centers, and other bicycle and pedestrian facilities.
- **OBJECTIVE:** To integrate bikeway and pedestrian facilities into the design of new roadway construction, as well as proposed roadway widening.

The purpose of the Transportation Plan is to establish policies which guide the delivery of a safe and efficient multi-modal transportation system. The City's transportation network connects people to their homes, jobs, schools, natural and cultural resources, recreation, and other important places. From the City's perspective, the transportation system should work in conjunction with Rankin County and other local municipalities to provide a county-wide mobility network, with consideration given to both transportation policies and land use development policies.

The City of Richland'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 Rankin County and surrounding local municipalities. 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 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 MPO Policy Committee, have and will continue to incorporate the local Transportation Plans into the MPO's Metropolitan Transportation Plan.

The City of Richland recognizes the important relationship between land uses and transportation. Various community activities such as shopping and employment centers, schools, and high density residential development generate large amounts of traffic. However, it is also true that the construction of major streets will create pressure for more intensive types of development. If designed properly, major traffic arteries connecting focal points or community activities will have better traffic flow and fewer accidents without passing through residential areas. The Land Use Plan is valuable in helping make determinations between land uses and traffic routes; therefore, the Transportation Plan was developed concurrently with the Land Use Plan.



## EXISTING TRANSPORTATION NETWORK

The existing conditions of the transportation network were studied and served as the foundation of this Transportation Plan's recommendations. The conditions analyzed included functional classifications, traffic volumes in terms of annual average daily traffic counts, multi-modal facilities, and safety via accident data.

### 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 (MDOT).

A general description of the Functional Classification System is found below.

#### *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.

##### Existing Interstates:

Interstate 20
---------------

#### *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.

##### Existing Principal Arterials:

U.S. Highway 49
-----------------

#### *Minor Arterials*

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

##### Existing Minor Arterials:

South Pearson Road	Old Pearson Road (East of Hwy 49)
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### ***Collectors***

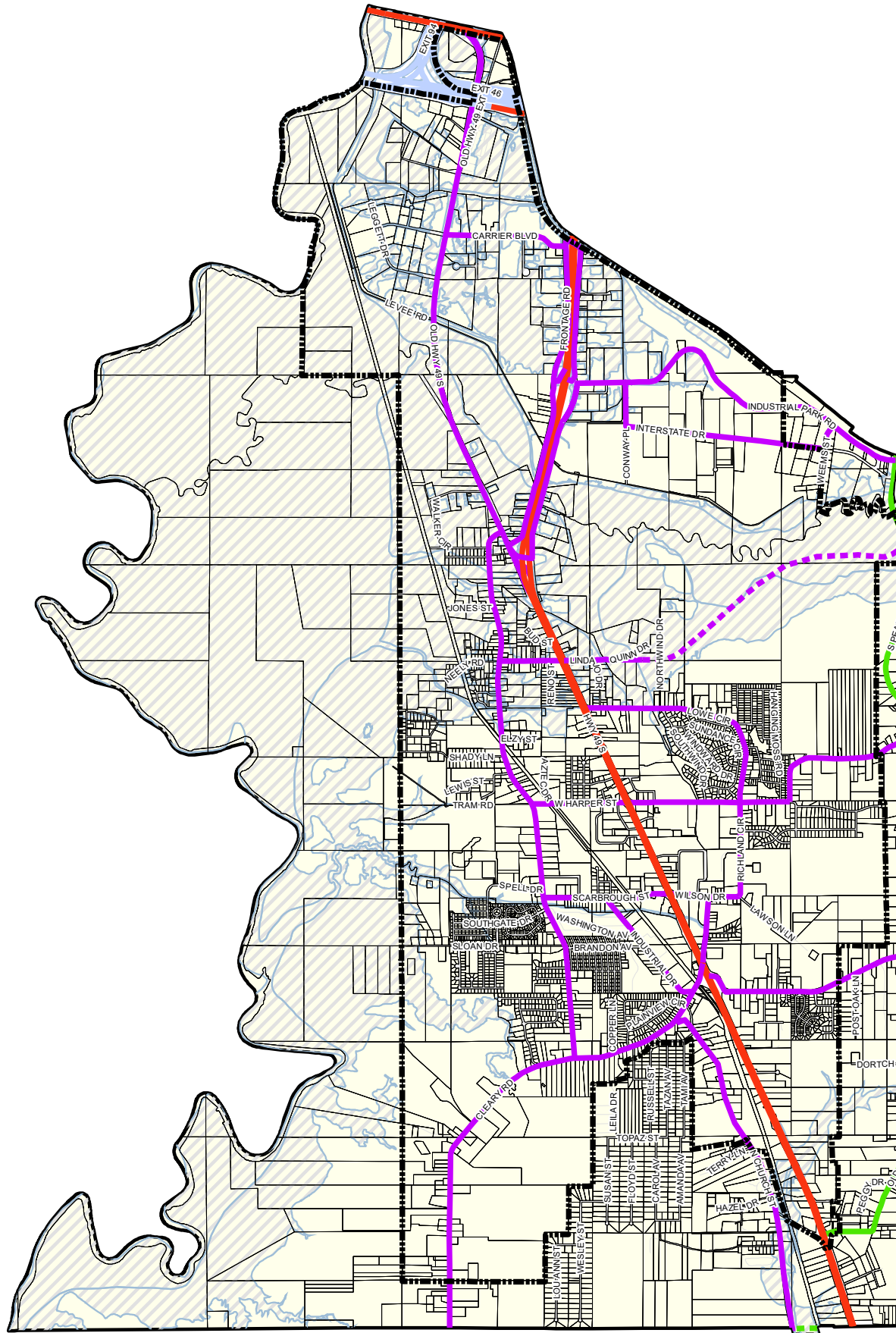
Collectors serve as intermediate feeders between arterials and local streets and primarily accommodate shorter trips. Since collector roads are not intended to accommodate long through trips, they are generally not continuous for any great length.

<b>Existing Collector Roads:</b>		
Old Highway 49 S	Carrier Blvd	Industrial Park Drive
Deborah Street	Interstate Dr	Con-Way Place
McBride St	Linda Jo Drive	Quinn Road
Lowe Circle	W Harper Street	East Harper Street
Scarbrough St	Richland Circle	Industrial Dr
Cleary Road	North Church Street	Monterey Road
Wilson Drive	Old Pearson Rd (West of Hwy 49)	U.S. Highway 49 Frontage Road (east and west)

### ***Local Roadways***

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



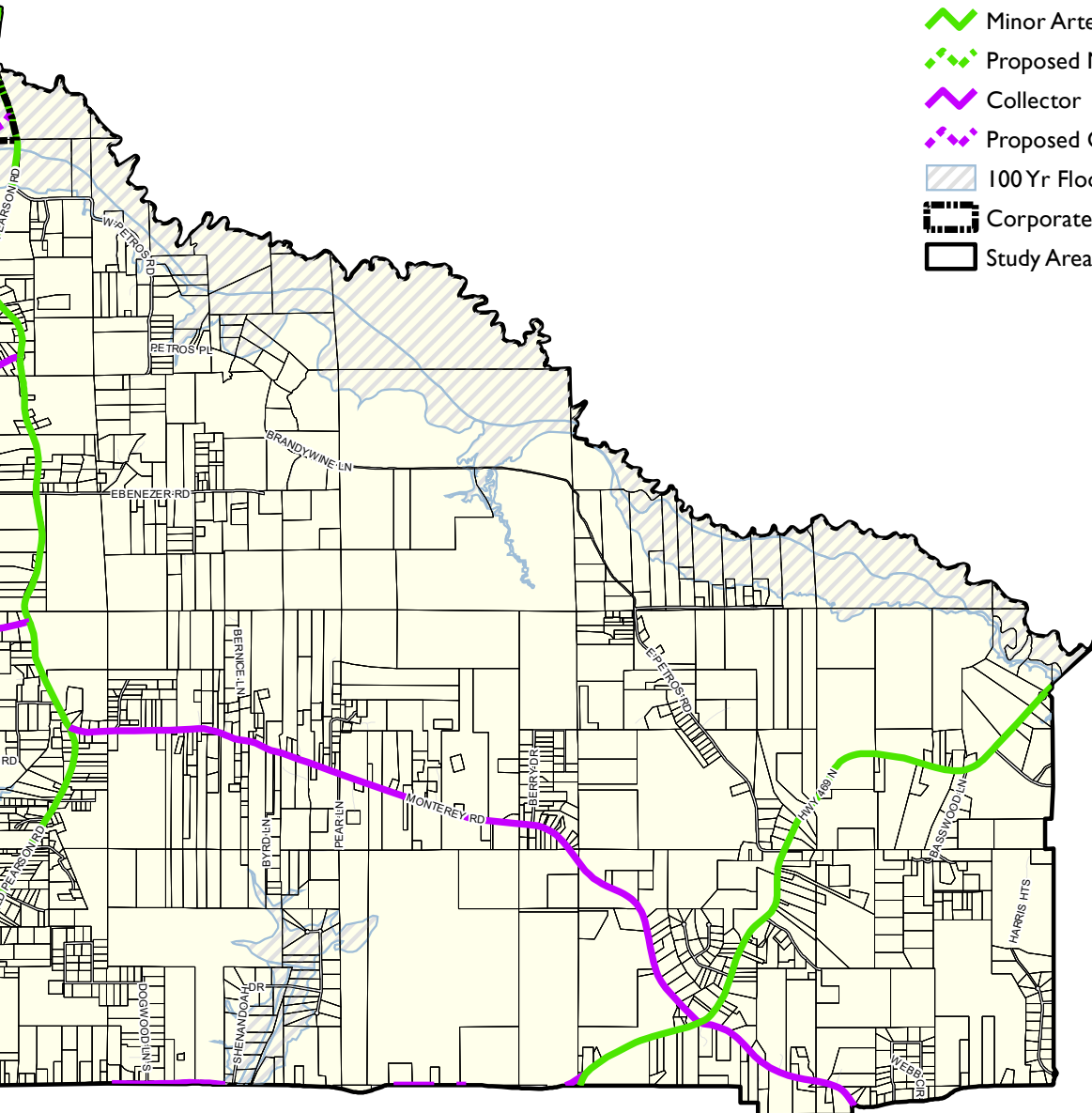




# Transportation Plan Adopted February 4, 2025



- Interstate
- Principal Arterial
- Proposed Principal Arterial
- Minor Arterial
- Proposed Minor Arterial
- Collector
- Proposed Collector
- 100 Yr Floodplain
- Corporate Limits
- Study Area





## Traffic Volumes

Average daily traffic volumes show how many vehicles travel on a road in an average day with highest traffic volumes being indicative of 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 MDOT 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, as well as future land use household and employment growth.

**TABLE V-1: ANNUAL AVERAGE DAILY TRAFFIC COUNTS (AADT)**

Roadway	Annual Average Daily Traffic			MTP Projected Traffic	
	2019	2021	2022	2035	2045
<b>Interstate Highways</b>					
I-20 (Hwy 49 to Pearson Rd)	75,000	72,000	75,000	82,882	88,355
<b>Principal Arterial Highways</b>					
Highway 49 (South of I-20)	52,000	49,000	48,000	56,693	59,206
<b>Minor Arterial Highways</b>					
South Pearson Road (South of MS 468)	6,300	7,100	7,100	6,020	6,427



## Safety

CMPDD obtained crash data from MDOT and conducted a data driven analysis of crashes occurring over a 5-year period in the City of Richland. Between 2019-2023 there were 4 fatalities and 65 serious injuries resulting from crashes on roadways in the incorporated limits of Richland. The following is a summary of safety data:

- 199 crashes were single vehicle run off road crashes
- 899 crashes were intersection-related crashes including angle crashes
- 7 head on crashes
- 6 crashes involved a pedestrian
- 0 pedestrian fatality
- 4 pedestrian serious injuries
- 0 bicyclist fatalities or serious injuries

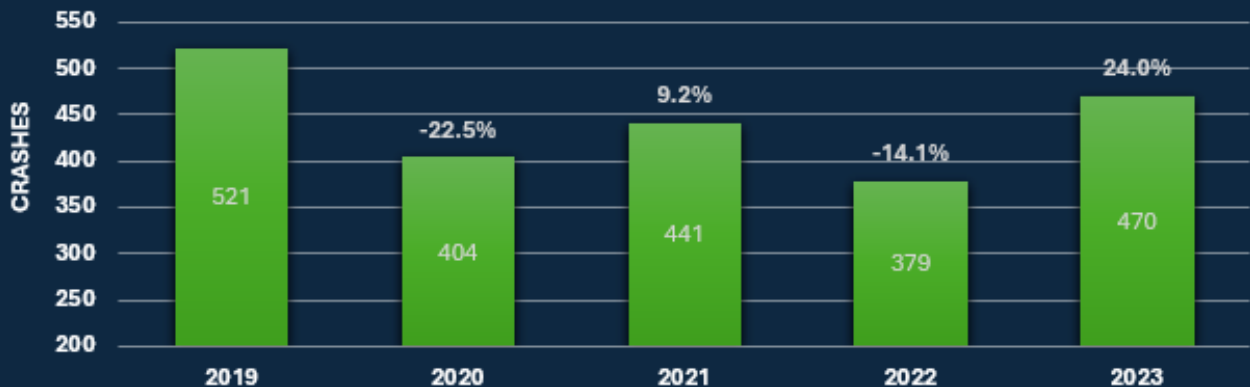
### Most Common Crash Types in the City of Richland

Rear end	44.8%
Sideswipe	15.4%
Angle	13.4%
Run off road - right	5.2%
Left turn same roadway	4.6%

### General Crash Statistics for Richland

- 85.4% of all crashes occurred during dry conditions
- 78% of all crashes occurred during daylight conditions
- 40.6% of all crashes occurred at intersections
- 46.6% of intersection crashes involve a car being rear ended

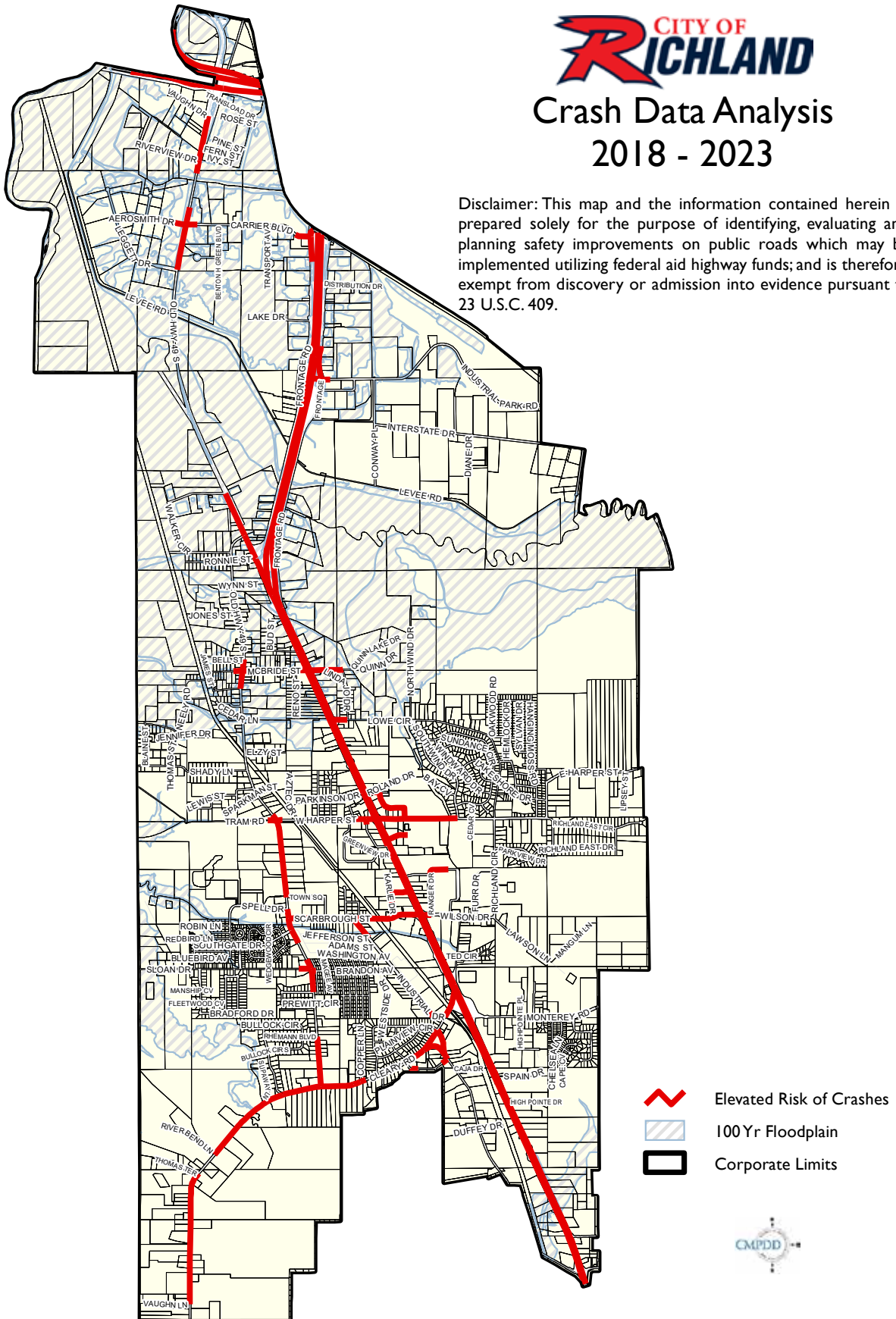
### City of Richland Total Crashes and Percent Change Annually





## Crash Data Analysis 2018 - 2023

Disclaimer: This map and the information contained herein is prepared solely for the purpose of identifying, evaluating and planning safety improvements on public roads which may be implemented utilizing federal aid highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C. 409.





## **FREIGHT**

### **Truck Traffic**

The provision of safe and efficient means for freight vehicles, particularly trucks, to share the roads with personal vehicles is vital to today's economy which is dependent on trucks for the delivery of goods, services, and other vital functions. According to MDOT's 2022 Traffic Count data, the highest daily freight traffic for class 4 and higher vehicles in Richland is along Highway 49 south of Interstate 20 with 7,700 daily freight vehicles. The freight traffic count decreases to 5,640 daily freight vehicles at the intersection of Highway 49 and Scarbrough Street. 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.

### **Railroads**

Railroads also play a significant role in the local, regional, and national transportation system, moving freight to and between ports, agriculture areas, and urban areas. Railroads also have a significant impact on land use, the physical and social environment, and other components of the transportation system, particularly in Richland. As noted on the map below, there are two Class I rail lines that transect the City. East-west rail is served by Kansas City Southern (KCS) while north-south is served by Canadian National Railway.

### **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 rail-highway trailer/container intermodal facility and bulk transfer facility located in Richland. 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 over the railroad on South Pearson Road that serves as the main entrance and exit line for the Richland Intermodal Facility.

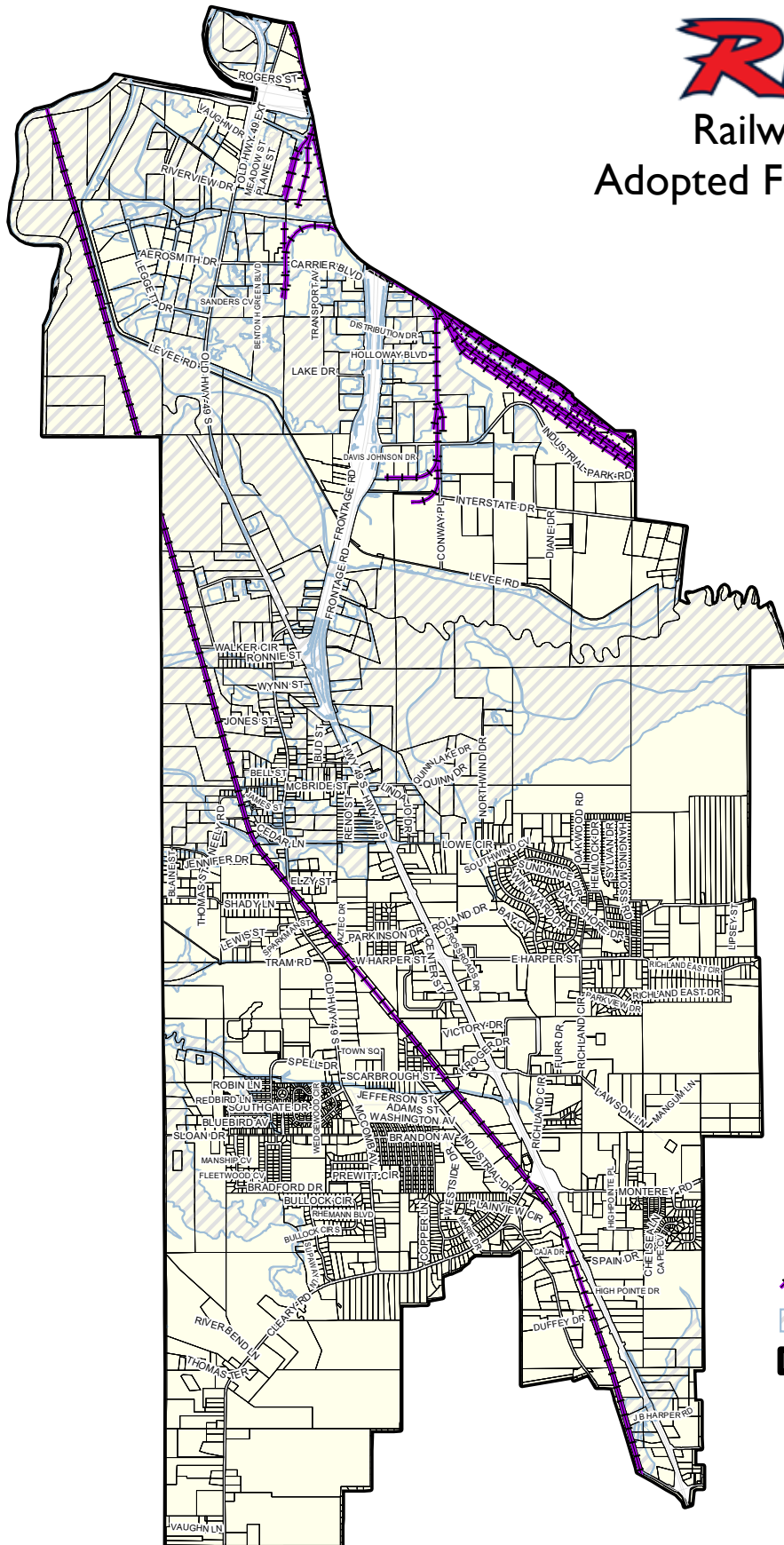
### **PASSENGER RAIL**

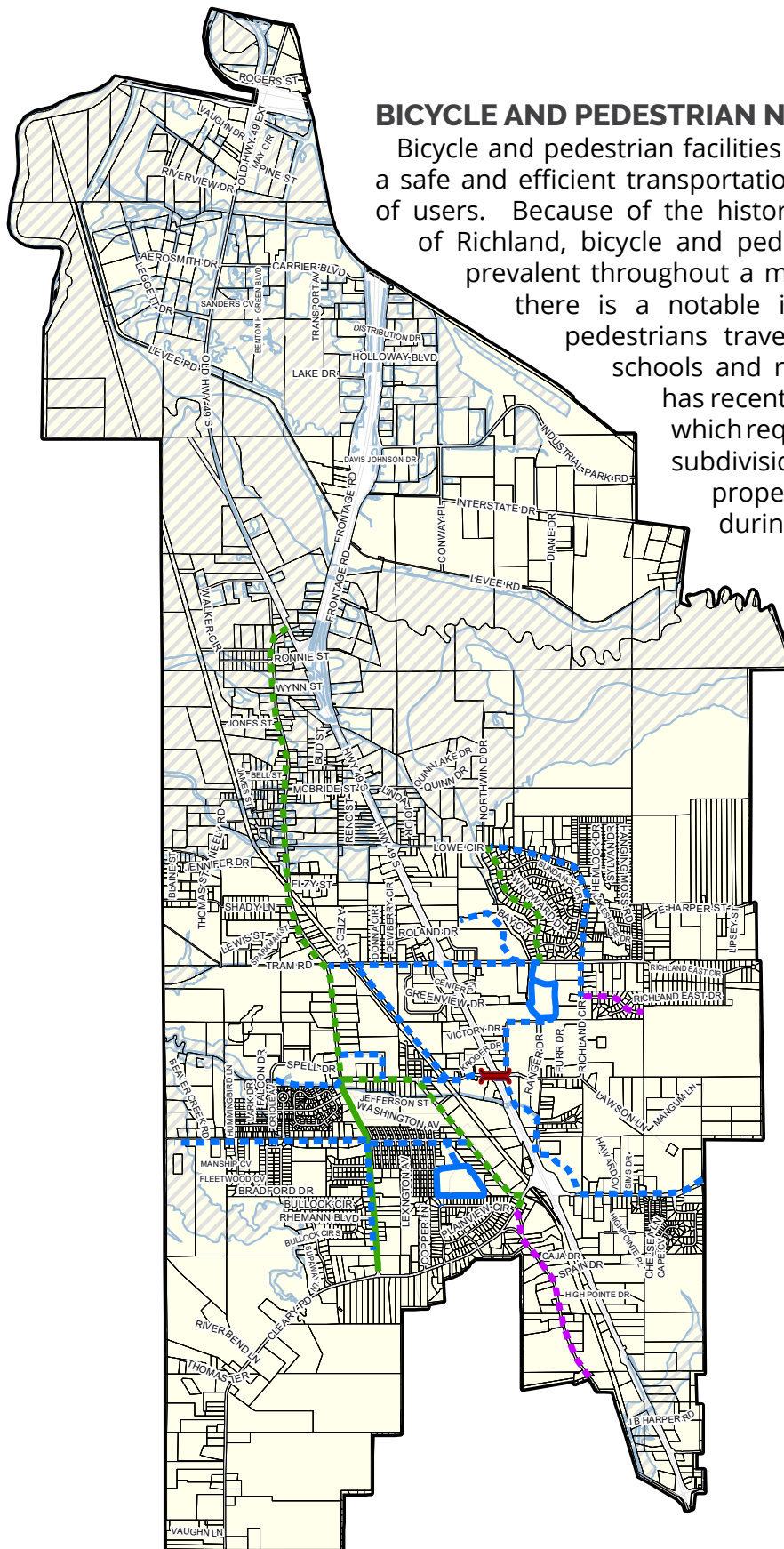
While Richland has two Class I railroads, there is no direct passenger train service in the City or in Rankin County. Passenger rail service is currently available to the region through Amtrak which has a passenger facility in Hinds County. MDOT is participating in a joint effort spearheaded by the Southern 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 City of Richland. 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.



# Railway System

Adopted February 4, 2025





## 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 historically rural character of City of Richland, bicycle and pedestrian networks are not as prevalent throughout a majority of the city. However, there is a notable increase in recent years of pedestrians traveling to and from the City's schools and recreation facilities. The City has recently adopted a Sidewalk District, which requires developers of residential subdivisions and commercial properties to construct a sidewalk during site development, to better serve this population. The District's implementation has been successful and the City has seen an increase in sidewalk segments. Furthermore, to better address the demand for bicycle and pedestrian facilities, the City has begun incorporating sidewalk segments, bicycle paths, and multi-use trails in conjunction with roadway reconstruction or widening projects.

-  Proposed Pedestrian Bridge
-  Existing Share Use Path
-  Proposed Share Use Path
-  Existing Bike Lane
-  Proposed Bike Lane
-  Existing Bike Route
-  Proposed Bike Route
-  100 Yr Floodplain
-  Corporate Limits





## 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 Phase II	US 49 to Richland Creek	Widen to 4 Lanes and New 4 Lane Roadway	1.90
US 80	US 51 to MS 468	Widen to 6 Lanes	2.79
S Pearson Rd	Monterey Rd to 0.4 miles north of E Harper St	Widen to 4 Lanes	2.37
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
Old Hwy 49	US 80 to US 49	Widen to 4 Lanes	3.09
Petros Rd	S Pearson Rd to MS 469	New 4 Lane Divided	4.37

### Safety Improvements

The CMPDD Safe Streets and Roads for All (SS4A) Safety Action Plan was finalized in May 2024. CMPDD in consultation with transportation stakeholders and local government partners, prepared the regional SS4A Safety Action plan to present a holistic, well-defined strategy to improve roadway safety throughout CMPDD's region by reducing roadway fatalities and serious injuries. The Safety Action Plan includes a comprehensive analysis of crash data, identifies high-crash and high-risk locations, factors contributing to crashes, and prioritizes strategies to address them. Segments and intersections in the City of Richland identified in the CMPDD Safety Action Plan include:

#### Segments:

- Highway 49 Frontage Rd. between Lake Drive and Carrier Boulevard
- Highway 49 NB between Interstate Drive and 0.5 miles south of I-20

#### Intersections:

- Highway 49 at Scarbrough Street
- Highway 49 at McBride Street

### Rail Improvements

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

### Bicycle and Pedestrian Improvements

As a result of the reconstruction and widening of U.S. Highway 49, the City noted great concern in pedestrian traffic attempting to cross the 6-lane highway near the Richland High School. As such efforts are underway to secure funding for the design and construction of a pedestrian bridge over U.S. Highway 49 near Scarbrough Street.

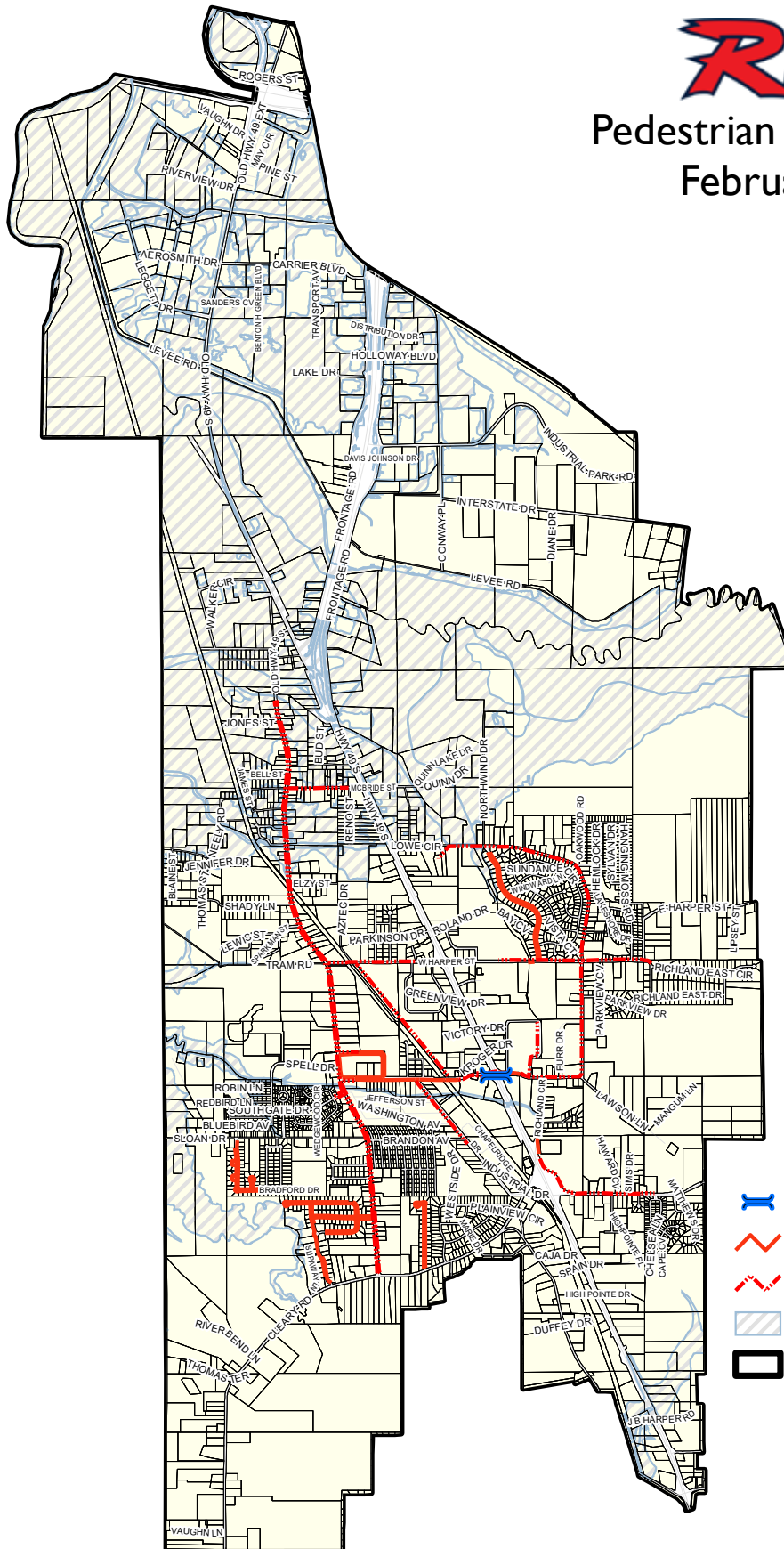
Furthermore, the City has identified numerous roadways that are in need of sidewalks that directly connect residential areas with schools, recreation facilities, and commercial centers. These sidewalks or paths would help direct bicycle and pedestrian traffic to the proposed pedestrian bridge over U.S. Highway 49.






The proposed improvements are shown on the following map.



# Pedestrian & Sidewalk Plan

February 4, 2025



-  Proposed Pedestrian Bridge
-  Existing Sidewalks
-  Proposed Sidewalks
-  100 Yr Floodplain
-  Corporate Limits



## CHAPTER SIX: LAND USE PLAN



# 6

### GOALS AND OBJECTIVES

**GOAL:** To encourage and promote development and redevelopment of existing residential, commercial and industrial structures, including quality single family housing.

- **OBJECTIVE:** To encourage the removal of substandard housing and replacement with quality housing and to upgrade substandard housing where practical.
- **OBJECTIVE:** To promote the reuse of vacant commercial and industrial structures.



## GOALS AND OBJECTIVES

**GOAL:** To maintain a residential density pattern that will produce desirable concentrations of residences and will not overburden the local community facilities, cause overcrowding, allow for insufficient light and air, or cause congestion.

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

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

- **OBJECTIVE:** To enforce an overlay zoning district along Highway 49 including uniform standards that will enhance the visual aesthetics of the Highway 49 corridor.
- **OBJECTIVE:** To protect and enhance the viability of the commercial and industrial properties along the Highway 49 corridor.
- **OBJECTIVE:** To provide sufficient neighborhood-oriented convenience commercial development to accommodate the residential population.
- **OBJECTIVE:** To promote the development of a downtown style development around Town Square that provides for residential and commercial uses in well-designed buildings.

**GOAL:** Continue to promote new industrial development.

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

## INTRODUCTION

Section 17-1-1 of the Mississippi Code specifies that the Land Use Plan element of the Comprehensive Plan shall designate “--- in map or policy form the proposed general distribution and extent of the uses of land for residences, commerce, industry, recreation and open space, public/quasi-public facilities and lands.” The Code also requires that “background information shall be provided concerning the specific meaning of land use

categories depicted in the plan in terms of the following: residential densities; intensity of commercial uses; industrial and public/quasi-public uses; and any other information needed to adequately define the meaning of land use codes (reflected on the Land Use Plan map). Projections of population and economic growth for the area encompassed by the plan may be a basis of quantitative recommendations for each land use category.”

The purpose of the land use section of the Comprehensive Plan is to inventory the community's existing land use patterns and to recommend policies for future development that are consistent with the community's character. The Land Use Plan should be used primarily as a general and long range policy guide to decisions concerning future land development. The adoption of these policies by the Mayor and Board establishes their dominance as a guide for land use decisions, and that they may change only by amending the plan. These policies also involve decisions on how the land use patterns should change for future needs. The Land Use Plan is a vital part of the Comprehensive Plan since zoning decisions are required by State law to be based on the adopted Land Use Plan. The Land Use Plan is subject to change as the City grows and may be amended at any time following the necessary public hearings.

The Land Use Plan shall also be used as a forecast of the future land needs of the City. Although the land use forecasts are for 20 to 25 years in the future, the life expectancy of the land use plan for accuracy and applicability is five to six years. This emphasizes the need to revise the plan every five years.

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

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





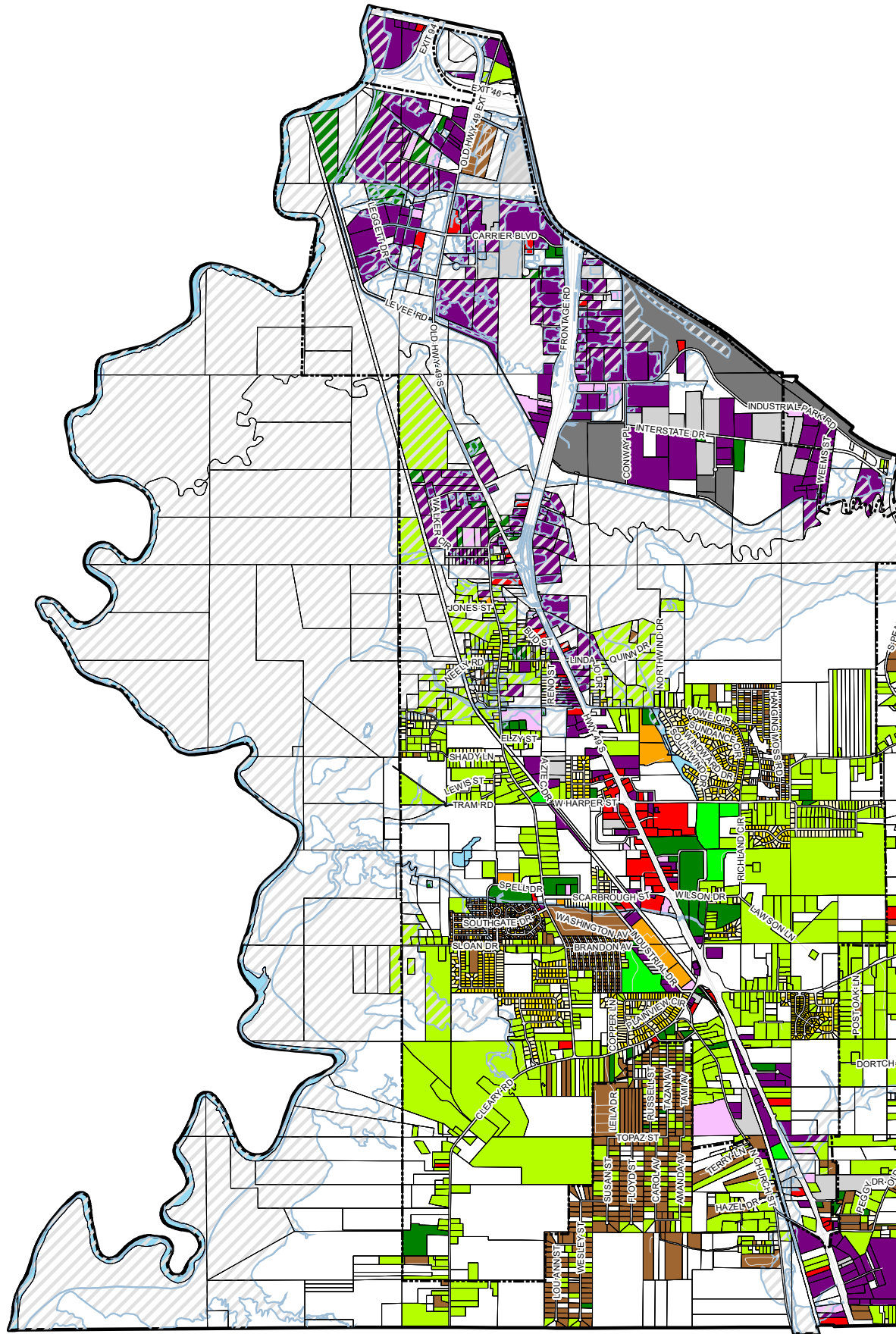
### Existing Land Use Methodology

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

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

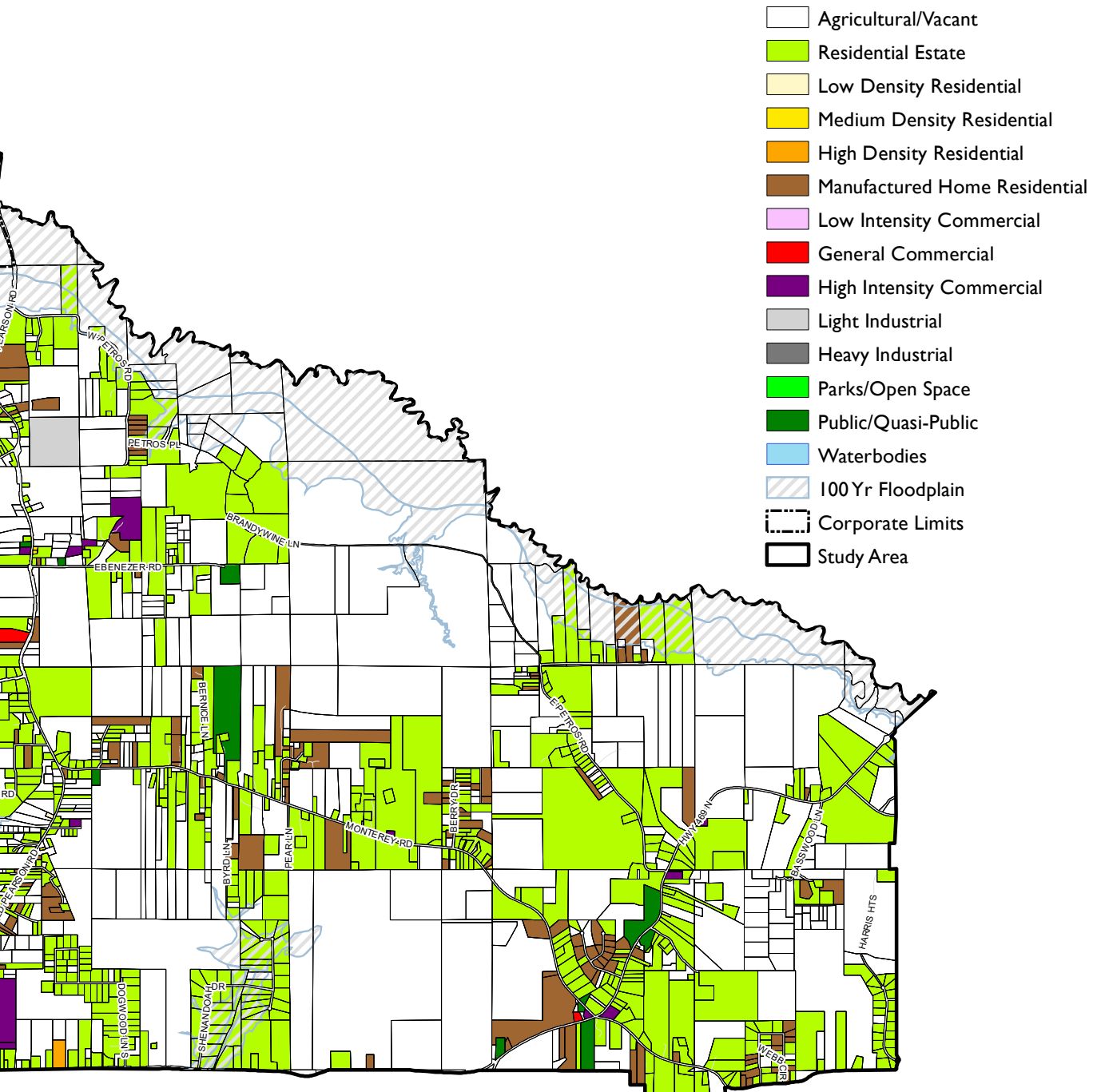
The existing land use map shows present land use patterns and provides a basis for the development of the future land use plan and future zoning map.







## Existing Land Use Adopted February 4, 2025





## THE LAND USE PLAN

### Methodology

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

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

The Land Use Plan, in order to be useful as a policy tool for guiding land use decisions,

must be carefully composed. In drafting the Land Use Plan Map, the following factors were considered:

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

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



## Land Use Plan Map

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

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

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

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

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





## EXPLANATION OF LAND USE CATEGORIES

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

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

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

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

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

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

This land use classification is intended to

promote the development of single family detached dwellings on relatively large lots (approximately 11,500 square feet).

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

This land use classification allows the development of single family detached dwellings on moderate size lots (at least 9,500 square feet).

**PATIO HOME RESIDENTIAL (coral):** Maximum density of six dwellings.

This land use classification allows for the development of single family detached dwellings on small sized lots (6,000 square feet). This classification is commonly known as patio or zero lot homes.

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

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





**MANUFACTURED HOME RESIDENTIAL (brown):**

This classification also allows the development of manufactured home parks.

**LOW INTENSITY MIXED USE:** Commercial and Residential Uses.

This classification allows for the buildings to have a mixture of uses, including commercial on the ground floor and residential on upper floors. Townhouses, patio homes, and standard single family residential may also be considered. Commercial uses should generally be fully-indoor similar to office or professional uses and retail.

**GENERAL COMMERCIAL (red):** All Commercial Activities.

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

**HIGH INTENSITY COMMERCIAL (purple):**

This classification includes commercial uses that involve outdoor storage and display of goods or activities services that are generally conducted outside.

**INDUSTRIAL (light gray):** All Industrial Activities.

This classification includes all manufacturing and warehousing uses.

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

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

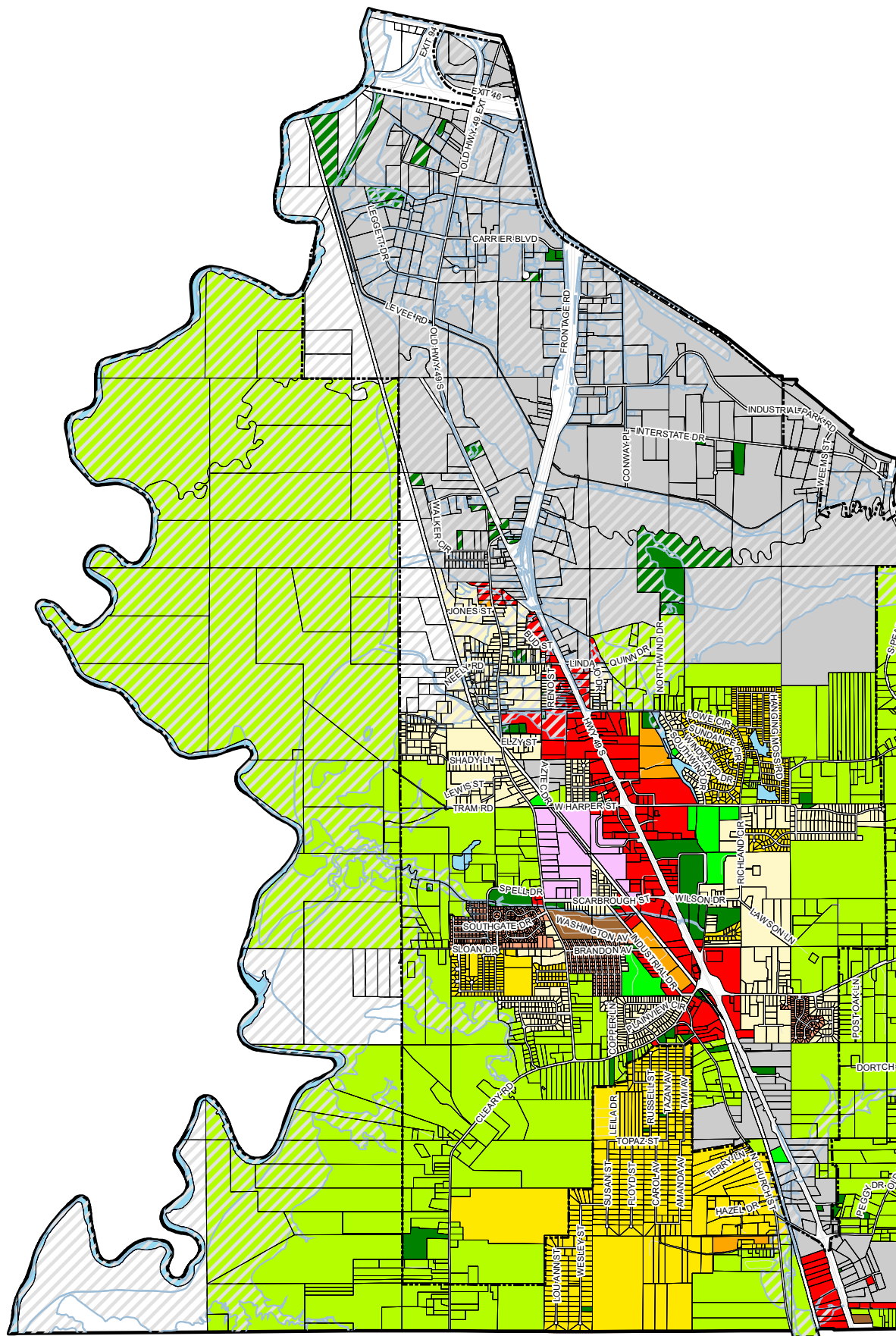
**PUBLIC/QUASI PUBLIC USES (dark green):**

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

**100 YEAR-FLOOD PLAIN (light blue pattern):**

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





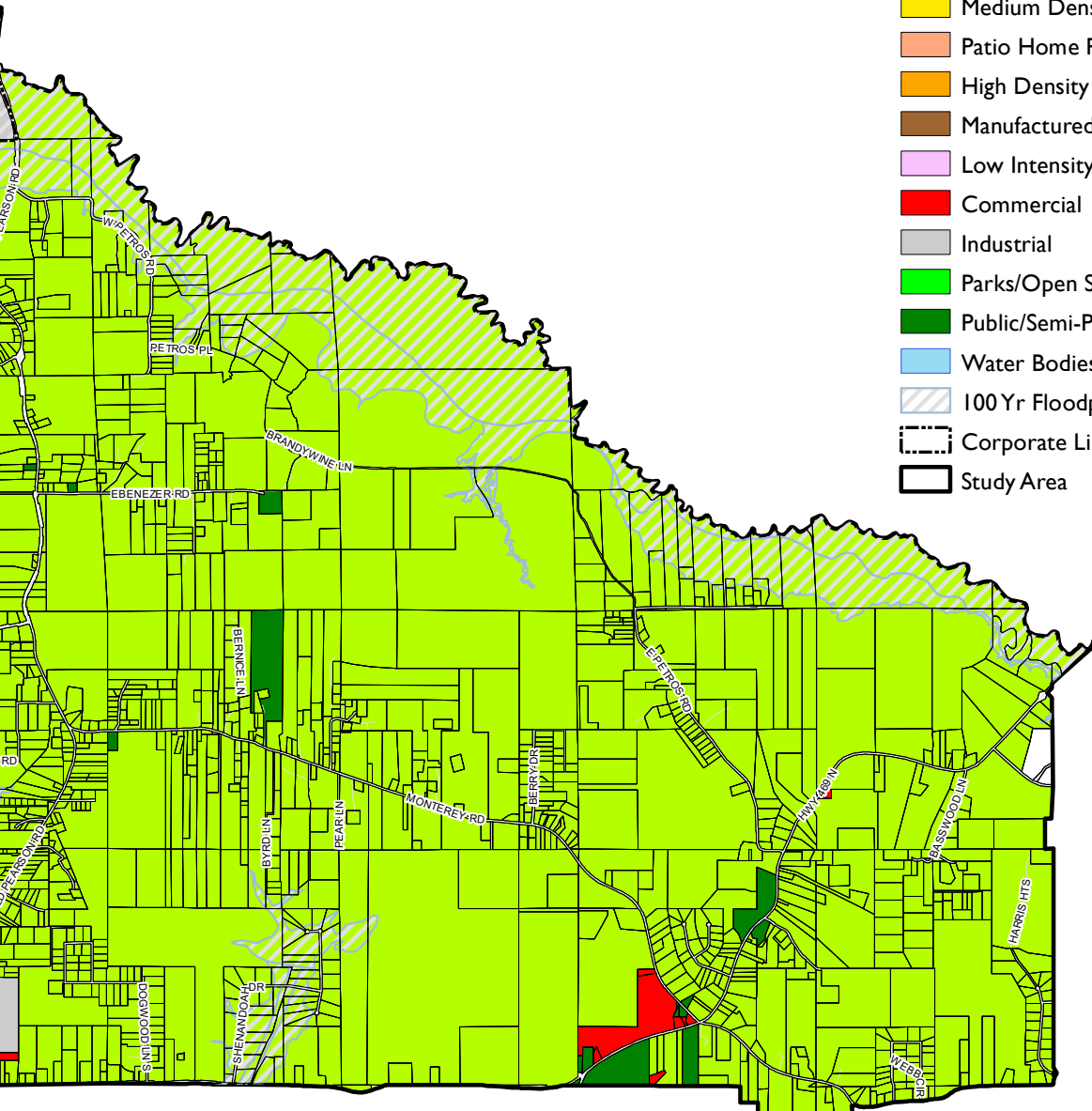


# Land Use Plan

## Adopted February 4, 2025



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



## LAND USE RECOMMENDATIONS

The historic development pattern of the City of Richland has a north to south, linear manner along U.S. Highway 49 without an easily identifiable downtown. As a result, there is a stated desire to create a downtown in the area designated as “Low Intensity Mixed Use” on the Land Use Plan. This area is bounded by West Harper Street, Scarbrough Street, Old Highway 49, and the existing commercial development along U.S. Highway 49; and is divided by the rail. The property is easily accessible from the existing roadway network and could be connected to future

bicycle and pedestrian facilities in this area. This proposed downtown should create a mix of community space, attached and second story residential dwellings, and commercial properties. Ideally, commercial uses in the downtown should be smaller-scale retail, office and restaurants, which mirrors the typical downtown environment. Automobile traffic should be somewhat limited to the edges of the development with a larger focus on bicycle and pedestrian movement in the interior.









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