

# HERNANDO, MISSISSIPPI



## GENERAL DEVELOPMENT PLAN 2007 - 2027

**Final**

Transportation - Draft



City of Hernando  
Office of Planning  
Commerce Street  
Hernando, Mississippi 38632  
doms.org

**CITY OF HERNANDO**  
Office of Planning  
475 West Commerce Street  
Hernando, Mississippi 38632  
[www.Herandoms.org](http://www.Herandoms.org)  
662-429-9092

ACKNOWLEDGMENTS

MAYOR AND BOARD OF ALDERMEN

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Alderman Sam Lauderdale  
Alderman Gary Higdon  
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PLANNING COMMISSION

Randy Cobb  
Larry Newsom  
Pat Woody  
Scott Fenandez  
Bob Wolfe  
Majorie Williams

Robert L. Barber, Director of Planning  
Shelly Johntone, Deputy Director

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I, Robert L. Barber, Sr., AICP, do certify that to the best of my knowledge and belief that:

1. The statements contained herein are true.
2. All information is presented in a manner that is accurate and unbiased.
3. The work was prepared according to the AICP Code of Ethics and Professional Conduct as well as AICP Technical Standards of professional practice.
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Robert L. Barber, Sr., AICP #8048  
Month/ Day/ 2007

## Executive Summary

Municipal development policy has a profound impact on the quality of life available to a community. The manner in which a community addresses land use, housing, capital facilities, transportation, historic resources and design has a direct impact on the prospects for economic development, community health, and overall desirability for living. This plan has been produced with the overall goal of advancing the livability and desirability of Hernando, Mississippi as a place to live and work, and in accordance with extensively developed community goals and objectives.

This plan represents a comprehensive update of the City's last major planning effort which occurred in 1993. The majority of recommendations from the 1993 plan have been implemented and the community has experienced greater than projected growth in both territory and population in the intervening years. In addition, Hernando has undertaken the task of upgrading specific project design through architectural and site design controls. Major new growth shaping influences lie on the horizon with the construction of I-69 and the DeSoto County Regional Sewer. Greater concern for the natural environment continues to be expressed in the community.

In addition to setting forth the general plan for development for Hernando in accordance with the community's goals and objectives in relation to the required elements of Land Use, Transportation, and Community Facilities, specific implementation measures are recommended. Adoption of the plan will result in the following planning program actions:

- I. Establishment of desired future land use patterns in projected growth areas over the next 20 years
- II. Revision of the transportation plan to account for changes required by growth and the anticipated impacts if I-69
- III. Revision of the zoning ordinance to include expansion of the historic district, inclusion of a traditional neighborhood development zone, improved clarity, upgraded definitions, and other changes.
- IV. Administrative upgrades employing a greater use of digital technology throughout the planning program
- V. Adoption of revised and updated building codes

These changes and recommendation are detailed in the appendix of this plan. Adoption may occur by the Mayor and Board of Aldermen, upon recommendation of the Planning Commission, after the legally prescribed public hearing after giving at least 15 days notice of such hearing.

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# **I.INTRODUCTION**

## A. INTRODUCTION

This Comprehensive Plan for the City of Hernando is the blueprint for the economic, social and physical development for the future and an expression of what kind of a community it wants to be. It is a policy guide that is intended to serve the Hernando's decision makers as a tool for orderly development at minimal cost to the City.

A comprehensive plan is defined by Mississippi state statute to include four elements – land use, goals & objectives, transportation and public facilities. Its primary purpose is to help a city be proactive in managing its growth and development. The plan does this in the following four ways:

- It helps coordinate the city's activities with other entities,
- It is the legal foundation for implementation ordinances like the zoning ordinance,
- It is educational, telling the community and developers where the city is going, and
- It provides guidance by helping with interpretation of implementation ordinances through clearly stated goals and objectives.
- It is long-range – often extending 20 to 25 years into the future.
- It is comprehensive in geographical scope – it covers the entire community.
- It addresses all the functions that make a city operational.
- It summarizes the policies and philosophies and is more general than the city's implementation ordinances.

This plan updates the city's latest plan, which was adopted by the Mayor and Board of Aldermen in 1993. Since that time the city has grown rapidly, increasing in population by more than 200%. In addition Average Daily Traffic Counts have doubled on some segments of DeSoto County arterials, including those in and around Hernando. Building permits have also increased... (get new data). As the Memphis region continues to grow, DeSoto County shares in that growth. Policy decisions made in Memphis, Shelby County and the state of Tennessee are often a catalyst for growth in DeSoto County and the City of Hernando.

Management of this growth and maintaining Hernando's high quality of life are priorities for the City of Hernando leaders and its citizens. This new plan, which received significant public input, reflects the goals and values of Hernando residents.

The new Hernando General Development Plan tracks the major community changes since the last plan, assesses prospects for future development, and sets forth the community's vision for the next 25 years. It provides new directions for development policy, and recommends revised implementation tools to carry out these new policies.

The plan was developed in accordance with generally accepted planning principals and is divided into four volumes. Volume I, Executive Summary and Introduction summarizes the findings and recommendations and provides general planning information. Volume II is the Background Study, which presents and analyzes the planning and development issues within the city. Volume III outlines the City's important Findings, Goals, Objectives and Policies. Section IV is the recommended general development plan, and includes Land Use, Transportation, Housing and Public Facilities plans for the future. Recommendations for changes to the City's implementation ordinances are noted in ...

## **B. ELEMENTS OF THE PLAN**

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

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

The second part of a comprehensive plan is the Land Use Plan. This plan designates, in map form, the proposed distribution and extent of land use for residential, commercial, industrial, and recreational lands, as well as public and quasi-public facilities and open space. The land use section of the plan contains projections of population, economic growth, and land use for the community. It is used as a guide for the planning commission and the Mayor and Board of Aldermen when they review private development proposals and to make decisions regarding the location of public facilities.

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

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

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

A city desperate for development and permits low quality development will not be able to successfully compete with cities that are more concerned with the quality of development and other quality of life issues. Therefore, the City of Hernando intends to foster those policies that will make this a more competitive city with a high quality of life.

### **C. HOW TO USE THIS PLAN**

As a policy guide, the Hernando Plan does not attempt to replace market forces of supply, demand, and price but to shape and channel those forces by establishing certain rules for development and conservation. This community plan contains policies that foster growth that enhances the community. For example, unplanned, haphazard growth is unsightly and wasteful of space and public facilities, which results in higher public 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 a plan's policies, goals and objectives as well as the land use plan map and the other plan elements. Even though there is generally not an exact identity between the land use plan map and the zoning map, the two should mirror each other as closely as possible.

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

The goals and objectives element of the plan is used by the governing authority to have

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

The governing body uses the comprehensive plan to take action on two types of physical development matters: (1) measures that are specifically designed to implement the comprehensive plan (zoning ordinance, subdivision regulations, capital improvements program and budget, the official map, and development plans), and (2) other measures that routinely require legislative or governing authority approval (e.g. rezoning cases and public works projects). For both types, the plan should be consulted at least to determine if the plan speaks specifically to the matter or provides any guidance as to how the matter should be handled.

#### **D. USE OF THE PLAN**

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

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

#### **E. PLAN NONCONFORMANCE AND PLAN AMENDMENTS**

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

All development proposals as well as proposed rezonings would not only be reviewed in light of the standards set forth in the zoning ordinance, but also according to each element of the plan. The goals, objectives, and policies would be checked against the proposal to determine if there was any conflict. The Land Use Plan must be checked to see if the proposed rezoning is in line with the designated land use category. For example, if a proposed rezoning to a multi-family district is indicated, then the Land Use Plan must show a high-density classification for that site. The proposed rezoning must not be in conflict with the Transportation Plan's recommendations, nor with those of the Community Facilities Plan, both of which relate to capital improvements.

## **F. IMPLEMENTATION DEVICES**

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

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

## **II. BACKGROUND AND ANALYSIS**

## A. GENERAL FEATURES

### 1. Location And Study Area

Hernando is located in the geographical center of DeSoto, County Mississippi in extreme northwest Mississippi. The City lies in the Memphis Metropolitan Statistical Area and lies about 12 miles south of the Tennessee and Mississippi border on Interstate 55. The general location is reflected in Map 1, Location Map.

The study area is bounded by Star Landing Road on the North, Horn Lake Road to the west, Malone Road to the east, and South to the Tate County/Desoto County boundary.



Map 1 Location Map

### 2. Timeline Historical Summary

History reflects that all land in the northern part of Mississippi was held in common by the Chickasaw Indian Nation.

In 1541, the Spanish conquistador, Hernando DeSoto, discovered the Mississippi River. It is believed that he first sighted the "muddy Mississippi" from what is now known as DeSoto County. The explorer and his entourage were in search of treasure, but did not find any, and DeSoto died on the west side of the Mississippi River in May of 1542. His body was committed to the waters of the river under the darkness of night. In 1817, Mississippi entered the Union as the 20th state.

In 1839, Hernando was incorporated as a city. The first newspaper, The Hernando Free Press, was organized by editors J.M. Lacey and Felix Labauve in 1837.

By 1861, the Civil War had caused every able-bodied man in the county to join the Confederacy. In 1863, the Union troops burned the Hernando courthouse. By June of that year, almost all commercial and public buildings in Hernando had been burned by the Federal soldiers from Memphis. Fortunately, all the original records were in safe keeping.

Hernando is unique in that it produced three Generals in the Civil War; Major General Patton Anderson, Lt. General Nathan B. Forrest, and General James Chalmers. Few places can boast of three generals from the same town in the same army. After the war ended in 1865, Hernando was anxious to rebuild. However, due to the entire state being placed under military control, it was not until 1870 that Mississippi was finally admitted back into the Union.

In 1872, a new courthouse known as the French Castle was completed, and remained a source of community pride until it burned in 1940. In 1939, Hernando celebrated 100 years as a city.

Attempts to modernize Hernando resulted in:

- 1916 --- Electric power arrived
- 1923 --- Hernando water system built
- 1926 --- School buses began transporting children
- 1927 --- Farm Bureau organized
- 1932 --- Hernando constructs sewer system
- 1950 --- The arrival of natural gas

From 1929 to 1932, the Great Depression hit the entire nation. In 1942, after the French Castle courthouse burned, a new courthouse was completed and still serves Hernando as the county seat of DeSoto County. Legend says that DeSoto camped on the present location of the courthouse the night before he discovered the Mississippi River.

Before 1959, Hernando was known as "America's Marriage Capital," with up to 150 couples per week "tying the knot" in this small country town. This chapter in Hernando's history came to an end when the Mississippi Legislature passed legislation to prohibit "same day marriages".

In 1964 Interstate 55 opened and thus began the development of subdivisions all over the county. In 1988, *A Time to Kill*, written by John Grisham of DeSoto County, was published with many of the settings depicted in Hernando.

In 1990, the movie *Blind Vengeance* was filmed on the courthouse square, starring Gerald McRaney. In 1995, the Hernando-based North Mississippi All-Stars band formed. The band has since garnered two Grammy Award nominations for Best Contemporary Blues Album.

### **3. Geology, Physiography, Relief, and Drainage**

Hernando occupies land that is drained in three primary directions. Hurricane Creek Drains the northwestern portion of the City. Short fork Creek drains the eastern side of the community generally

east of Interstate 55. The Mussacunna Creek system drains the southwest portion of Hernando. Each of these streams fall under the jurisdiction of the United States Corps of Engineers. Flood plains areas, as designated by the Federal Emergency Management Agency are present in some low lying areas of Hernando and are illustrated on Map 2, Environmental Features.

Climatic conditions are summarized in Table A-1. The climate of the City is of the humid, continental type. Summers are hot and winters are mild. Strong winds are uncommon except for a few days in the spring. Damaging tornadoes and hailstorms occur occasionally. The City of Hernando lies in the New Madrid fault zone and is classified as a seismic risk area.

<b>TABLE A-1 CLIMATIC CONDITIONS Hernando , Mississippi</b>		
<b>Month</b>	<b>Average Precipitation (in.)</b>	<b>Temperature</b>
<b>January</b>	<b>3.9</b>	<b>January Average Daily 42 July Average 80.7  Annual Daily Maximum 75 Annual Daily Minimum 52</b>
<b>February</b>	<b>3.57</b>	
<b>March</b>	<b>5.06</b>	
<b>April</b>	<b>4.96</b>	
<b>May</b>	<b>3.92</b>	
<b>June</b>	<b>3.5</b>	
<b>July</b>	<b>3.62</b>	<b>Killing Frost Average Dates: Last In Spring March 27 First In Fall November 5</b>
<b>August</b>	<b>3.54</b>	
<b>September</b>	<b>2.94</b>	
<b>October</b>	<b>2.98</b>	<b>Growing Season 222 Days</b>
<b>November</b>	<b>4.3</b>	
<b>December</b>	<b>5.25</b>	
<b>Total Annual</b>	<b>47.69</b>	
<b>Based upon records from DeSoto County Mississippi Soils Survey, September 1959, U.S. Department of Agriculture.</b>		

Map 2, Environmental Features

#### **4. Soils and Tree Canopies**

Soils in Hernando's territory consist of heavy clay and loam characteristics and are generally highly erodible. Soils are generally, but not exclusively, classified as Memphis-Loring in the hills areas and Grenada-Calloway in the low lands. The Memphis Loering group is characterized by deep loess and occupy gently sloping to moderately steep slopes. Surface textures generally range from silt loam to silty clay loam, depending on the severity of erosion. Where the original silt loam surface is gone, the silty clay loam subsoil is exposed. The Grenada Calloway Group is characterized by less well drained soils of the uplands and have been formed by deep loess. They occupy very gently sloping low broad tops of ridges. All soils in Hernando are highly erodible.

Hernando is characterized by extensive and mature tree canopy in the older section of the City. Undeveloped areas are characterized primarily by either mature tree canopy or agricultural fields. Many new developments have completely removed tree canopy for construction, reducing urban forest resources in the City.

#### **5. Brownfield sites**

A brownfield is a land area or site that has been contaminated with some form of toxic waste and presents a potential health risk to nearby residents. These areas are identified by the Mississippi Department of Environmental Quality and the United States Environmental Protection Agency. No brownfield sites were identified in the City of Hernando.

#### **6. History of Territorial Expansion**

Since 1993, Hernando has had three annexations. These annexations have extended the City Limits to Star Landing Road on the North, incorporated the I-69 corridor, and taken in several developments adjacent to the City Limits that are served by City sewer.

#### **7. Summary Findings**

In summary, the following general environmental factors are present in Hernando.

- a. Hernando drains to three different basins, each of which is characterized by a Corps of Engineers regulated stream.
- b. The City falls within an intense seismic zone classification.
- c. Wind hazards consist of tornadic activity.
- d. Highly erodible soils are present throughout the community.
- e. The City's territorial spread is increasing at a rapid pace.
- f. Significant tree canopy is present but generally diminishing.

All of these factors impact the pattern and methods of community development, and present community development policy implications.

## B. POPULATION ANALYSIS

### 1. Population Trends

Population analysis and projections are centrally important to a comprehensive plan because all other elements of the plan depend on current and anticipated future population figures. Population information allows the city to better prepare for the effects of future growth on land use and public facilities.

The Current Trends table and graphs show population changes from 1970 to 2000 for Hernando, DeSoto County, and the state of Mississippi. Hernando had experienced relatively modest population growth until the 1990 - 2000 decade, when the city grew by 3,685 people or 118 percent. By comparison, DeSoto County's population increased significantly, but the percent change from 1990 - 2000 was about half that of Hernando for the same period. The state of Mississippi's rate of increase was far less than that of Hernando. Hernando's growth trend seems likely to continue. Generally, more population means more houses, more businesses, more traffic, more schools, and other services.

<b>TABLE B-1 CURRENT POPULATION TRENDS</b>									
Hernando				DeSoto County			Mississippi		
Year	Pop.	Num. Change	% Change	Pop.	Num. Change	% Change	Pop.	Num. Change	% Change
1970	2,499			35,885			2,216,850		
1980	2,969	470	18.8	53,930	18,045	50.3	2,520,638	303,788	13.7
1990	3,127	158	5.3	67,910	13,980	25.9	2,573,216	52,578	2.1
2000	6,812	3,685	118.0	107,199	39,289	57.9	2,844,658	271,442	10.6

Source: U.S. Bureau of the Census

Table B-2, which illustrates Hernando's population as a percent of county population, shows that from 1970 to 1990 Hernando's percentage declined somewhat, but increased by nearly two percentage points in 2000. All indications are that this trend will continue, and may increase.

<b>TABLE B-2 Hernando Population as a Percent of County Population</b>			
Year	DeSoto County	Hernando	% of County
1970	35,885	2,499	6.96
1980	53,930	2,969	5.51
1990	67,910	3,127	4.60
2000	107,199	6,812	6.36

Source: U.S. Bureau of the Census

Table B-3, Hernando Population Projections, shows low, medium, and high population projections for Hernando in five-year increments to the target year of 2027. The low projection was derived from analysis of table B-8 which indicates an annual growth rate is 13.5 percent since the year 2000, excluding annexations. Because the growth rate is considered rapid, the rate was used for the high growth rate. Half of the current growth rate was to calculate growth for the medium growth rate, and this rate was halved again to account for the low growth rate. The results are illustrated in Table B-3. Table B-3 shows these three projections. The actual projected population for the target year of 2027 will probably fall somewhere between the medium and high projections. In the 1990's, Shelby County, Tennessee contributed by far the largest share of immigrants to DeSoto County, and this trend will likely continue.

<b>TABLE B-3 HERNANDO POPULATION PROJECTIONS</b>			
<b>Year</b>	<b>Low (3.375%)</b>	<b>Medium (6.75%)</b>	<b>High (13.5%)</b>
2007	13,710	13,710	13,710
2012	16,185	19,005	25,824
2017	19,107	26,346	48,640
2022	22,556	36,522	91,617
2027	26,629	50,629	172,566

Source: City of Hernando, Office of Planning

The following table compares the current and projected population of Hernando with that of its study area. The information for the study area was gathered by Census block. The boundaries for the study area and the Census blocks do not precisely coincide; therefore, the figures below are an approximation. The table shows that the city will narrow the population gap with its study area by 2030. This is in anticipation of future annexations in addition to greater population growth by the city.

<b>TABLE B-4 POPULATION OF HERNANDO AND STUDY AREA</b>		
<b>YEAR</b>	<b>Hernando</b>	<b>Study Area</b>
1980	2969	6047
1990	3127	8160
2000	6812	11997
2010	9337	14684
2020	12819	17659

2030	17626	20634
Source: U.S. Bureau of the Census and CMPDD.		

The number of total households in Hernando shown in Table B-5, increased by 11.9 percent from 1980 to 1990 compared to DeSoto County's 42.5 percent increase for the same time period. However, from 1990 to 2000, Hernando households increased 119.7 percent, while DeSoto County's increased just 66.7 percent. This is compared to Mississippi's total households which increased 10.1 percent from 1980 to 1990 and 14.9 percent from 1990 to 2000, respectively.

<b>TABLE B-5 TOTAL HOUSEHOLDS</b>			
<b>Year</b>	<b>Hernando</b>	<b>Desoto County</b>	<b>Mississippi</b>
1980	1,010	16,331	827,169
1990	1,130	23,277	910,574
2000	2,482	38,792	1,046,434
Source: U.S. Bureau of the Census			

The next table shows the Average Household Size and Average Family Size for Hernando, DeSoto County, and the state of Mississippi. The average family size ratio declined for Hernando, DeSoto County, and Mississippi. Hernando's Average Household Size and Average Family Sizes decreased less from 1990 to 2000 than from 1980 to 1990.

<b>TABLE B-6 AVERAGE HOUSEHOLD SIZE/AVERAGE FAMILY SIZE</b>			
<b>Year</b>	<b>Hernando</b>	<b>DeSoto County</b>	<b>Mississippi</b>
1980	2.94/3.47	3.29/3.58	3.24/3.81
1990	2.69/3.14	2.91/3.22	2.75/3.27
2000	2.60/3.05	2.75/3.11	2.63/3.14
Source: U.S. Bureau of the Census			

The following three tables compare categories of households in Hernando with those in the study area.

<b>TABLE B-7 HOUSEHOLD BY TYPE - 2000</b>
-----------------------------------------------

	CITY OF HERNANDO		STUDY AREA	
Total Households	<b>2,482</b>	<b>100.0%</b>	<b>4,288</b>	100.0%
Family Households (families)	1,810	72.9%	3,340	77.0%
Married Couple family	1,369	55.2%	2,681	62.0%
with own children under 18 years	609	24.5%	1,192	27.0%
Female householder, no husband present	332	13.4%	470	10.0%
With own children under 18 years	210	8.5%	272	6.0%
Non-family households				
Householder living alone	672	27.1%	801	18.0%
Householder 65 years & over	212	8.5%	306	7.0%
Households with Individuals under 18 years	979	39.4%	1,741	40.0%
Households with Individuals 65 years and over	528	21.3%	906	21.0%
Source: U.S. Bureau of the Census				

TABLE B-8 MIGRATION AND NATURAL INCREASE	
2000 Population	6812
Net Natural Increase/Decrease*	622
Annexations	1234
Population should be	8668
Population based on dwelling permits issued	5042
2006 Population	13710
*Births minus deaths from 1990-2000 Source: US Bureau of the Census, 1990, 2000. Mississippi State Department of Health, Vital Statistics, 1990-2000.	

## 2. Age Characteristics

Table B-9 shows age group breakdowns for Hernando and its study area with each age group's percentage of the total population. The largest number of people are in the 25 to 54 age ranges. The smallest number are over 60 years old.

<b>TABLE B-9</b>				
<b>2000 CENSUS POPULATION BY AGE FOR HERNANDO AND STUDY AREA</b>				
<b>AGE</b>	<b>CITY OF HERNANDO</b>		<b>STUDY AREA</b>	
Under 5	532	7.8%	857	7.1%
5-9	476	7.0%	870	7.3%
10-14	464	6.8%	879	7.3%
15-19	463	6.8%	827	6.9%
20-24	472	6.9%	668	5.6%
25-34	1,095	16.1%	1,675	14.0%
35-44	1,013	14.9%	1,974	16.5%
45-54	884	13.0%	1,750	14.6%
55-59	351	5.2%	657	5.5%
60-64	264	3.9%	513	4.3%
65-74	398	5.8%	731	6.1%
75-84	284	4.2%	436	3.6%
85 years & over	116	1.7%	160	1.3%
<b>Total</b>	6,812	100.0%	11,997	100.0%
18 years & over	5,046	74.1%	8,855	73.8%
21 years & over	4,790	70.3%	8,421	70.2%
62 years & over	946	13.9%	1,630	13.6%
65 years & over	798	11.7%	1,327	11.1%
Source: U.S. Bureau of the Census				

The Median Age table shows that Hernando's median age in 1980, 1990, and 2000 was slightly higher than that of DeSoto County and Mississippi. However, in 2000 Hernando's median age decreased slightly, as a result of a large number of younger people. However, despite the decreasing median age, the general aging of the population cannot be minimized. The significance of this is that an older population will make more demands for senior services.

<b>TABLE B-10 MEDIAN AGE</b>			
<b>Year</b>	<b>Hernando</b>	<b>Desoto County</b>	<b>Mississippi</b>
1970	N/A	22.5	25.1
1980	28.6	27.2	27.6
1990	34.6	31.5	31.3
2000	34.1	33.7	33.8
Source: U.S. Bureau of the Census			

**3. Summary**

- a. Hernando contains the oldest population in the county, but that population is, on average, getting younger.
- b. The community is experiencing rapid growth as a result of immigration and natural increase.
- c. Population growth consists primarily of families with children present.

## C. ECONOMIC ANALYSIS

The factors of income, employment and consumer spending are the primary factors reviewed in examining Hernando's economy.

### 1. Income

Median Family income in Hernando is substantially higher than that indicated for the state as a whole.

<b>TABLE C-1 Median Family Income</b>			
<b>Year</b>	<b>Hernando</b>	<b>DeSoto County</b>	<b>Mississippi</b>
1980	\$16,473	\$20,165	\$11,256
1990	\$31,418	\$34,824	\$24,448
2000	\$51,155	\$53,590	\$37,406

Source: U.S. Bureau of the Census

Table C-2 shows that in 1980 Hernando had a per capita income of some \$400 less than that of DeSoto County. By 2000, Hernando's per capita income had increased such that it exceeded that of DeSoto County by nearly \$300 and the state by nearly \$5,000.

<b>TABLE C-2 Per Capita Income</b>			
<b>Year</b>	<b>Hernando</b>	<b>DeSoto County</b>	<b>Mississippi</b>
1980	\$5,434	\$5,889	\$3,731
1990	\$12,078	\$12,509	\$9,648
2000	\$20,731	\$20,468	\$15,853

Source: U.S. Bureau of the Census

The table Educational Attainment - Percent High School Graduates/Percent College Graduates shows that since 1980 Hernando remains a few percentage points behind DeSoto County and a few percentage points ahead of the state in percent of high school graduates. In the category of percent of college graduates, Hernando is several percentage points ahead of both the county and the state.

<b>TABLE C-3 Educational Attainment - Percent High School Graduates/Percent College Graduates Persons 25 years and older</b>			
--------------------------------------------------------------------------------------------------------------------------------------	--	--	--

Year	Hernando	DeSoto County	Mississippi
1980	55.6/17.4	58.0/7.6	63.9/14.4
1990	68.7/17.6	71.3/9.5	64.3/14.7
2000	76.9/19.2	81.6/14.3	72.9/16.9

Source: U.S. Bureau of the Census

## 2. Employment

The next table shows the Employment figures for Hernando from 1980-2000. While there were significant increases in the civilian labor force and the number of employed, the unemployment rate dropped 1.1 percentage points.

<b>TABLE C-4 Labour Force and Employment</b>			
	1980	1990	2000
<b>Civilian Labor Force</b>	1,224	1,380	3,283
<b>Employed</b>	1,167	1,322	3,164
<b>Unemployed</b>	57	58	119
<b>Unemployment Rate</b>	4.7	4.2	3.6

Source: U.S. Bureau of the Census

Table C-6 shows Hernando's employment by industry for the year 2000. The largest number of employed people are found in the following sectors: construction; manufacturing; retail trade; transportation, warehousing & utilities; and educational, health, & social services. While this table points out relatively strong employment sectors, it also indicates out employment sectors that may need to be strengthened. Table C-5 shows that the two occupation sectors in which most people are employed are Management, Professional, & Related Occupations and Sales and Office Occupations.

<b>TABLE C-5 HERNANDO EMPLOYMENT BY INDUSTRY - 2000</b>		
Industry	Number Employed	Percent Employed
Agriculture, Forestry, Fishing, Hunting & Mining	27	0.9
Construction	432	13.7
Manufacturing	369	11.7
Wholesale Trade	117	3.7
Retail Trade	415	13.1

Transportation & Warehousing & Utilities	399	12.6
Information	36	1.1
Finance, Insurance, Real Estate, & Rental/leasing	151	4.8
Professional, Scientific, Mgt., Admin. & Waste Mgt. Serv.	172	5.4
Educational, Health, & Social Services	455	14.4
Arts, Entertain, Recreation, Accom.& food services	295	9.3
Other services (except Pub. Administration)	183	5.8
Public Administration	113	3.6
<b>Total Employees</b>	<b>3,164</b>	<b>100.0</b>
Source: U.S. Bureau of the Census		

<b>TABLE C-7 Hernando Employment for 2000 By Occupation</b>		
<b>Occupation</b>	<b>No. Employed 16 years +</b>	<b>Percent of Total</b>
Management, Professional, & Related Occupations	898	28.4
Service Occupations	384	12.1
Sales & Office Occupations	838	26.5
Farming, Fishing, & Forestry	8	0.3
Construction, Extraction, & Maintenance Occupations	472	14.9
Production, Transportation, & Material Moving Occupa.	564	17.8
<b>Total</b>	<b>3164</b>	<b>100.0</b>
Source: U.S. Bureau of the Census		

Table C-8 shows the single-family residential building permit trends and projections from 1994 to 2030. The number of these building permits were projected in five-year increments to the year 2030. In addition, the projected permits were used to estimate the potential population of Hernando by the year 2030

### **3. Consumer Spending**

Consumer spending in the community is gauged by building activity and retail sales. Table C-8 indicates the increase in residential building permits issued since 1994.

<b>TABLE C-8 HERNANDO BUILDING PERMITS</b>
------------------------------------------------

<b>YEAR</b>	<b>No. Bldg. Permits</b>	<b>Proj. Bldg. Permits</b>	<b>Projected Pop.</b>
1994	99	-----	-----
1995	71	-----	-----
1996	77	-----	-----
1997	78	-----	-----
1998	114	-----	-----
1999	186	-----	-----
2000	154	-----	-----
2001	218	-----	-----
2002	239		
2003	279		
2004	206		
2005	275		
2006	325		
2010	-----	364	14,108
2015	-----	460	19,594
2020	-----	556	26,325
2025	-----	652	34,304
2030	-----	748	43,529

Source: City of Hernando and CMPDD

Table C-9 indicates real increases in retail sales since 1998.

TABLE C-9 SALES DATA														
Year		Total	Automotive	Machinery, Equip, Supplies	Food and Beverage	Furniture and Fixtures	Public Utilities	Apperal and General Merchandise	Lumber and Building	Micellaneo us Retial	Misc. Services	Wholeslae	Contracting	Recreation
2006	Tax	\$12,347,920	\$570,465	\$683,097	\$2,728,794			\$3,675,476	\$2,108,367	\$905,131	\$412,664		\$375,274	
	Gross Sales	\$184,560,238	\$8,530,130	\$11,776,626	\$38,982,733			\$52,506,749	\$30,119,510	\$12,930,442	\$5,895,195		\$6,873,740	
1998	Tax	\$3,959,842	\$227,029	\$381,443	\$1,544,440	\$17,279	\$256,732	\$292,713	\$697,566	\$344,220	\$164,686		\$32,635	
	Gross Sales	\$61,655,429	\$3,275,352	\$8,332,302	\$22,063,400	\$246,938	\$5,330,543	\$4,181,603	\$9,991,997	\$4,963,192	\$2,352,656		\$899,121	
Adjusted to 2006		\$4,848,035	\$277,952	\$467,001	\$1,890,858	\$21,155	\$314,317	\$358,369	\$854,030	\$421,429	\$201,625	\$0	\$39,955	
		\$75,484,742	\$4,010,013	\$10,201,237	\$27,012,221	\$302,326	\$6,526,184	\$5,119,537	\$12,233,202	\$6,076,436	\$2,880,357	\$0	\$1,100,794	
Change in Adjusted \$	Tax	\$7,499,885	\$292,513	\$216,096	\$837,936	-\$21,155	-\$314,317	\$3,317,107	\$1,254,337	\$483,702	\$211,039	\$0	\$335,319	
	Gross Sales	\$109,075,496	\$4,520,117	\$1,575,389	\$11,970,512	-\$302,326	-\$6,526,184	\$47,387,212	\$17,886,308	\$6,854,006	\$3,014,838	\$0	\$5,772,946	

Mississippi State Tax Commission Annual Reports for Years Indicated; \$1000's  
\* (Adjusted to 1993 Dollars)

#### **4. Summary**

- a. Hernando's incomes are considered high for the area, and compare favorably with the highest incomes in the region.
- b. Employment is characterized by high rates of in managerial and professional occupations, with low unemployment levels and high levels of educational attainment.
- c. Consumer spending in the community has accelerated dramatically since 1998.

## **D. EXISTING LAND USE**

### **1. Land Use Categories**

Projections of population and economic growth for Hernando and its study area form the bases of recommendations for the allocation of space for future land use. In addition to an existing land use inventory, population, housing, and employment projections are also used to determine future development patterns. These projections establish patterns of expected future development proposals and are used for making decisions on the location of public facilities. The Land Use Plan is to be used primarily as a general and long-range policy guide to decisions concerning future land development and for making decisions about the location of new public facilities.

#### **a. Existing Land Use Inventory**

The land use survey is traditionally the most important survey in the planning process. This survey is a field “windshield” survey conducted in Hernando 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. The existing land use is divided into the following categories.

- (1) Agriculture/Undeveloped
- (2) Rural Residential
- (3) Residential-Low Density
- (4) Planned Unit Development
- (5) Residential-Medium Density
- (6) Residential-High Density
- (7) Residential-Manufactured Homes
- (8) Office Commercial
- (9) Retail Commercial
- (10) Service Commercial
- (11) Mixed Use Commercial
- (12) Light Industrial
- (13) Heavy Industrial
- (14) Mineral Extraction/Surface Mining
- (15) Parks/open space
- (16) Public/Semi-Public
- (17) Water
- (18) Flood Plain

### **2. Comparative Land Uses**

The spatial requirements of various land uses are based upon the population of the community. Table D-1 presents general land use ratios for communities. This comparison should not be construed as an estimation of the City's future land use needs, since no two communities are exactly alike. However, the comparison does have value in that it tends to point out possible major land use deficiencies.

<b>TABLE D-1 LAND USE RATIOS FOR COMMUNITIES</b>	
<b>Residential (single family)</b>	<b>52</b>
<b>Commercial</b>	<b>10</b>
<b>Industrial</b>	<b>7</b>
<b>Public</b>	<b>31</b>
<b>Institutional</b>	<b>10</b>
<b>Parks</b>	<b>11</b>
<b>Right of way</b>	<b>18</b>
<b>Source:: Pas Memo. August 1992, Planning Advisory Service, American Planning Association, Chicago</b>	

### **3. General Land Use Pattern**

The Existing Land Use Map illustrates present land use patterns and provides a basis for the development of the future land use plan and future zoning map. The following page shows a table that depicts the amount of land that comprises each land use category within the corporate limits and the Hernando study area. Land use categories have been depicted in acres, and each category is expressed as a percentage of the total area of the city and the study area, respectively. This information is useful for pointing out existing estimated land use acreage and potential available land for future development. Combined residential uses comprise 3,294 acres or 37.86 percent of the total land area of Hernando. Combined commercial uses comprise 387 acres or 4.5 percent of the total land area of Hernando, while combined industrial and warehouse/distribution uses are 218.5 acres (2.51) percent respectively. Contrast these figures with those from 1991, which are residential-719 acres (21.7 percent), commercial-103 acres (3.1) percent, and industrial/warehouse -69 acres (2.0) percent. It is clear that Hernando grew significantly in all three categories from 1991 to 2001.

**TABLE D-2  
SUMMARY OF EXISTING LAND USES  
CITY OF HERNANDO AND STUDY AREA**

<b>Land Use Category</b>	<b>Hernando: area in acres</b>	<b>Percent of City</b>	<b>Study Area(2001): area in acres</b>	<b>Percent of Study Area</b>
<b>TOTAL AREA</b>	<b>8,700.78</b>	<b>100.00</b>	<b>49,280.00</b>	<b>100.00</b>
<b>Residential in Use</b>				
Rural Residential	262.76	3.02	7,736.96	15.70
Low Density Residential	2,248.28	25.84	3,538.30	7.18
Planned Unit Dev.	611.66	7.03	586.43	1.19
Medium Density Res.	6.96	0.08	29.57	0.06
High Density Residential	78.31	0.90	68.99	0.14
Manufactured Homes	86.14	0.99	78.85	0.16
<b>Subtotal Residential Uses</b>	<b>3,294.11</b>	<b>37.86</b>	<b>12,039.10</b>	<b>24.43</b>
<b>Commercial in Use</b>				
Office Commercial	6.01	0.07	4.93	0.01
Retail Commercial	45.24	0.52	39.42	0.08
Service Commercial	321.06	3.69	300.31	0.61
Mixed Use Commercial	15.66	0.18	19.71	0.04
<b>Subtotal Commercial Uses</b>	<b>387.97</b>	<b>4.45</b>	<b>364.37</b>	<b>0.92</b>
<b>Industrial in Use</b>				
Light Industry	175.87	2.02	175.00	0.36
Heavy Industry	42.63	0.49	70.92	0.14
Mineral extraction	0.00	0.00	634.80	1.29
<b>Subtotal Industrial Uses</b>	<b>218.50</b>	<b>2.51</b>	<b>881.59</b>	<b>1.79</b>
Public/semi-public	514.22	5.91	1,043.96	2.74
Parks/open space	116.59	1.34	106.61	0.28
Street right-of-way	745.66	8.57	1,998.61	4.06
<b>Subtotal Supportive Uses</b>	<b>1,376.46</b>	<b>15.82</b>	<b>3,149.18</b>	<b>6.39</b>

<b>TOTAL DEVELOPED LAND</b>	<b>5,276.99</b>	<b>60.65</b>	<b>16,434.24</b>	<b>33.49</b>
Flood Plains	539.38	6.82	8,871.27	18.00
Water bodies/lakes	33.46	0.42	214.46	0.44
<b>Available Land For Development</b>	<b>2,850.95</b>	<b>32.77</b>	<b>23,760.03</b>	<b>48.21`</b>
Source: Central Mississippi Planning & Development				

Although Hernando has about 33 percent of its land area that is currently available for development, this available land is continually being reduced by over 100 acres each year (based upon over 200 residential building permits issued at two residential units per acre). This does not include commercial permits, which would certainly increase the amount of land taken for development.

#### **4. Natural Constraints to Development**

In addition to reviewing the array of existing land uses and vacant land available for development, it is also useful to look at the natural constraints to development in Hernando. Data on flood plains, soils, and topography were reviewed to determine their impact on future development.

Flood plains represent nearly seven percent of the total land area of Hernando and are a significant constraint to development. The topography of Hernando is represented by rolling hills with a few flat areas. The few areas with excessive slopes (over 20%) are small, found mostly in the southwest quadrant of the city, and do not pose a significant constraint to development. Poor soils are found scattered all over town, but do not represent a significant threat to development, because any problems can be overcome with proper engineering.

Areas with “multiple constraints” are those that are usually comprised of flood plains and poor soils suitability. These areas present significant constraints to development, but they are confined to basically two areas of the City: north along the railroad and south from Highway 51 and Hill Street to the city limits. These are areas that should not be intensely developed.

The Hernando study area has many of these same constraints, but they are primarily found west of the city. In fact, most of the study area’s flood plains are found west of the city limits.

Map 2 - Existing Land Use Map

## **E. TRANSPORTATION FACILITIES**

### **1. Overview**

Transportation is a vital service function. The transportation system is the framework upon which a city is built, and a safe, efficient transportation system is essential to the smooth functioning of a city. A vital service function, transportation provides the means for people to travel to work, to shop, and to spend their leisure time as well as to move goods.

The location and quality of the local street system has major impact on where future growth is likely to occur. Hernando's transportation network is linked with other areas, which not only provide needed access to markets and to goods and services not found in Hernando but also influences the potential for economic growth and future development opportunities. This section examines the existing thoroughfare system and assesses the ease and efficiency of traffic circulation.

According to Section 17-1-1 of the Mississippi Code, the Transportation Plan must include a Thoroughfares Plan “—depicting in map form the proposed functional classification of all existing and proposed streets, roads, and highways for the area encompassed by the Land Use Plan and for the same time period as covered by the Land Use Plan. Functional classifications shall consist of arterial, collector, and local streets—and these functional classifications shall be defined as to right-of-way and surface width requirements; these requirements shall be based upon traffic projections.”

Hernando's road network is based upon the major north-south routes (I-55 and U.S. 51) and the only east-west route (Commerce Street-Highway 304). The traffic patterns of Hernando tend to be in a north-south direction, and once local traffic enters the major north-south arteries, capacity is good and road congestion is limited. However, Hernando has only one major east-west connector, and traffic cannot efficiently access the north-south thoroughfares.

### **2. Functional Classifications**

The Transportation Plan classifies streets and highways according to the function that they can be expected to perform by the target year of the plan: 2030. According to the Federal Highway Administration (FHWA), “functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide” (Highway Functional Classification, U.S. Department of Transportation, July, 1974). The only two controlled access highways in Desoto County and the City of Hernando are I-55 and I-69. All state maintained highways other than I-55 are classified as principal arterials, or minor arterials, including U.S. Highway 51 and State Highway 304/Commerce Street respectively. All other county maintained thoroughfares are classified as collector roads. By definition, a “local” street is not a “thoroughfare.” For the purposes of this plan, all highways, arterials, and collector streets are considered to be major

streets.

The following are FHWA definitions of each classification:

- a. Principal Arterials: This system of streets serves the major centers of activity, and has some of the highest traffic volumes as well as the longest trip desires.
- b. Minor Arterials: The minor arterial street system interconnects with and augments the principal arterial system. It provides service to trips of moderate length and contains facilities that place more emphasis on land access than the principal arterial system.
- c. Collectors: The collector street system provides land access service and traffic circulation between residential, commercial and industrial areas. It distributes trips from the arterials to their ultimate destinations.

### **3. Route Classification**

The following listing of Hernando's thoroughfares includes those found in the study area:

- a. Controlled Access Highway/Expressway:
  - (1) I - 55
  - (2) I - 69 (new Highway 304)
- b. Principal Arterials:
  - (1) U.S. Highway 51
  - (2) Tulane Road
  - (3) McIngvale Road/Swinnea Road
- c. Minor Arterials:
  - (1) State Highway 304/Commerce Street
  - (2) Star Landing Road
- d. Collector Streets/Roads:
  - (1) Nesbit Road
  - (2) Horn Lake Road
  - (3) Oak Grove Road
  - (4) Robinson Gin Road
  - (5) Slocum Road
  - (6) Holly Springs Road
  - (7) Getwell Road
  - (8) Old Highway 51
  - (9) South Street
  - (10) Tchulahoma Road
  - (11) Greentree Road
  - (12) Pleasant Hill Road
  - (13) Mt. Pleasant Road/Byhalia Road

#### 4. Average Daily Traffic Counts

Average annual daily traffic counts measure roadway use in terms of vehicles per day. These traffic counts are shown in tabular and map form over a ten year period for those thoroughfares that the Mississippi Department of Transportation has traffic counts.

In using MDOT's traffic volume counts, they advise that, because MDOT only counts 1/3 of the traffic sites in a county or city each year, and traffic counts for previous two years are updated to the current year using a factor based on traffic growth of counted sites elsewhere in the county, individual counts may not represent an exact depiction of the traffic at a given site. The traffic counts for some of Hernando's thoroughfares are unavailable. However, each road/street that was included has a traffic projection assigned to it for the years 2010, 2020, and 2030. The following table shows the current and projected traffic counts.

The projections are manual projections based upon average road counts. The purpose of the projected counts are to give an estimate of how the traffic counts are likely to grow in the future.

<b>TABLE E-1 CURRENT AND PROJECTED AVERAGE ANNUAL DAILY TRAFFIC COUNTS</b>						
<b>Road</b>	<b>1991</b>	<b>1996</b>	<b>2002</b>	<b>2010</b>	<b>2020</b>	<b>2030</b>
I-55	23,750	30,000	47,000	58,625	70,250	81,875
Highway 51	6,905	7,800	7,300	8,195	9,090	9,985
McIngvale Rd.	N/A	4,700	5,500	6,300	7,100	7,900
Star Landing Rd.	930	1,600	1,700	2,035	2,470	2,855
Nesbit Rd.	1,800	2,200	3,000	3,600	4,200	4,800
Oak Grove Rd.	2,290	2,100	3,000	3,900	4,800	5,700
College St./ Robertson Gin Rd.	500	550	1,000	1,250	1,500	1,750
Holly Springs Rd.	1,500	1,600	2,300	2,700	3,100	3,500
Getwell Rd.	N/A	2,200	3,200	4,200	5,200	6,200
Pleasant Hill Rd.	2,600	3,300	3,200	3,900	4,600	5,300
Byhalia Rd.	1,420	3,600	5,100	6,940	8,780	10,620

## **5. Pedestrian and Bicycle Circulation**

The City of Hernando requires the construction of sidewalks in association with new development. The transportation plan makes recommendations for the accommodation of cyclist.

## **6. Air Transportation**

Air transportation is provided by the Memphis International Airport.

## **7. Water Transportation**

Water transportation is provided at the Port of Memphis on the Mississippi River.

## **8. Railroads**

No passenger rail service is directly available to the City. The nearest rail passenger terminal is located in downtown Memphis.

Map 3 - Transportation Map

**F. HOUSING**

**1. Inventory and Analysis**

<b>Table F-1 Total Households City of Hernando, DeSoto County, Mississippi 1980, 1990, 2000</b>			
Year	Hernando	DeSoto County	Mississippi
1980	1,010	16,331	827,169
1990	1,130	23,277	910,574
<i>% chg</i>	<i>11.88%</i>	<i>42.53%</i>	<i>10.08%</i>
2000	2,482	38,792	1,046,434
<i>% chg</i>	<i>119.64%</i>	<i>66.65%</i>	<i>14.92%</i>
Source: US Bureau of the Census, 2000			

<b>Table F-2 Average Household Size/Average Family Size City of Hernando, DeSoto County, Mississippi 1980, 1990, 2000</b>			
Year	Hernando	DeSoto County	Mississippi
1980	2.94/3.47	3.29/3.58	3.24/3.81
1990	2.69/3.14	2.91/3.22	2.75/3.27
2000	2.60/3.05	2.75/3.11	2.63/3.14
Source: US Bureau of the Census, 2000			

**Table F-3**  
**Total Housing Units/Occupied Housing Units**  
**City of Hernando, DeSoto County, Mississippi**  
**1980, 1990, 2000**

Year	Hernando	DeSoto County	Mississippi
1980	N/A	N/A	N/A
1990	1,244/1,146	24,472/23,273	1,010,423/911,374
2000	2,720/2,482	40,795/38,792	1,161,953/1,046,434
Source: US Bureau of the Census, 2000			

## 2. Redevelopment Needs and Opportunities

Substandard housing conditions are primarily confined to the Hill Street and Parkway areas of the City. Hernando has engaged in a vigorous program of code enforcement in recent years that has caused the removal of many substandard structures. The City has assisted in providing home ownership opportunities in the West End area to promote redevelopment. Additional opportunities exist to continue to promote redevelopment in the area.

## **G. COMMUNITY FACILITIES**

The purpose of the Public Facilities Section of the General Development Plan is to develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban development in Hernando.

Existing services have been analyzed and future services planned for the 30-year planning period. Public Facilities in Hernando include fire and law enforcement services, water and sewer services, drainage structures and programs, schools, and parks and recreation. Transportation facilities are covered in another section of the plan.

### **1. LAW ENFORCEMENT**

#### **a. Inventory and Analysis**

The Hernando Police Department is located in the Ed Gale Building, a 6,800 square foot building that was constructed in 1968 on West South Street. The department was previously housed in the City Hall building on Commerce Street. Municipal court facilities will be housed in the Police Department building by the end of 2007.

There are thirty (30) sworn, certified officers in the Police Department. Twenty-five (25) of the officers patrol the city in three patrol districts and twenty-three (23) cars for patrol purposes. The patrol districts are adjusted as the city annexes new territory or other criteria changes. The department runs two 12-hour shifts with three officers on each shift. The department also has two (2) dispatchers.

The Hernando Police Department participates with the county and the other municipalities in the SmartCOPS program. SmartCOPS is a program which allows officers to immediately pull up the history of anyone they encounter by swiping driver's license through the system. The officers can retrieve mug shots, reports, and criminal histories much more quickly than without the program.

Jail facilities are located in Hernando, but operated by the DeSoto County Sheriff's Department.

#### **b. Findings and Recommendations**

The biggest challenge for the Police Department is keeping up with the rapid growth of Hernando, and the subsequent crime that can accompany growth. Hernando has already more than doubled its population since the 2000 Census. At 2.2 officers per 1,000 population (based upon a population of 13,700), Hernando is just shy of the 2005 national average of 2.4 sworn officers per

1,000 population. The current police department building should provide the city with adequate space for offices and dispatch operations during the planning period. In addition, space has been set aside at Fire Station 2 for a satellite location if needed.

An issue that will arise during the planning period is the possibility that the City will need to patrol the Interstate system. State law requires cities to take over the patrol duties once the population exceeds 15,000 persons, which would generally mean a need to increase both patrol officers and the number of patrol cars. It is likely that the city's official population will exceed 15,000 persons in the 2010 Census.

## **2. FIRE PROTECTION**

### **a. Inventory and Analysis**

The City of Hernando operates its fire suppression and emergency medical services out of a primary fire station on Center Street which was constructed in 1979, a station on Highway 51 north constructed in 2003 and a station located on Holly Springs Road, east of Interstate 55, constructed in 2005. These station locations can be seen on the Hernando Public Facilities Map.

Hernando is rated a class 7 by the Mississippi State Rating Bureau. The Rating Bureau is a private organization designed to classify fire districts and city departments for purposes of setting fire insurance premium amounts.

Water pressure needed for fire protection is not adequate in all of the system. The Nesbit Water Association, which serves City of Hernando residents has some 2" and 4" lines, which are too small for proper water flow. Water line sizes in the Northeast Mississippi Water Association service area within the City are generally adequate for fire protection.

The city fire department has 32 full-time employees including an assistant chief and a fire chief. There are six paramedics employed by Hernando in the Emergency Medical Services Division. Fire Department employees work 24-hour shifts and work a day off and four days on.

The city has the following fire fighting equipment in inventory and use:

1997 Aerial Ladder truck at Station 3  
1999 Rescue Pumper at Station 1  
1978 Pierce Pumper at Station 2  
1981 E-1 Pumper at Station 1  
2004 Pierce Pumper at Station 2

Ambulance service is provided by the City and dispatched out of the Police Department. The City operates one ambulance with back up service by the county. The six paramedics in the Fire Department staff the ambulance service.

#### B. Findings and Recommendations

As the City grows in population it will need to add additional stations and/or engine companies. Hernando is growing in all directions and as the City grows, an ongoing assessment of station locations should be made to ensure that response times are not hindered. Within five years the City will likely need a new station in the northeastern part of the city, possibly in the Getwell Road/I-269 area, and within ten years the City may need to add a station in the western part of the City, possibly near the I-69/Tulane Road area. The City can add another engine company in Station 2 in the interim to accommodate additional growth.

Another issue of concern is the provision of fire protection water. Current water lines will not flow the gallons per minute that are needed for fire suppression in some areas. The City is installing new lines but must be able to work with the community water associations that also supply water to city residents. The Nesbit Water Association has some 2" and 4" lines that cannot provide the proper gallons per minute. In the North Mississippi Water Association, most of the water lines have been upgraded. The City can merge with community systems that have RDA loans if those loan balances are satisfied. However, the city cannot acquire property by eminent domain for systems with outstanding federal loan balances without their permission.

In addition, some of the fire hydrants in the city are further apart than the recommended 500'. In order to ensure that the Class 7 rating is not comprised or that hydrant spacing is not keeping the City from attaining a lower rating, a program of installing hydrants should be established.

The Hernando Fire Department will need a paid inspector position, generators at all the water well sites, a generator at Station 3, sufficient personnel, and improvements in the water system (including proper spacing of hydrants) in order to reduce the City's fire rating to a six in the next few years.

### **3. ADMINISTRATION**

#### a. Inventory and Analysis

The City of Hernando administrative functions consists of the Mayor, Board of Aldermen, City Clerk, Municipal Court, Planning Department, and clerical staff in support of other city functions, like water & sewer collections, ambulance service, etc.

City administrative functions are housed in the City Hall building located at 475 Commerce Street. City Hall is in a convenient location for residents who need to do business in person with the city. Parking is currently problematic on municipal court days, but that will be resolved once the new courtroom is constructed at the police department building. Fire Station number one is also located in City Hall.

b. Findings and Recommendations

As growth continues in Hernando, so will the need for additional capacity to service the needs of residents. Although the current city hall space is sufficient for the current population, plans should be made to construct additional administrative space. It is more economical if the city review land it already owns. A possible location is the vacant space directly in front of the Ed Gale building which houses the Police Station.

**4. WATER SYSTEM**

a. Inventory and Analysis

Residents of the City of Hernando are provided water service by the City, and by the Nesbit and North Mississippi Water Associations.

The city has four water tanks; one is a 600,000-gallon ground storage unit, and three are elevated tanks with a total of 250,000-gallon capacity. There is a water treatment plant on the east side of town and one will be needed on the west side of the city when the 1,300-acre Banks property is developed. The City has plans for a 1,000,000-gallon elevated tank.

The City has some aging and small water lines, and has an annual program to improve these.

b. Findings and Recommendations

The rapid development in DeSoto County means that special attention should be paid to both the quantity and quality of water. DeSoto County gets its water from groundwater aquifers which are drawn on by a larger geographical area. Development policies should be designed to protect recharge areas and encourage innovative storm water management policies (including wetland construction, prairie and woodland restoration/preservation, use of native plants, infiltration to restored prairies and forests, rain gardens, swales along roads and parking lots, pervious pavements, below ground porous storage areas for water, roads in more sparsely populated areas without curb and gutter, waterway restoration, and green roofs). Cluster development is an excellent way to provide the needed density of development while reserving important aquifer recharge areas.

## **5. SEWER SYSTEM**

### **a. Inventory and Analysis**

The city provides sewer services to those within the city limits. No service is currently provided to residents outside the city limits. Requests for sewer service by neighborhoods or individuals outside the city limits are required to be accompanied by initiation of annexation into the city.

Hernando currently treats collected effluent in two lagoons located just south of Hernando and in an area located just off Memphis Street in the northern area. Hernando participates in the new county-wide regional sewer system and will continue to operate as a retail provider of sewer services. The lagoons will be taken out of operation in the summer of 2007 and the land reclaimed, possibly for use as a park.

### **b. Findings and Recommendations**

The City sewer system does have some inflow/infiltration problems. Hernando includes improvements to sewer lines in its annual work program.

Hernando extends sewer trunk lines to developed areas upon annexation when it is economically and feasible and legal to do so. Land developers are responsible for providing sewer service to areas that are not developed.

## **6. SOLID WASTE**

### **a. Inventory and Analysis**

The city of Hernando operates its own solid waste collection system for residential, and some commercial, uses, but does not collect waste from businesses utilizing dumpsters. Commercial establishments using dumpsters contract with private firms for this service. The City picks up garbage twice weekly, collects yard waste, and will pick up large items upon request.

Currently Hernando has two trucks running two routes, two days a week, one route on the east side and one on the west side of Interstate 55.

### **b. Findings and Recommendations**

The City will add an additional truck and personnel to account for the rapid growth in households in the city.

The challenge for solid waste collection will be to be proactive about the rapid growth being experienced by Hernando, and keeping the service cost effective.

## **7. DRAINAGE AND FLOODPLAIN MANAGEMENT**

### **a. Inventory and Analysis**

Hernando participates in the National Flood Insurance Program. In addition to mapped flood plain and flood way area, the city suffers from some isolated flash flooding problems that are often exacerbated by the amount and rapidity of development. Hernando currently has regulations that are designed to mitigate storm water and erosion problems. The City has decided to voluntarily participate in the NPDES Phase II program.

### **b. Findings and Recommendations**

The City of Hernando should move to a higher standard of floodplain management by adopting the new Flood Damage Prevention Ordinance. The new ordinance not only complies with the minimum participating criteria of the National Flood Insurance Program, but contains higher standards which will allow Hernando residents who participate in the National Flood Insurance program to receive lower flood insurance premiums.

## **8. LIBRARIES & MUSEUMS**

### **a. Inventory and Analysis**

DeSoto County residents receive library services from the First Regional Library System. First Regional is a five-county library cooperative with thirteen branches. Their headquarters is located on Commerce Street in Hernando. Other branch libraries in DeSoto County are located in Olive Branch, Walls, Horn Lake and Southaven.

First Regional currently has 519,201 cataloged items in the system, and had the largest circulation of any library system in Mississippi last year at 1,317,272. Olive Branch had the highest circulation of the libraries in DeSoto County at 197,243 followed by Hernando at 186,963. DeSoto County's circulation amounted to 52% of the total regional library service's circulation. Services offered include a quarterly newsletter, copy and fax machine services, adult literacy facilities and programs including PLATO educational software, interlibrary loans, meeting rooms, adult and children's exhibits including preschool story times, Summer library program, information and reference services, daily courier services for fast delivery.

The Hernando DeSoto Museum is located on Commerce Street in Hernando. The Museum, which offers exhibits about the history and culture of DeSoto County, is governed by a Board of Directors.

## **9. EDUCATIONAL FACILITIES**

### **a. Inventory and Analysis**

The quality of educational facilities and programs is one of the key determinants of overall quality of life in a community. Families looking to locate in an area often look first to the quality of the local school system. Even though families with school aged children seem to benefit most from a quality school system, the whole community actually benefits from them.

Schools, like other large developments, require appropriate infrastructure to function properly. City development policies affect density of population in an area and the pace of development, all of which affects the need for schools. For these reasons it is important that planning for schools be an integral part of the comprehensive planning process. In DeSoto County planning for educational facilities is the responsibility of the school board and staff planners. However, it is highly recommended that the school board develop its facilities plans in concert with the City's Comprehensive Plan and in cooperation with the Hernando planning staff, the Planning Commission and the Mayor and Board of Aldermen.

The plan outlines location requirements for large public facilities, such as schools.

The Desoto County School District is the only school district serving residents of the county. The District has an enrollment of 29,000 for the 2006-07 school year. Over 3,600 of those students attend schools in Hernando. The DeSoto County School system is the fastest growing district in the State of Mississippi. Hernando Area Schools include, Hernando High School, Hernando Hills Middle School, Hernando Elementary School, and Oak Grove Central Elementary School.

## **10. PARKS, AND RECREATION FACILITIES**

### **a. Existing and Planned Public Park Site Analysis**

This section of the plan will provide an analysis of each existing and planned park site in Hernando. The individual park sites have been delineated on the Existing Park Sites Map, which is in this section.

- (1) Addie Baldwin Park (0.5 Acres)

Addie Baldwin Park has two basketball courts and a playground. The small size of this park limits its usability and the opportunity for future growth and expansion.

(2) Church Park (0.8 Acres)

Church Park has two tennis courts, a playground, and a pavilion. This park is currently well developed and its small size limits its usability and the opportunity for future growth and expansion.

(3) Conger Park (15 Acres)

Conger Park is currently the largest park owned by the City of Hernando. The park contains large areas of open space, a major playground facility, two tennis courts, three pavilions, and exercise trails. Most of the park's facilities are connected by the trail system. Handicapped access is limited throughout much of the park despite having the trail system.

(4) Madison Lakes Park (14-16 Acres) (Planned)

Madison Lakes Park is currently being planned. It will be located adjacent to Hernando Hills Elementary School. The design of this park has not been determined.

(5) Lee's Summit Park (19 Acres) (Planned)

Lee's Summit Park has recently been planned to include a recreation center, large open play areas, exercise trails, and picnic pavilions. Open play areas and exercise trails will be developed as part of the first phase of the park. As the park is developed and other recreational facilities added, the trail system will be expanded to interconnect the facilities.

(6) Football Field Area (7 Acres)

The football field area at the corner of East South Street and Mount Pleasant Street is owned by the City. This area has a full-size football field, running/walking track, and open areas. Poor drainage along the northern boundary of the park may limit the usability of this area, unless the drainage can be improved

(7) Private Parks

Hernando currently has several private parks located within or near the City. These parks are privately owned and maintained.

(8) Civic Center Park (50 Acres)

Civic Center Park is a large recreational area located just outside of the current City limits. It is owned and maintained by the area civic clubs. It has nine baseball/softball fields, an equestrian arena, and a covered street hockey area.

(9) Other Private Parks

Many of these parks have been developed through green space dedications within residential subdivisions. These parks are owned and maintained by each subdivision's homeowner's association for the use of its members/homeowners. The size of the parks and facilities provided can vary from each development. More parks of this type will be created as the City continues to grow.

b. Parks and Recreation Citizen Survey

In 1998 the City of Hernando conducted a citizen survey to determine the public's interest in developing new recreational facilities for the community. While the main focus of the survey was to determine the interest and feasibility for an indoor recreation facility, the development of outdoor recreation facilities and their importance was also assessed. A review of the major findings of this study indicates that they are still relevant.

(1) Major Findings

(a) The three most important outdoor recreation features or activities to develop in Hernando were:

- i) Walking/biking paths
- ii) Neighborhood parks
- iii) Youth baseball fields

(b) The Most Preferred Indoor Recreation Features or Activities to Develop

- i) An indoor family-oriented swimming center that has water play features such as slides, lap lanes for exercise, and a warm-water area for therapeutic purposes
- ii) After school programs for youth
- iii) An indoor running/walking track

(2) Importance of Developing Outdoor Recreational Facilities

During the survey respondents were asked to rate the importance of developing various outdoor recreational facilities in Hernando. Listed below, in descending order, are the facilities along with the combined percentages for "very" or "somewhat" important responses.

- i) Neighborhood parks (90%)

- ii) Walking/biking trails (89%)
- iii) Youth baseball fields (86%)
- iv) Soccer/Football fields (83%)
- v) Outdoor swimming pool (83%)
- vi) Adult softball fields (78%)
- vii) Fishing pond (69%)
- viii) Horse arena (61%)
- ix) Golf course (57%)
- x) Skateboard park (53%)

### (3) Design Considerations

The following are design considerations correlating to the points addressed in the site analysis discussion above:

**Solar Aspect** – Generally sports fields and courts should be oriented in a north/south alignment. Baseball/softball fields should generally be aligned facing east to northeast from home plate. However if most play is anticipated at night, solar aspect needs much less consideration. Play settings and seating areas benefit from some shade and if metal slides are used, they should face to the north if at all possible.

**Drainage and Grading** – Direct drainage to flow above ground wherever possible. Swales should be sodded and sloped at a minimum of 1.5% (2% desired minimum). Side slopes should not exceed 4:1. The generally accepted velocities for grassed swales range from 2 to 4 feet per second. Consider using concrete lining in swales where slopes are less than 1.5% or where velocities are expected to exceed the ability of turf to stay in place and lessen the chances of erosion. Use subsurface solutions where swales or sheet flow are not practical. Use pipe material and inlets acceptable to the City Engineer.

Shaping the ground or berming also provides a way to provide spatial definition, visual interest in otherwise flat areas and also has the potential to provide significant play value. It is often an economical addition to a play setting (when compared to the cost of play equipment) and also an easily attainable byproduct when other grading is done to the site.

Provide appropriate erosion control measures. For most sites the Mississippi Department of Environmental Quality Guidelines will need to be adhered to.

**Access** – Provide Emergency Vehicular access to all areas of the site unless extremely impractical. In that case, provide access to the near proximity of all areas of the site. Access does

not require pavement. Provide a parking area to accommodate the anticipated number of cars. Design parking areas for easy expansion.

Provide accessible pedestrian walks to the park and from parking area(s) to major activity sites. Strive to limit longitudinal slope to 5% and cross slope to 2%. Paved walking trails also provide excellent maintenance and emergency vehicle access. Provide adequate width (8 foot minimum, 10 foot desired) if vehicular access is desired. Adequate radii on curves should be provided. Gentle curves are more aesthetic and easier to negotiate. If vehicular access is not desired, provide bollards or gates and rails as a limit or boundary.

Public transportation access is more relevant in areas of higher population density than Hernando is currently. However, multi-passenger vehicles may well be driven to the park sites. It is prudent to accommodate this type of vehicle when designing access points to park sites.

Utilities – Provide electricity and water as required by the program. Drinking fountains are always an appreciated amenity. If provided, a hose bib or jug filling device is a good idea as long as it has an automatic shut off mechanism. Public telephone access is a good safety measure. Underground, versus overhead utility runs add to the visual quality of a site.

Plant Material – Protect and maintain existing vegetation where possible. Where trees need to be removed, fence off areas to be undisturbed. Clearly indicate the difference between trees to remain and trees to be removed.

At sites that are sparsely vegetated, install trees that are long lived and drought tolerant. Minimize the use of shrubs. Vary the specie type of plant material over the site to minimize the impact of disease or insect damage. Use surrounding existing vegetation types as a guide to establishing sustainable plantings. The introduction of native materials will also enhance wildlife habitats. Park sites also serve well as informal arboretums.

Views – Design park activity layouts with views to and from the site in mind. Ball fields and other park amenities may be bothersome to neighboring properties. Pay particular attentions to activities that are lighted or are inherently noisy, especially when adjacent to residential properties.

Where “borrowed” scenery is feasible be aware that in a rapidly developing community such as Hernando, what is now a pleasant pastoral scene may be an intensely developed site in the near future.

Contextual Influences – In an attempt to link parks to neighborhoods especially at a neighborhood scale an attempt should be encouraged to draw from architectural features or materials found in areas surrounding the park site. Examples could be a pavilion that has details similar to

those found in adjacent structures or an entry monument with some elements (materials, color or shape) that are influenced by a significant nearby similar structure.

Other design considerations beyond those referenced in the site analysis discussion include:

Identity – Provide an identification sign easily seen from the main access routes and include a secondary sign outlining general use regulations or other information deemed appropriate.

Security – The location of park elements should not interfere with clear visibility between elements or from the park access point(s). Facilitate surveillance by authorities.

Provide fencing to enclose the park perimeter as practical. Fence type should be visually porous from adjacent streets and can be opaque where views into the park or into back yards of residential areas.

Low fencing also provides some separation from the street to adjacent play areas.

Play Settings – All play settings must comply with current accepted safety and accessibility guidelines and standards. The American Society for Testing and Materials (ASTM), Consumer Product Safety Commission (CPSC), the U.S. Architectural and Transportation Barriers Compliance Board (Access Board) and the Americans with Disabilities Act (ADA) establish current standards or guidelines.

These pertain to play equipment as well as their setting or site. While some of the guidelines have been known to evolve, it is best to be certain the most current are utilized.

Age appropriate separation is desired. This suggests multiple play settings. Suggested age separations are for preschool children (ages 2-5) and for elementary children (ages 5-12). Refer to CPSC guidelines for recommended equipment and activities.

A safe fall zone and safety surface within that fall zone is critical to a play setting and meeting the above guidelines. ASTM-1292 outlines impact attenuation aspects of a variety of safety surface types. It is recommended that this surface be expanded to at least 1' beyond the play equipment manufacturer's minimum requirements to allow some minor flexibility in installation.

Provide generous hard surface areas, in concert with play equipment, for games such as hopscotch and foursquare. A perimeter hard surface path for tricycles is also desirable.

It is generally preferred that the different play settings be within view of each other. Benches, picnic tables or other accommodations should be made to facilitate observation and supervision by those in charge of the children using the play settings. Tables will provide a place for sitting the

various items usually associated with the care of younger children and also provide a setting for more passive activities such as reading, simple games and serving food.

Select sites that provide some shade or provide larger trees in direct proximity to play and observation areas. As noted earlier, a drinking fountain, trashcans and access to a telephone are desirable.

Play setting design is becoming more complex with the addition of safety standards and guidelines and also the increased body of research suggesting better ways to engage and stimulate children in creative play. It is advisable that the designers consult some of the many recent publications on the subject. One suggested book is *Play for All Guidelines* authored by Moore, Icofano, and Goltsman and published by MIG Communications (Berkeley, CA (415) 845-7549). This book also has an extensive bibliography.

### c. PARK STANDARDS AND SERVICE AREA BOUNDARIES

#### (1) Community Parks (District Parks)

Community Parks contain seventy-five to one hundred acres and serve the larger community, normally within a 3 mile radius. These parks are characterized by community facilities such as lakes, meeting facilities, picnic areas, and major athletic facilities. There are currently no Community Parks owned by the City of Hernando. Civic Center Park functions as a Community Park but is privately owned and maintained. It is developed with nine baseball/softball fields, an equestrian arena, and a street hockey area. Most of the City limits are within six miles of Civic Center Park.

#### (2) Neighborhood Parks

Neighborhood Parks consist of five to twenty acres and should have a service area radius of one mile. These parks should be located where they are accessible to the entire neighborhood and not isolated on minor streets or coves that serve only one subdivision. Four Neighborhood Park sites are currently provided or planned in Hernando. These sites include:

1. Conger Park located south of East Pleasant Grove Road and east of Highway 51.
2. Madison Lakes Planned Park located on McIngvale Road adjacent to Hernando Hills Elementary School.
3. Lee's Summit Planned Park located south of East Commerce Street adjacent to Wal-Mart.

#### (3) Activity Parks

Activity Parks for specific activities such as baseball, softball, and soccer should be located throughout the City as needed. There are currently only two small Activity Parks in Hernando. There is also a need for softball, baseball, and soccer fields.

1. Addie Baldwin Park located south of East Commerce Street and east of Northview Street.
2. Church Park located north of Hill Street and east of Caffey Street.
3. Football Field located south of East South Street and west of Mount Pleasant Street

## Public Involvement and Input

### Meetings

Initial meetings were held with the City staff, including Mayor Chip Johnson, Office of Planning Director Bob Barber and Assistant Director Shelly Johnstone, Parks Director Dewayne Williams to develop the scope of this Plan. Once the scope of the Plan was determined, meetings were set up with the various Boards and Commissions that would be involved in the development and administration of the plan.

### Parks Advisory Board

A meeting was held with the Parks Board in October to discuss the overall plan and to set the design standards for the size and location standards for future parks. An overall preliminary plan was developed and reviewed with staff and then presented to the Board on December 12, 2006. Comments were provided by the staff and Board and the plan and drawing was revised and updated. It was then recommended to present the plan to the Planning Commission.

### Planning Commission

The plan was presented to the Planning Commission at their regular scheduled meeting on January 9, 2007. Comments were provided and incorporated into the plan. One of the key items brought up by the Planning Commission was the football program utilizing the existing football field and the need for additional football facilities. It was recommended that future soccer fields be designed to serve as both football and soccer fields.

### Public Meeting

The Public Meeting for this project was held on January 30, 2007 at City Hall with full public notice. The Planning Commission, Parks Advisory Board, and Mayor and Aldermen were also invited. The plan was presented and a number of comments were received. Since the recreation needs survey was completed in 1998 this was discussed and comments were requested to determine if the basic findings of that survey were still relevant. It was explained that the exact design of new

parks were not being planned at that time, but input was needed to establish what type of facilities should be considered as these parks are developed.

Mr. Mark Gardner with the Hernando Tennis Association spoke on behalf of the 250 Adult members (75 of which are Hernando residents). The previous survey and not indicated a significant need for new tennis facilities. Mr. Gardner and several other members of the Tennis Association asked that new and refurbished tennis facilities be considered in the plan. He also stated that there were some matching grant funds through the United States Tennis Association, USTA and other governmental associations.

Mr. Buddy Malone attended the meeting and spoke on behalf of the Hernando Saddle Club, which is located in the Civic Center Park. He said that this facility is on of the few arenas open for the public to ride. He requested that the City consider expanding and improving the Riding Club. Mr. Malone recommended that a place to board horses for a short time be established. This would allow the club to hold larger horse shows and events.

There was also a request that the City consider establishing a place in one or more parks to allow users and their dogs to enjoy the recreation without leashes. Many park systems are providing a fenced area that will allow open play for dogs and their owners. Of course it is the responsibility of the owner to clean up after their dogs.

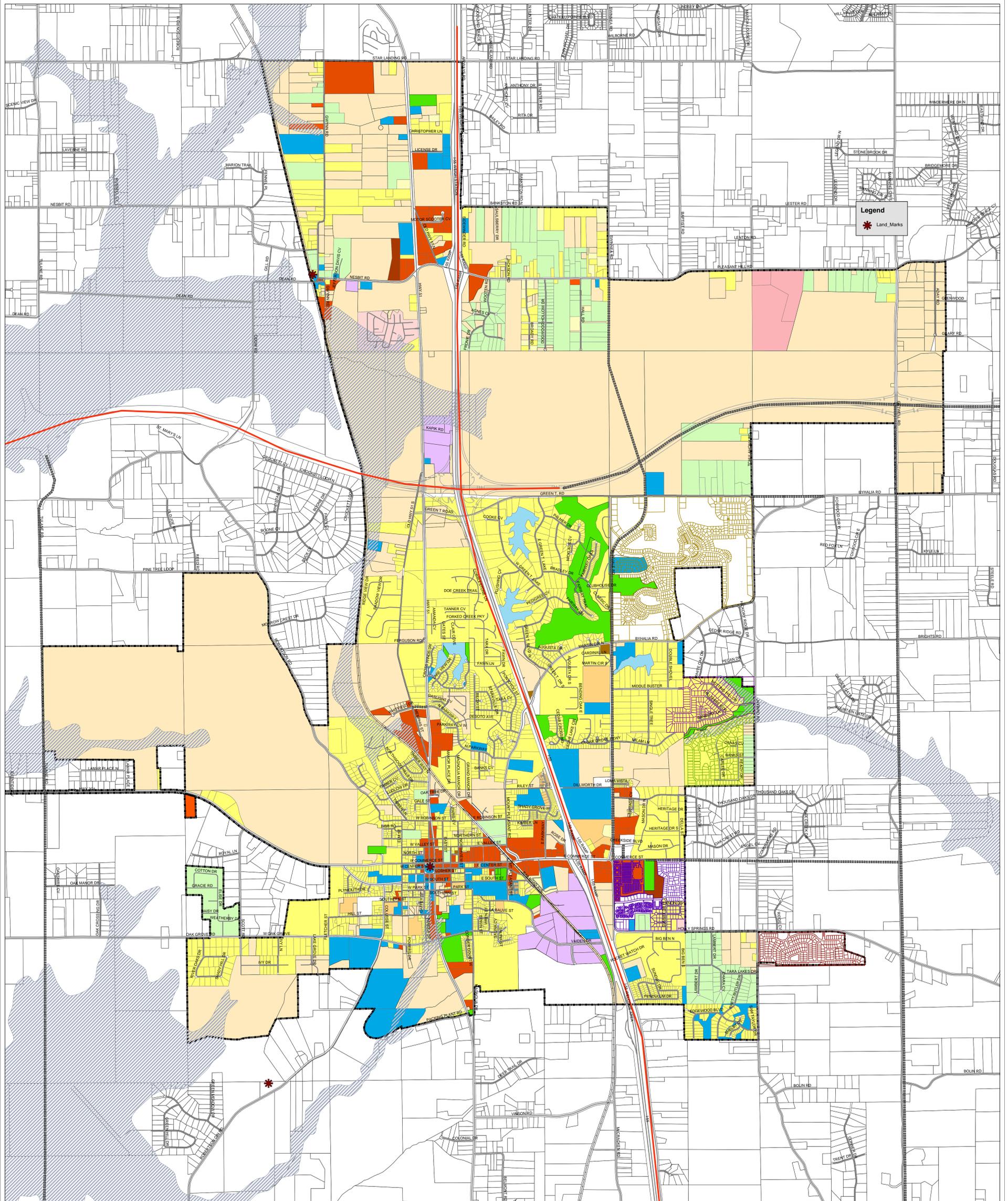
In summary, it appears that the needs survey is accurate with the exception of the mention of tennis facilities and open play areas for dogs. The riding arena had been mentioned as a need in the survey.

## **H. COMMUNITY CHARACTER AND DESIGN**

Hernando recognizes the importance of community character and design. The City has addressed historic resources since the implementation of a preservation program in 1997. There are currently four historic districts in the community and the preservation commission assists in the administration of the H-1 Historic Overlay zone. Since 1997 over 20 properties in the historic areas have been rehabilitated.

The City of Hernando adopted comprehensive design standards for sites in 2001. The standards have provided guidance in blending newer developing areas with the older parts of the community.

# City of Hernando General Development Plan - 2006



## Existing Land Use - Draft

0 8501,700 3,400 5,100 6,800  
Feet



City of Hernando  
Office of Planning  
475 West Commerce Street  
Hernando, Mississippi 38632  
[www.Hernandoms.org](http://www.Hernandoms.org)

## Development of Goals and Objectives

Goals and Objectives were developed based upon a Citizens' Survey and a series of neighborhood meetings. The results of the Citizens Survey follows. Results of Neighborhood meetings Are found in the appendix of this plan.

### Citizens Survey

An important aspect of the planning process is determining what is important to the citizens of Hernando. A survey was sent out to about ten percent of property owners in Hernando, With a 20 percent return rate. The survey helped to determine the issues important to the citizens of Hernando. From the survey results a preliminary set of goals and objectives were developed. The results of the survey are presented below.

### Hernando Planning Survey Tabulations

Survey questions 1 through 16 were answered on a scale from 1 to 5 with 1 being most important and 5 being least important. To the side of each number of responses is the percentage of the total responses for the question.

Questions 18 through 36 were answered with a yes or no response. The number and percentage of each response are shown. A number of questions were answered by writing out the responses, and these responses are listed.

#### i. Questions Regarding New Development and City Form:

(1) How important is urban sprawl an issue or problem for Hernando?

1) 14/30.4% 2) 8/17.4% 3) 11/23.9% 4) 4/8.7% 5) 9/19.6%

(2) How important is having a small town lifestyle to you?

1) 24/52.2% 2) 5/10.9% 3) 4/8.7% 4) 6/13.0% 5) 7/15.2%

(3) How important is the preservation of open space?

1) 17/37.0% 2) 7/15.2% 3) 12/26.1% 4) 3/6.5% 5) 7/15.2%

(4) How much of a problem is soil erosion in Hernando?

1) 4/8.7% 2) 5/10.9% 3) 18/39.1% 4) 7/15.2% 5) 9/19.6% N/A 3/6.5%

(5) Is the population growth rate over the past 10 years (118 percent) too much, too little, or about right? Too much - 13/28.3% Too little - 4/8.7% About right - 22/47.8% No answer/don't know - 7/15.2%. How important is the growth rate?

1) 13/28.3% 2) 10/21.7% 3) 19/41.3% 4) 1/2.2% 5) 3/6.5%

(6) How important is the protection and preservation of historic features?

1) 22/47.8% 2) 13/28.3% 3) 3/6.5% 4) 1/2.2% 5) 7/15.2%

**ii. Questions Regarding Local Economy:**

(1) How important are the job skills of the labor force in an expanding job base?

1) 29/63.0% 2) 7/15.2% 3) 2/4.4% 4) 3/6.5% 5) 5/10.9%

(2) How important is it to have a sufficient number of available jobs for the expanding population? 1) 21/45.7 2) 8/17.4% 3) 5/10.9 4) 5/10.9 5) 7/15.2%

(3) How important is the location of employment opportunities in the city? 1) 20/43.5%

2) 8/17.4% 3) 8/17.4% 4) 3/6.5% 5) 7/15.2%

(4) How important to you is the cost of living in Hernando? 1) 27/58.7% 2) 4/8.7% 3) 6/13.0% 4) 1/2.2% 5) 8/17.4%

**ii. Questions Regarding Housing:**

(1) How important is the amount of available housing in Hernando? 1) 10/21.7% 2) 4/8.7% 3) 8/17.4% 4) 6/13.0% 5) 11/23.9%

(2) How important is the variety of available housing to Hernando's growing population? 1) 9/19.6% 2) 5/10.9% 3) 15/32.6% 4) 5/10.9% 5) 12/26.1%

**iii. Questions Regarding Transportation:**

(1) How much of a problem is traffic circulation in residential areas? 1) 17/37.0% 2) 6/13.0% 3) 10/21.7% 4) 5/10.9% 5) 6/13.0% N/A) 2/4.4%

(2) How much of a problem is traffic congestion on major roads? 1) 22/47.8% 2) 7/15.2% 3) 8/17.4% 4) 4/8.7% 5) 4/8.7% N/A) 1/2.2%

(3) How much of a problem is parking in commercial areas? 1) 8/17.4% 2) 8/17.4% 3) 16/34.8% 4) 7/15.2% 5) 6/13.0% N/A) 1/2.2%

(4) How important is the need for sidewalks and pedestrian/bicycle trails? 1) 20/43.5% 2) 7/15.2% 3) 8/17.4% 4) 3/6.5% 5) 7/15.2% N/A) 1/2.2%

(5) What other issues or problems not addressed above are significant for Hernando? No answer/don't know - 24 responses; other responses are as follows:

(a) Developers always get what they want

(b) It would be great to have sidewalks on Mt. Pleasant and Parkway since there are so many exercising pedestrians there

(c) There needs to be more Section 8 Apartments or available in

- (d) Hernando, it keeps people off the streets
- (d) Adequate drainage ditches for roads in subdivisions, especially in new subdivisions where growth is fast
- (e) Re-paving all roads in the city and a better sewer system and drainage system
- (f) We don't really benefit from growth
- (g) Enforcing speed limits and stopping at stop signs in residential areas
- (h) Crime rate problem/solution should be addressed
- (i) Maintaining street lights
- (j) people parking on subdivision streets
- (k) Providing retail and commercial space near courthouse
- (l) Need sidewalks
- (m) Hernando should stay small, we don't need more jobs or houses
- (n) Stop light at McIngvale needed
- (o) Traffic around the square is ridiculous/redesigning of the square is a must
- (p) Every new development needs to be pedestrian-friendly
- (q) We have no country left - too much building - East Parkway Subdivision going down the tubes - too many cars parked, etc.
- (r) Zoning, signage, street markers, littering, trash, commercial and residential property appearance and maintenance, animal control
- (s) Clean up Highway 51 S.
- (t) Hernando needs a recycle plan connected with trash pick-up
- (u) Curbs and gutters and sidewalks should be required in all subdivisions and residential areas
- (v) Need sidewalks

ii. Questions Regarding Public Services:

(1) Is storm drainage/flooding adequate? N/A - 2/4.4% Yes - 31/67.4% No - 13/28.3%

(2) Is law enforcement adequate? N/A - 3/6.5% Yes - 36/78.3% No - 7/15.2%

(3) Are more/better facilities needed? N/A - 29/63.0% Yes - 9/19.6% No - 8/17.4%

(4) Are road improvements/maintenance adequate? N/A - 2/4.4% Yes - 22/47.8% No - 22/47.8%

(5) If not, where are improvements needed? (Name of street/s).

- (a) Commerce St. and Hwy. 51
- (b) Need more outlets to Deer Creek area ( or get the ones that have been started finished to Parkway and to Hwy. 51

- (c) McIngvale Rd. - 4 responses
- (d) Commerce St. - 8 responses
- (e) Hwy 51
- (f) Town Square
- (g) Potholes on corner of Heritage Subdivision, pothole craters are a problem
- (h) Light needed in front of Interstate ramp and Main Street
- (i) Augusta Drive near Byhalia has 3 dips that need to be repaired
- (j) Coffey St.
- (k) Hill St, College St., South St., Park St.
- (l) Northwood Hills
- (m) All city streets
- (n) W. Center St.
- (o) Commerce St. and Center St. should be one-way streets
- (p) Byhalia Rd. from Hernando to Hwy. 305
- (q) Byhalia Rd./Mt. Pleasant
- (r) Pleasant Hill Rd.
- (s) McCracken Rd. full of potholes
- (t) Every street in town
- (u) Fairway - Fairway Trail - Bradley
- (v) All streets in Hernando Hills

(6) Are street and road signs adequate? N/A - 1/2.2% Yes - 24/52.2% No - 21/45.7%

(7) Is the solid waste collection/disposal system adequate? N/A - 5/10.9% Yes - 30/65.2% No - 11/23.9%

(8) Are more/better facilities needed? N/A - 46/100%

(9) Are the city's parks and recreation facilities adequate? N/A - 5/10.9% Yes - 30/65.2% No - 11/23.9%

(10) Are more/better facilities needed? N/A - 27/58.7% Yes - 15/32.6% No - 4/8.7%

(11) Are museums and other cultural facilities and programs available and adequate? N/A - 4/8.7% Yes - 24/52.2% No - 18/39.1%

iii. ADDITIONAL QUESTIONS TO IDENTIFY APPARENT ISSUES OR PROBLEMS

(1) Is the proportion of no more than 20-25 percent of housing units for multi-family housing too low, too high, or about right? Too low - 3/6.5% Too high - 14/30.4% About right - 25/54.4% N/A - 4/8.7%

(2) Hernando strives to have well-designed neighborhoods. Do you agree with this goal? N/A - 2/4.4% Yes - 41/89.1% No - 3/6.5%

(3) Are you in favor of using design guidelines? Yes - 44/95.6% No - 1/2.2% N/A - 2.2%

(4) Are the sign ordinance regulations too strict, not strict enough, or about right? Too strict - 2/4.4% Not strict enough - 11/23.9% About right - 26/56.5% N/A - 7/15.2%

(5) Should Hernando recruit more industries, or should it strive to be the cultural, financial and political center of county? Recruit more industries - 15/32.6% Cult./fin./pol. center of county - 24/52.2% N/A - 7/15.2%

(6) What types of businesses are needed in Hernando?

- (a) Restaurants ( not fast food type) - 13 responses
- (b) Medical
- (c) theater,
- (d) white collar businesses, financial, corporate HQ, jewelry store, childcare centers
- (e) new care dealership, warehouses, family-small businesses, Industrial and service businesses
- (f) None at this time, the current businesses in town must have a hard time finding employees
- (g) Starbucks
- (h) all types
- (i) Quality automotive, tires, repairs, etc.
- (j) Two people want a Wal-mart and two don't
- (k) grocery stores, men's stores, shoe stores
- (l) retail clothing stores, a better bookstore, jewelry store, men's clothing,
- (m) More quality contractors
- (n) general retail, technical, and boutiques
- (o) department stores, specialty shops, retail, banks, YMCA, donut shop, a good parts business
- (p) Shops that are open week-ends, Industrial and high tech, retail shops, and shops around the square.
- (q) 7 people had No Answer/don't know responses

(7) Are there any streets in the Hernando area that should be extended or widened?

- (a) 16 people had No Answer/don't know responses
- (b) Commerce Street had 11 responses
- (c) McIngvale had 4 responses
- (d) Main Street in front of Interstate off ramp
- (e) Memphis St. from Robinson St. to Commerce St. should not be blocked by the lumber co.
- (f) Byhalia Rd., Hwy. 51 from Nesbit to Hernando should be widened to include walking and bike lanes
- (g) around the square

- (h) South St. should cross the R.R. tracks
- (8) Are any new parks needed?  
 (a) Yes - 14/30.4% No - 20/43.5% N/A - 12/26.1%
- (9) If so, where?  
 (a) No Answer/don't know - 3 responses  
 (b) East side of city - 5 responses  
 (c) At the bottom of Hill Street, within or near subdivisions - 3 responses  
 (d) We should have a Snowden Park at our fields, continue to expand Conger Park
- (10) Are there any traffic congestion problems in Hernando? Yes - 41/89.1% No - 2/4.4% N/A - 3/6.5%
- (11) If so, where?  
 (a) - I-55 exit and Commerce - 7 responses  
 (b) Commerce and McIngvale - 6 responses  
 (c) Commerce St. - 16 responses  
 (d) McIngvale - 5 responses  
 (e) Commerce and Hwy 51 - 5 responses  
 (f) the square - 3 responses  
 (g) Around the high school - 2 responses
- (12) Is there a need for a senior citizens center in Hernando? Yes - 33/71.7% No - 9/19.6% N/A - 4/8.7%
- (13) Is a tornado warning alarm needed for the city? Yes - 80.4% No - 9/19.6% N/A - 0
- (14) Would you be willing to pay additional taxes to cover the cost? Yes - 30/65.2% No - 12/26.1% N/A - 4/8.7%
- (15) Is animal control service adequate? Yes - 21/45.7% No - 18/39.1 N/A - 7/15.2
- (16) Is a better animal shelter needed? Yes - 17/37.0% No - 7/15.2% N/A - 22/47.8%

### Issues Derived From Survey

The results of the survey were discussed by the planning commission, and some preliminary goals and objectives were developed. This led to a discussion of issues important to the City of Hernando, which are summarized below.

- i. Method of growth management.
- ii. In-migration is mostly younger people. What does this mean for the City of Hernando?
- iii. There is a perceived desire for a high quality of life and a high quality of development. How should this be achieved?
- iv. There is a lack of corporate employment opportunities. How should the city attract a corporate office or headquarters that would bring these opportunities?
- v. The city needs retail opportunities, particularly non-franchise retail needed downtown that will accommodate and enhance the character of the town. How can this best be accomplished?
- vi. How should the city deal with distribution businesses?
- vii. How much industrial use does the city need and where should it be located?
- viii. The city needs downtown tax abatement incentives and historic preservation tax incentives.
- ix. How should the city promote good design in areas of multiple character?
- x. The city needs a tree ordinance to promote tree preservation.
- xi. The city needs to promote traditional residential development according to new urbanist principles.
- xii. The city also wishes to incorporate necessary zoning and subdivision provision assistance to developers.

## **Vision Statement**

*The City of Hernando desires to be a growing city; a destination of choice for both permanent residents and visitors. It wishes to preserve historic and architecturally significant buildings and its natural beauty, friendliness and uniqueness for which it is known and which attracts growth. While recognizing its position as the county seat of government and a popular residential destination for in-migrants, it wants to promote job and revenue-producing opportunities in a diverse economy including industrial, retail and residential development. It desires to be a “complete” city, with the requisite living, working, medical, entertainment, shopping, cultural, educational and recreational amenities.*

*The city desires to retain its small-town character by preserving open space and the natural environment, good schools, a low crime rate, and the town square as a vibrant, community place. Hernando wants to grow in a well-managed way with diverse, high quality, housing types; land use policies that maintain a sustainable city; and buildings that are durable and attractive. The City wishes to promote a strong sense of place, and uniqueness. It desires to be a city that is both easy to get to and around, and one which anticipates growth issues well in advance of potential issues.*

## **Goals, Objectives and Policy Recommendations**

### ***Population and the Economy***

SIGNIFICANT FINDING 1: Hernando grew 118% from 1990 to 2000. Local officials estimate that the current population is about 13,000. Population will continue to grow at a rapid rate.

GOAL 1: Promote a steadily growing population, through both in-migration, natural increase and annexation.

OBJECTIVE1: Annex additional land into the city in a planned and sensible manner.

POLICY 1: Pursue periodic strategic annexations that meet the 12 indicia of reasonableness set out by the Mississippi Supreme Court.

OBJECTIVE 2: Become a destination of choice for permanent residents and visitors.

POLICY 1: Administer design development and design standards and policies that create the kind of environment that produces an attractive, durable and interesting city.

### ***Commercial Land Use***

SIGNIFICANT FINDING 2: Hernando depends heavily on sales tax for general fund revenue. Sales tax diversions to the city have been growing steadily as commercial enterprises follow

the strong residential growth experienced by the city. Quality commercial establishments, constructed of durable materials and which are aesthetically pleasing are generally more successful and help attract like businesses.

GOAL 1: Promote a strong and diverse economy, including quality retail and service establishments.

OBJECTIVE 1: Encourage the development of quality and aesthetically pleasing retail and service establishments, especially those that fill gaps in current retail offerings in Hernando.

POLICY 1: Enact a “go dark” provision for all abandoned commercial buildings.

POLICY 2: Encourage and promote commercial development at strategic nodes, rather than in a strip, linear fashion along roadways.

POLICY 3: Maintain an appropriate supply of commercially zoned acreage in appropriate proportion to population.

POLICY 4: Encourage efficient use of commercial areas by promoting multi-story commercial buildings

POLICY 5: Encourage retail and service enterprises that generate both pedestrian accessible and sales tax-producing enterprises on first floors on the square.

POLICY 6: Enhance the appearance of commercial streetscapes on arterial roads by minimizing commercial uses that detract from the streetscape

POLICY 7: Promote and encourage regional retail in proximity to new major arterial intersections such as I-269 and I-55.

OBJECTIVE 2: Encourage the development of locally owned retail establishments, especially in the town square area.

POLICY 1: Develop, with the Chamber of Commerce, a business incubator/mentor program that helps local businesses get established and stay successful.

OBJECTIVE 3: To encourage the transition of highway-type commercial activities to neighborhood-serving commercial types in areas near residential areas.

POLICY 1: To place neighborhood commercial zones in areas that

are within walking distance of residential areas.

### ***Employment Center Land Use***

SIGNIFICANT FINDING 3: Hernando has great potential to attract very high quality employment centers in the form of industrial clients and corporate offices.

GOAL 1: Recruit industries that provide the optimum benefit to the residents of the area, including employment opportunities with excellent compensation, and well designed physical environments

OBJECTIVE 1 : Encourage the location of new employers that are compatible with the community and the design and other principals of this plan.

POLICY 1: Locate distribution centers and warehouses on sites with direct access to state and federal routes that do not require truck routes through residential areas.

POLICY 2: Locate all major employers in areas in which negative impact to the natural environment and existing and planned neighborhoods can be minimized.

POLICY 3. Encourage the development of corporate employment opportunities by setting aside sufficient lands in strategic locations for such uses.

POLICY 4: Encourage the buildout of Hernando Industrial Park and accommodate traditional industrial activities.

### ***Mixed Uses***

SIGNIFICANT FINDING 4: Mixed use development is an efficient and attractive way to develop Commercial, industrial, public/semi-public and residential lands. A Traditional Neighborhood Development is one method of accomplishing this type of development. Such development is generally compact; designed for human scale; provides a mix of uses in proximity to one another within the neighborhood; provides a mix of housing styles, types and sizes to accommodate households of all ages, sizes and incomes; incorporates a system of relatively narrow interconnected streets with sidewalks, bikeways, and sometimes, transit, that offer multiple routes for motorists, pedestrians and bicyclists; retains existing buildings with historical features or architectural features that enhance the visual character of the community; incorporates significant environmental features into the design; and is consistent with the comprehensive plan.

GOAL 1: Encourage the establishment of traditional neighborhood development methods and mixed use developments in appropriate locations.

OBJECTIVE 1: To provide for areas that prescribe the traditional neighborhood development type and/or mixed uses.

POLICY 1: Provide a zone for traditional neighborhood development.

POLICY 2: Illustrate appropriate locations for such development on the Future Land Use Map.

POLICY 3: Expand the Central Business District designation and promote mixed uses, including residences and offices on 2<sup>nd</sup> and higher floors.

### ***Excellent Project and Environmental Design***

SIGNIFICANT FINDING 1: Hernando has a unique opportunity to create a vital, liveable and sustainable community, despite heavy growth pressures. Through good design practices it can both grow, prosper and maintain a healthy place in which to live, work, worship, shop and recreate.

GOAL 1: Encourage the development of a beautiful and unique place, with a strong sense of place.

OBJECTIVE 1: To preserve historically, culturally, and architecturally significant buildings in Hernando.

POLICY 1: Identify Nesbit as a historic preservation district, develop the area in a way that reflects its small-town flavor, and help get inappropriate uses out.

POLICY 2: Expand the City's Historic Overlay zone to locally the extent of the original town.

POLICY 3: Administer historic preservation program in the old town core and design standards in the newly developing and redeveloping areas beyond the historic core.

POLICY 4 : Implement principals of excellent small town design.

GOAL 2: Encourage the development of an environmentally sound city with minimum soil erosion, local flooding and pollution.

OBJECTIVE 1: Minimize flooding and pollution from runoff, reduce sedimentation of streams and other water bodies, reduce soil erosion, and retain sufficient aquifer recharge areas. To preserve existing mature trees in Hernando.

POLICY 1: Minimize the acreage devoted to impervious surfaces, utilizing creative parking designs such as overflow

green areas and other measures.

POLICY 2: Encourage infill development and efficient development in greenfields contiguous to the existing city.

POLICY 3: Administer better land development practices relative to preservation of existing landscapes and stream buffers.

POLICY 4: Explore the use of conservation easements for open space preservation.

POLICY 5 : Develop a reasonable conservation ordinance to address grading and drainage.

OBJECTIVE 4: Promote excellent town design in new and redeveloped residential, business, industrial, transportation, and public facilities and encourage master planned developments.

POLICY 1: Promote the mixing of market products in residential developments over 20 acres.

POLICY 2: Eliminate the minimum size in area for PUDs.

POLICY 3: Promote the use of pattern books.

POLICY 4: Evaluate and implement additional traffic calming devices such as traditional streets, traffic circles and bike lanes.

## ***Transportation***

SIGNIFICANT FINDING 1: Growth in automobile transportation trips has been commensurate with the population and housing growth in Hernando. Some Average Daily Traffic counts in and around Hernando have doubled or more than doubled from 1990 to 2000.

GOAL 1: Construct a community that is both easy and convenient to get to and around.

OBJECTIVE 1: To have a circulation plan that consistently anticipates growth in automobile traffic demands well in advance of problems and encourages a smooth flow of traffic throughout the city.

POLICY 1: To promote efficient street patterns that encourage connections among and between neighborhoods without developing short cuts through residential areas.

POLICY 2: To improve Tulane and Robertson Roads to accommodate traffic using I-269.

POLICY 3: To construct a south by-pass connecting Tulane Road to Cleveland and I-55.

POLICY 4: Connect Memphis Street and Highway 51 in the vicinity of the Parkway intersection with Highway 51 and cul-de-sac Memphis street at its intersection with Highway 51.

POLICY 5: To extend Magnolia Manor to the east to Mt. Pleasant..

POLICY 6: To connect Highway 51 to Robertson Road via Packing Plant Road or alternative route.

POLICY 7: To extend Commerce Street to Jaybird Road.

OBJECTIVE 2: To provide for safe and attractive local streets, that by nature of the design of the roadway/streetscape, encourage reasonable speeds.

POLICY 1: Use traffic circles and other traffic calming devices to slow traffic.

POLICY 2: Continue to require street trees, sidewalks, and a wide planting berth between sidewalk and roadway.

Policy 3: Encourage the creation of boulevards.

SIGNIFICANT FINDING 2: Other forms of transportation, including walking and biking are growing in popularity and can help reduce traffic problems and pollution. New forms of development encourage walking and biking by keeping origins and destinations in proximity to one another.

GOAL 1: An interconnected system of sidewalks, bikeways (on- and off-street), and linear parks, that allows residents the option of moving about in a non-motorized way.

OBJECTIVE 1: To provide for sidewalks and bike paths in the city.

POLICY 1: To continue to require the development of sidewalks, and encourage bike paths, in all residential, commercial and industrial developments in the city.

POLICY 2: To construct sidewalks and bike paths where necessary to improve the interconnectedness of the system. To develop a master sidewalk and bike path plan.

### ***Recreation and Open Space***

SIGNIFICANT FINDING 1: Well-placed open space helps retain the small-town character, attractiveness, and unique sense of place so important to the city, helps the environment, and provides residents places for passive recreation activities.

GOAL 1: A visually attractive city with significant vistas and plenty of parks and open space for passive recreational activities.

OBJECTIVE 1: To protect the visual integrity of Hernando and offer space for passive recreational activities.

POLICY 1: To develop an Open Space Plan and to secure through purchase and/or dedication, land for open space and parks.

POLICY 2: To continue to require open space in planned residential developments, but to permit natural areas, as well as active recreation areas, where appropriate.

POLICY 3: Develop a commercial/recreational corridor between Hernando and Arkabutla Lake

SIGNIFICANT FINDING 2: Active recreation programs are a desirable and essential element for fun and personal development.

GOAL 2: An active and growing recreation program for all ages and cultures in Hernando, including sports, the arts, etc.

OBJECTIVE 1: To continue to grow the City's new Parks and Recreation programs by providing space and programs commensurate with activities desired by the public.

POLICY 3: To continue the development of a senior citizens center in Hernando.

POLICY 4: To encourage local churches to continue to build physical facilities and develop programs to serve both youth and the elderly.

POLICY 5: To develop interconnectedness between existing and future parks with a linear park/greenway system.

### ***Public Facilities***

SIGNIFICANT FINDING 1: Hernando is growing rapidly and must ensure that its public facilities anticipate growth and keep up with it. It should review all possibilities for funding public facilities, including alternative sources.

GOAL 1: A city where the citizens feel safe from violence, property crimes, and fire, and where the water is clean and plentiful, streets and sidewalks are well maintained, drainage and erosion problems are mitigated, and sewer systems are safe and in good working order.

OBJECTIVE 1: To ensure that new development neither increases the infrastructure and public service cost for existing residents and businesses nor

reduces their quality by any significant amount.

POLICY 1: Enact impact fees on new developments.

POLICY 2: Continue to work to lower the city's fire insurance rating.

POLICY 4: Improve animal control services/relocate animal shelter.

POLICY 5: Maintenance and improvements to the public infrastructure should receive priority consideration by the city to help improve or maintain conditions in residential areas.

SIGNIFICANT FINDING 3: Cultural activities are an important element present in successful communities. They can revitalize a historic downtown area, have a civilizing effect on residents, and help a city become a destination of choice for visitors and permanent residents.

GOAL 2: A community with thriving cultural facilities, including museums, community theaters, art galleries and other cultural amenities.

OBJECTIVE 1: To encourage the development of cultural facilities and activities in the city, especially in the town square area.

## **Future Land Use**

### ***Housing and Residential Land Use***

SIGNIFICANT FINDING 1: As the population ages, there will be a need for a broader variety of housing types and sizes, but not a reduction in the desire and need for a high quality living environment.

GOAL 1: Well-planned and well-designed quality living spaces, with a variety of housing types and sizes available.

OBJECTIVE 1: To encourage the development of high quality living areas, regardless of the type of housing, density of development, or price, through good construction and design standards.

POLICY 1: Administer a property maintenance code

OBJECTIVE 2: Maintain ratio of multiple family housing to singlefamily dwellings at 10 percent.

SIGNIFICANT FINDING 2: Some of Hernando's residential areas are in poor repair and suffer from varying degrees of neglect and lack of maintenance. These areas are typically characterized by older housing stock, deferred maintenance, and the introduction of incompatible uses.

GOAL 1: A high quality living environment in all areas of the city.

OBJECTIVE 1: To protect older residential neighborhoods that might have undergone some transition in the past, from disruptive uses such as encroaching industrial and commercial uses.

POLICY 1: The city should continue to use code enforcement and sound land use policies to protect and revitalize older, transitional neighborhoods.

POLICY 2: Vacant land adjoining transitional areas or occupied land to be redeveloped, should be utilized for residential, public/ semi-public uses, unless specific revitalization plans (e.g. involving neighborhood-serving commercial or mixed uses), adopted by the Planning Commission and the Mayor and Board of Aldermen, dictate otherwise.

POLICY 3: Uses incompatible with the residential character of transitional areas are encouraged to be phased out and replaced with compatible uses.

POLICY 4: Develop housing and community development redevelopment programs designed to improve redevelopment areas.

SIGNIFICANT FINDING 3: Existing residential areas which are stable and viable are valuable to the city's overall development.

GOAL 1: Protect and retain stable residential areas, which exhibit a high level of maintenance and consist of compatible mixtures of land uses and housing types.

OBJECTIVE 1: Continue to protect stable residential areas from disruptive uses such as incompatible higher density residential structures, and encroaching industrial and inappropriate commercial uses.

POLICY 1: Encourage routine maintenance and upgrading by private property owners. Utilize code enforcement if necessary.

POLICY 2: Vacant land adjoining stable residential areas or occupied land to be redeveloped should be utilized for residential, public/semi-public, or master planned mixed uses like traditional neighborhood development.

POLICY 3: New residential development shall be made compatible with surrounding residential areas through the use of open space and buffers. Significant difference in densities shall require master plans and pattern books under planned unit develop requirements.

POLICY 4: Proposed residential development that has a significantly

different size, height, or mass from adjacent existing development should not be allowed if the proposed differences detract from the use and privacy of the adjacent development.

POLICY 5: Design commercial uses and other uses incompatible with residential areas to be compatible with the residential character of stable residential areas.

POLICY 6: Maintain Highway 51/Memphis Street corridor as a residential corridor south of the Green-T Road area.

SIGNIFICANT FINDING 4: Hernando will continue to experience significant development of vacant or “frontier” areas into large-scale residential areas as population growth continues.

GOAL 1: Well-designed, environmentally sensitive, residential developments, or mixed-used traditional neighborhood developments, of varying housing types and interconnected with other areas.

OBJECTIVE 1: To review plans relative to the impact of the development on adjacent land use, transportation and traffic, sanitary sewer and water demands/capacities, encroachment on the natural environment, potential storm water runoff hazards, and other public facilities.

POLICY 1: Residential neighborhoods should be designed as neighborhood units to include amenities for residents such as park and recreation facilities.

POLICY 2: Developing areas will be protected from disruptive uses such as incompatible residential structures, encroaching industrial uses, or scattered and strip retail uses through the use of buffers and separations or intergrated master planning

POLICY 3: Densities of new residential development should be compatible with existing adjoining residential areas and a buffer will be provided when there is a significant differences in densities.

POLICY 4: New residential development shall be made compatible with surrounding residential areas through the use of open space and buffers. Significant difference in densities shall require master plans and pattern books under planned unit develop requirements.

POLICY 5: All new developments will have safe, convenient sidewalks, and bike paths if feasible; a safe, convenient vehicular street system that is interconnected but discourages the passage of high speed through traffic on local streets, outdoor active and passive recreation or open space facilities.

## ***Commercial Land Use***

SIGNIFICANT FINDING 1: The City of Hernando possesses a historical, vital central business district that serves as the heart of the community. Its value lies in the appropriate use of the CBD and protection of the historical and architectural resources present there.

GOAL 1: The Central Business District should be a beautiful and vibrant commercial and governmental core of the City of Hernando.

OBJECTIVE 1: To reserve the CBD for appropriate retail/commercial, office, professional, residential and governmental functions.

POLICY 1: To encourage the use of the first floors on multi-storied buildings for retail commercial establishments. To encourage 2<sup>nd</sup> and higher stories to be used for office and residential uses.

POLICY 2: Administer new development under the provisions of a Planned Unit Development.

POLICY 3: Areas of transition from residential to commercial will preserve the residential character of the area. Even if use changes, structures will remain.

POLICY 4: Abrupt changes in zoning classifications in this area are to be avoided, and buffer areas used where needed.

POLICY 5: Maintain Commerce Street as a key gateway into the Historic Square

SIGNIFICANT FINDING 2: Develop highway commercial areas in a nodal pattern rather than strip commercial

GOAL 1: Attractive and functional automobile-serving commercial activities at the intersection of two major arterials.

OBJECTIVE 1: To develop new highway commercial areas as planned developments and only in a nodal fashion, at the intersection of two major roads.

POLICY 1: Require all developments of this type be planned developments.

SIGNIFICANT FINDING 3: Neighborhood commercial areas, when properly designed and located, served a vital need. Design standards can significantly reduce the negative impacts of neighborhood commercial areas on nearby residential areas. More specifically, traditional neighborhood developments, which incorporate a mix of uses, can allow the needed commercial and public uses in an acceptable manner.

GOAL 1: Properly located and well-designed neighborhood commercial areas.

OBJECTIVE 1: To allow and provide for convenient neighborhood commercial areas that have a “sympathetic design response” to the adjacent residential areas.

POLICY 1: To require strict design standards for neighborhood commercial uses, so that negative impacts upon adjacent residential areas are eliminated

POLICY 2: Minimize strip pattern of commercial development near neighborhoods.

SIGNIFICANT FINDING 4: General commercial areas are important providers of goods and services in a community and designed to be located within 2-3 miles of residential areas.

GOAL 1: Attractive and functional general commercial areas in proximity of roadways but not developed in a strip or linear fashion.

OBJECTIVE 1: To develop general commercial areas for a broad spectrum of uses and only as planned commercial uses.

POLICY 1: General commercial areas should be designed to not exceed that necessary to serve the immediate market/trade area (2-3 miles).

POLICY 2: The site should be accessible by way of major streets to all parts of the trade area.

POLICY 3: The site should be adjacent to a designated residential growth area to increase its potential economic vitality.

POLICY 4: Where feasible, the site should be a focal point for travel to and from the trade area.

POLICY 5: Promote Nodal commercial development

### ***Industrial Land Use***

SIGNIFICANT FINDING 1: In order to be a relatively self-sufficient and complete city, Hernando should encourage the industrial development to offer well-paying jobs to city residents. Costs and benefits for such developments should be considered Encourageing corporate employment centers is an important component to the future economic development of the city.

GOAL 1: Attractive, low impact industrial facilities which offer a significant number of well-paying jobs to local citizens.

OBJECTIVE 1: To encourage the development of industries providing the greatest benefit to the community

POLICY 1: The industrial use classification applies to areas that are

used for primarily fabricating, processing, storage, warehousing, wholesaling, and transportation services.

POLICY 2: Continued centralization of industrial activities of the current type and smaller industries is encouraged in the Vaiden Road area.

POLICY 3: Buffer zones should be used where industrial activities abut other, less intensive uses.

# Hernando Mississippi General Development Plan Update and Overview



**CITY OF HERNANDO**

Office of Planning

475 West Commerce Street

Hernando, Mississippi 38632

[www.Herandoms.org](http://www.Herandoms.org)

662-429-9092

## Key Statistical Summary

1.
  - a. Policy Accomplishments since the adoption of the 1993 Plan (not all inclusive)
    - i. Update, revision and administration of revised zoning and subdivision control
      - (1) Establishment of Preservation Commission and preservation program
      - (2) Establishment of four National Register Historic Districts
      - (3) Establishment and administration of Design Guidelines
      - (4) Implementation of sign code changes
      - (5) Implementation of a Code Enforcement Program
  - b. Physical Changes since 1993 (not all inclusive)
    - i. Improvement of Commerce McIngvale intersection
    - ii. Extension of McIngvale to the North
    - iii. Construction of I -69
    - iv. Infrastructure improvements and expansion
  - b. Population Indicators
    - i. Projected to reach up to 15,000 over the next 15 years
    - ii. Combined with the planning area, population will rise to between 25,000 and 25,000 persons over the some period
    - iii. Median age is likely to fall, as most new residents are projected to be generally younger. However, Hernando will retain a population older than the county as a whole.
    - iv. Dwelling permits have risen from 71 in 1995 to a projected 320 for this year
  - c. Economic Indicators
    - i. Median family income is among the highest in the state at \$51,155. The same for Memphis is about \$37,000 and the nation's is \$50,046.
    - ii. Primary occupations are Management, Professional, Sales, office occupations
    - iii. Sales Tax receipts have risen nearly doubled since 1997. January 1997 rebate was \$67,031 to January 2004 when 132,463 was rebated.
  - d. Land Use Indicators
    - i. Excluding the largest landowner in the City, the town is approaching 80 percent buildout
    - n. See Land Use Map for Changes
    - iii. Additional recreational and park opportunities have been identified.
  - e. Transportation
    - i. The town suffers from the lack of east west routes
    - ii. Increase in traffic of about 4 to five times on primary routes

## Public Input Process

- a. Town was divided into three planning areas and meetings were held with each of those areas to gain insight and input from each area of the city
- b. An extensive mail survey was conducted in 2002
- c. Citizen Identified Issues (paraphrased and summarized)
  - i. Tighter growth management
  - ii. Pursue policies that promote the political, financial and cultural role of the town
  - iii. Pursue policies that preserve small town character
  - iv. Pursue the development of corporate employment
  - v. Promote retail opportunities

## 1. Planning Concepts

- a. Traditional comprehensive has planning has generally called for the use of future land use categories such a such as low density residential, highway commercial, etc. in the development of comprehensive city plans.
- b. While the application of these categories is useful in classifying and locating desired future development, these categories fall short when overall design quality and character are a community priority.
- c. This traditional classification system conveys little of the sense or meaning of a particular area to lay person seeking to understand the qualitative direction of future development.
- d. When accounting for design quality and character, a more descriptive and meaningful classification system is necessary. Such a system has been set forth in the transect concept developed and put forth by New Urbanists. However, the application of its T-1 through T-6 system cannot be readily discernable without study and consistent use.
- e. Rather than a highly technical system such as the transect, a more nature and intuitive classification system can be used to better engage citizen planners in the planning process and make planning documents more accessible, understandable, and useful. The work of the late Kevin Lynch, in researching the nature of perception of space and place, is very useful in this regard.
- f. Lynch sets forth the elements of paths, nodes, edges, landmarks, and districts as five fundamental elements of the composition of developed space. The fundamental concepts have been further refined to yield a matrix of design element readily accessible, understandable, and applicable to town design process for both professionals and citizens.
- g. The following planning elements have been identified as most appropriate to address the development goals and objective of the City of Hernando:
  - i. Districts
    - (a) Activity Districts
      - (i) Institutional District
      - (ii) Neighborhood Retail District
      - (iii) Auto-Oriented Commercial Districts
      - (iv) Large Scale Commercial Districts
      - (v) Recreation Districts
      - (vi) Medical Districts
    - (b) Employment Districts
      - (i) General Industrial Districts
      - (ii) Corporate Office

- (iii) Distribution Districts
    - (iv) Service Commercial Districts
  - (c) Residential Districts
    - (i) Rural Residential
    - (ii) Single Family Low Density Dependent
    - (iii) Single Family Medium Density Dependent
    - (iv) High Density Multi-Family Residential
  - (d) Master Planned Districts
    - (i) Master Planned Commercial
    - (ii) Master Planned Low Density Residential
  - (e) Mixed Use Districts
    - (i) Traditional Neighborhood Development
    - (ii) Central Business Mixed Use
    - (iii) Neighborhood Mixed Use
    - (iv) General Mixed Use
  - (f) Overlay Districts
    - (i) Environmental Overlay
    - (ii) Preservation Overlay
    - (iii) Redevelopment Overlay

h. Mississippi Planning Enabling Legislation sets forth four minimum elements that are required to be addressed in a comprehensive or general development plan; those being Land Use, Transportation, Housing and Community Facilities. In addition to these items addressed in this plan, there are included the additional elements of Architectural and Site Design and Historic Preservation.

# Future Land Use

1. Future Land Use Plan is developed through the application of various Land Use District Classifications. These classification have been developed based upon the specific goals developed for future development in Hernando. The Land Use Districts are applied to the Future Land Use Map in accordance with the following general principles: The preparation of the land use map and policies for Hernando is largely an exercise of applying individual, detailed land use classifications to the planning area based on the consideration of the following factors:
  - a. The overall vision statement of the community
  - b. The overall goals and neighborhood specific goals of the planning area
  - c. Existing development patterns
  - d. Existing zoning patterns
  - e. Environmental conditions/constraints
  - f. Future plans for public services and/or facilities.

To be systematic and consistent, the preparation of the Detailed Land Use Map adheres to the following general rules.

- a. The land use district applied to areas of existing non-residential development is the district which most closely corresponds to the present character or pattern of development in the area.
  - b. The land use category applied to areas of future non-residential development is that category which most closely corresponds to the existing non-residential zoning in the area or that district which most effectively advances Hernando's development goals
  - c. All nonresidential land use areas are supported by a clear public interest or a previously established zoning or land use pattern.
  - d. The land use category and policies applied to existing residential developments to be preserved and maintained is that which most closely corresponds to the current density of the area. In areas that contain non-uniform size lots in a haphazard pattern, the land use policy applied is one that reflects a density consistent with the smaller lots in the area.
  - e. Most developing residential areas are designated for Master Planned Residential
2. The categories of future land use districts have been developed around the overall characteristics of activity, employment, residential, mixed use, and overlay districts. Activity Districts are those which involve intense non-employment activity, travel, provision of goods and services, etc. Employment Districts are those in which the primary purpose of Land Use is for the production and distribution

of goods on large scale. Residential Districts are oriented primarily to accommodation of the housing and residential neighborhood needs of the community. Mixed use districts include a variety of land use activities from among the other categories. Such uses are mixed in a complementary way and may occur on a variety of scales from neighborhood to regional. Finally Overlay Districts are those areas within which additional characteristics and considerations need to be added to the standard Land Use categories, such as preservation, redevelopment or environmental considerations.

### 3. Activity Districts

#### a. Institutional District

- i. **PURPOSE:** The purpose for the institutional category is to provide land for public and private schools, places of worship, government and civic facilities, community centers, libraries, museums, cemeteries, some cultural facilities, and similar community-oriented uses providing a public or semi-public service. Outdoor recreational activities are generally not included in this category.
- ii. **LOCATION POLICY:** Institutional uses should be located near arterial streets to provide convenient access. Elementary and secondary schools should be located adjacent to public parks and open space where possible. Elementary and Middle Schools should be located in areas with existing or planned residential neighborhoods.
- iii. **LAND USE POLICY:** The primary land uses intended for the Institutional category include: schools, churches, libraries, civic and governmental facilities, cemeteries, cultural facilities, etc.
- iv. **CIRCULATION/PARKING POLICY:** Sufficient off-street parking should be provided. On-street opportunities should be examined. Sidewalks/bikepaths in conjunction with some institutional uses, especially schools, are considered important and should be located in a way in which residents from nearby areas may access the site by foot or bicycle.
- v. **BUFFER POLICY:** Institutional uses should be located to minimize potential conflict with adjacent uses, particularly residential uses. Screening, planting, fencing and other methods will be provided between institutional uses and adjacent residential uses so as to establish an adequate buffer.
- vi. **ZONING POLICY:** Institutional uses are permitted in various zones.
- vii. **ADDITIONAL CONSIDERATION:** The joint planning for the joint use of facilities provided by different public

agencies is encouraged, with particular emphasis on community and educational facilities.

<p><b>b. Neighborhood Retail District</b></p> 	<p>Small to moderate scale commercial serving adjacent neighborhoods. May include specialty retail. Community gathering businesses such as coffee shops, offices, studios, or housing above retail. Typically situated adjacent to neighborhoods. May transition to neighborhood mixed use.</p>	<ul style="list-style-type: none"> <li>- FAR .3 to .5</li> <li>- Building footprint generally less than 10,000 square feet</li> <li>- Parking less prominent than bicycle, open space or pedestrian features</li> <li>- Nodal development pattern</li> <li>- Edge or buffer standards with residential interface</li> </ul>	
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- i. **PURPOSE:** The purpose of the Neighborhood Retail Activity category is to provide for small to moderate scale commercial activities serving adjacent neighborhoods. They should be designed to be visually compatible with neighboring residential areas and pedestrian and bicycle accessible.
- ii. **LOCATION POLICY:** Typically situated adjacent to neighborhoods. May transition to a neighborhood mixed use area.
- iii. **LAND USE/DENSITY POLICY:** Uses may include specialty retail, community gathering businesses such as coffee shops, studios, or housing above retail establishments. Floor area ratio of .3– .5 with building footprints of less than 10,000 square feet.
- iv. **CIRCULATION/PARKING POLICY:** Consideration for parking to the side and rear of the building where feasible, with pedestrian and bicycle access provided. Drive-throughs prohibited. Build to lines rather than setbacks are a key element.
- v. **BUFFER POLICY:** Adequate buffering adjacent to completely screen residential areas should be provided.
- vi. **ZONING POLICY:** The applicable zoning classification is C-1 or C-4 Planned Commercial with C-4 preferred

- vii. OTHER CONSIDERATIONS: Hernando Design Standards apply to developments in this category.

<p><b>c.Auto-Oriented Commercial Districts</b></p> 	<p>Commercial and office development focused primarily on the needs and convenience of the motorist, without losing pedestrian access and connection. No residential uses. Situated along arterial roads. Can include a mix of auto oriented commercial uses or transition into neighborhood commercial.</p>	<ul style="list-style-type: none"> <li>- FAR .25 to .4</li> <li>- Building footprints of less than 50,000 square feet</li> <li>- Design standards apply</li> <li>- Pedestrian walkways</li> <li>- Buffering adjacent to residential</li> </ul>	
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- i. **PURPOSE:** The purpose of the Auto-Oriented Commercial Districts Activity category is to provide areas for commercial and office development focused primarily on the needs and convenience of the motorist, without losing pedestrian access and connections.
- ii. **LOCATION POLICY:** Auto-Oriented Commercial Districts areas should be located at the intersection of two major streets.
- iii. **LAND USE/DENSITY POLICY:** The Auto-Oriented Commercial Districts category provides for retail sales of all product types requiring transportation of goods, and professional, technical and financial services. Residential uses are prohibited. F.A.R. within a .25 to .4 range and footprints usually less than 50,000 square feet.
- iv. **CIRCULATION/PARKING POLICY:** While consideration for parking to the side and rear of the buildings is desirable and should be considered as an option, the Districts anticipates traditional parking arrangements.
- v. **BUFFER POLICY:** Adequate buffering adjacent to completely screen residential areas should be provided.
- vi. **ZONING POLICY:** The appropriate zoning classifications are C-2 and C-4 Planned Commercial with C-4 preferred.

vii. OTHER CONSIDERATIONS:

- (1) Hernando Design Standards apply to developments in this category.
- (2) The following factors shall be considered in reviewing proposals for new and/or expanding community retail areas:
  - (a) The project has a primary trade area population appropriate for the intended use.
  - (b) Adequate municipal services are available.
  - (c) The anticipated traffic will not result in through traffic in surrounding residential areas
  - (d) The site should be located on a major arterial road.
  - (e) Sufficient, but not excessive, on-site parking is required.
  - (f) The site plan promotes safe, convenient, and barrier-free pedestrian travel within the site, and between the site and adjacent uses.
  - (g) The number and location of vehicular access points shall be limited to minimize disruption to traffic flows and to minimize the impact on local streets.
  - (h) Hernando Design Standards apply to sites and buildings.
  - (i) The site plan includes features that integrate the retail area with surrounding uses.
  - (j) Off-street parking areas shall be located, to the extent possible, to the sides and rear of the retail area.
- (3) Auto-Oriented Commercial Districts developments require nearby police and fire protection, arterial road access and access to public utilities.

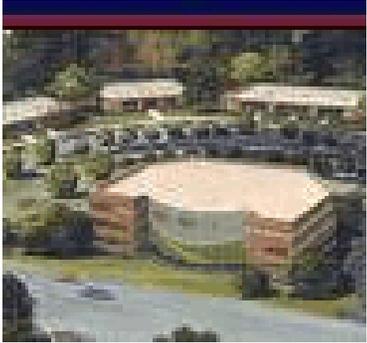
<p><b>d. Large Scale Commercial Districts</b></p> 	<p>Mall, Shopping center and big box retail, with associated surrounding retail and services uses, but only ancillary office uses and no residential uses. Oriented primarily to the motorist, with planned internal circulation patterns while still accommodating pedestrian movement. Requires access to regional transportation routes. May include regional green infrastructure for water shed protection</p>	<ul style="list-style-type: none"> <li>- FAR .25 to .35</li> <li>- Building footprints in excess of 50,000 square feet</li> <li>- Site design to include generous landscaping of parking areas, heavy buffering of adjacent residential, improved pedestrian connections to and through the sites.</li> </ul>	
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- i. **PURPOSE:** The purpose of the Large Scale Commercial Districts activity category is to provide areas for a wide range of region-serving commercial activities that can help make Hernando a destination of choice for shoppers in the region and provide City residents with varied shopping choices.
- ii. **LOCATION POLICY:** Large Scale Commercial Districts should be located on relatively large sites at the intersection of major arterials/regional transportation routes.
- iii. **LAND USE POLICY:** The following uses may be permitted within a Large Scale Commercial Districts : all types of retail uses, malls, shopping centers, “big box” stores, supermarkets and food stores, and personal service uses; financial institutions and services; business, ancillary office uses; entertainment, recreation and other community facilities such as libraries and day care centers. Residential uses are prohibited. Floor area ratio is .25-.35 with building footprints in excess of 50,000 square feet.

- iv. CIRCULATION/PARKING/STORAGE POLICY: No outside storage shall be permitted except for automobile, boat and recreational vehicle sales. Sufficient off-street parking shall be provided. Development should have improved pedestrian connections to and through the site.
- v. BUFFER POLICY: Significant buffer zones should be utilized to mitigate any negative effects on surrounding property.
- vi. ZONING POLICY: The appropriate zoning classification is C-2 and C-4 Planned Commercial with C-4 preferred.
- vii. OTHER CONSIDERATIONS:
  - (1) SITE/MASTER PLANNING: The following factors shall be considered in reviewing proposals for new and/or expanding regional retail areas:
    - (a) The project has a primary trade area population appropriate for the intended use.
    - (b) Adequate municipal services are available.
    - (c) The anticipated traffic will not result in through traffic in surrounding residential areas
    - (d) The site should be located at the intersection of two major arterial roads
    - (e) Sufficient on-site parking is provided.
    - (f) The site plan promotes safe, convenient, and barrier-free pedestrian travel within the site, between the site and adjacent uses.
    - (g) The number and location of vehicular access points shall be limited to minimize disruption to traffic flows and to minimize the impact on local streets.
    - (h) Hernando Design Standards apply to sites and buildings.
    - (i) The site plan includes features that integrate the retail area with surrounding uses.
    - (j) Off-street parking areas shall be located, to the extent possible, to the sides and rear of the retail area.

<p><b>e. Recreation Districts</b></p> 	<p>Park and open space dedicated to active recreation, such as neighborhood parks, community centers, play grounds, ball fields, water recreation and associated facilities</p>	<ul style="list-style-type: none"> <li>- Account for surrounding uses</li> <li>- Appropriate support facilities required</li> </ul>	
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- i. **PURPOSE:** The Recreation District category includes those lands that provide various outdoor park sites and recreational areas and private lands that provide outdoor recreational opportunities, such as recreational vehicle parks, campgrounds, private golf courses, and equestrian activities. Commercial uses, which are associated with private recreational facilities, may be permitted provided they serve users of the recreational facility only (e.g., convenience grocery for recreational vehicle parks, pro shop for golf courses).
- ii. **LOCATION POLICY:** The specific locations of future parks are not shown on the Future Land UseMap, but general locations are indicated based upon needs analysis. Future park commitments are to be obtained by open space requirements in planned developments and through City purchase of land or donations.
- iii. **LAND USE Policy:** Link public open space areas, provide an alternate circulation system, and accommodate walking and biking for recreation.
- iv. **CIRCULATION/PARKING:** Sufficient parking shall be provided to accommodate proposed facilities.
- v. **BUFFER POLICY:** Buffering shall be dependent upon the nature and intensity of use of proposed facilities.
- vi. **ZONING:** Permitted in all zones.

<p><b>f. Medical Districts</b></p> 	<p>An area encompassing the medical campuses or concentration of medical offices and adjacent areas that support them with related commercial and residential uses in the fringe areas of the district</p>	<ul style="list-style-type: none"> <li>- Density increasing from fringe to taller buildings in the core</li> <li>- From based standards to transition between core and fringe, preserve viewsheds</li> <li>- Pedestrian oriented Design</li> </ul>	
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- i. **PURPOSE:** The purpose of the Medical Districts category is to provide for an area encompassing the medical campuses of concentration of medical office and adjacent areas that support them with related commercial and residential uses in the fringe areas of the district.
- ii. **LOCATION POLICY:** Medical uses should be located near arterial streets to provide convenient access.
- iii. **LAND USE/DENSITY POLICY:** The Medical category is intended for the following general categories of uses: hospital, medical clinic, blood bank, dental laboratory, dental supply house, florist, gift shop, pharmacy, medical laboratory, optometry sales, orthopedic appliance sales, nursing home, office building, restaurant (not including drive through), home health office, home equipment supply store. Density increases from fringe areas to taller buildings in the core.
- iv. **BUFFER POLICY:** Significant buffer zones should be utilized to mitigate any negative effects on surrounding property.
- v. **ZONING POLICY:** The appropriate zoning classification is Planned Office Park and C-4 Planned Commercial.
- vi. **OTHER CONSIDERATIONS:**
  - (1) **CHARACTER/AESTHETICS:** Hernando's design standards apply to uses in this category. Linear extension of these areas is not recommended. Viewsheds should be preserved.
  - (2) **SITE/MASTER PLANNING:** Master plans are required for uses in this category.

- (3) **CIRCULATION/PARKING:** Sufficient off-street parking should be provided. On-street parking opportunities should be examined. Area is characterized by pedestrian-oriented design - sidewalks are required and pedestrian connections to nearby areas encouraged if appropriate.
- (4) **INFRASTRUCTURE:** Medical developments require nearby police and fire protection, arterial road access and access to public utilities.

**4. Employment Districts**

<p><b>a. Industrial Districts</b></p> 	<p>Areas for manufacturing, processing and other activities that may have off-site impacts and are generally isolated from other uses or buffered from them. Sites should have direct access to a major regional transportation facility and other required infrastructure</p>	<ul style="list-style-type: none"> <li>- Large tracts</li> <li>- Performance standards for environmental and nuisance mitigation</li> </ul>	
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- i. **PURPOSE:** Industrial activities place a heavy demand on local resources, have the greatest impact on the surrounding environment, and characteristically have less flexibility in location choice than do other types of economic activities. The land use policies should promote the efficient utilization of industrial land resources if optimum industrial development is to be realized. This land use category provides for appropriate lands for areas for manufacturing, processing, and other activities that may have off-site impacts and are generally isolated from other uses or buffered from them.
- ii. **LOCATION POLICY:** Sites should have direct access to a major regional transportation system. Continued centralization of light industrial activities with few outside impacts in the Hernando Industrial Park (Vaiden Road) is encouraged.

- iii. **LAND USE/DENSITY POLICY:** Appropriate uses in this category include fabricating, processing, storage, warehousing, wholesaling, and transportation services. The allowable industrial uses should be flexible enough to accommodate variable market demand (distribution centers & service commercial, as well as manufacturing concerns).
- iv. **CIRCULATION/PARKING POLICY:** Sufficient off-street parking should be provided.
- v. **BUFFER POLICY:** Significant buffer zones should be utilized to mitigate any negative effects on surrounding property.
- vi. **ZONING:** M-1 for light industrial activities and M-2 for heavy industry and those industrial activities involving toxic chemicals, Planned Business Park.
- vii. **OTHER CONSIDERATIONS:**
  - (1) **SITE/MASTER PLANNING:** Master plans are required for this land use category.
  - (2) **CHARACTER/AESTHETICS:** Industrial parks and sites should be attractively designed and well landscaped. Internal buffer areas should be established between production activities and administrative and research functions. Hernando Design Standards apply to this category. Performance standards for environmental and nuisance mitigation should be utilized.

<p><b>b. Corporate Office</b></p> 	<p>Areas for the establishment of corporate office facilities, particularly in a campus like setting, with multiple stories</p>	<ul style="list-style-type: none"> <li>- FAR = 2</li> <li>- Campus like setting</li> <li>- Multiple stories</li> </ul>	
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- i. **PURPOSE:** The purpose of this category is to provide for office and corporate office land uses including low-rise office parks, single freestanding office buildings, banks, and residential structures converted to office use.
- ii. **LOCATION POLICY:** Development may occur as a redevelopment, infill, transition or revitalization effort, including out of industrial use or zoning.
- iii. **LAND USE:** Corporate office environments and related accessory uses.
- iv. **CIRCULATION/PARKING:** Parking shall be related to the scale of proposed facilities and may include parking

garages. In all cases parking areas shall be design to as to minimize the visual impacts of automobile through the use of berm,s screens, and buffers.

- v. **BUFFER POLICY:** Significant buffer zones should be utilized to mitigate any negative effects on surrounding property.
- vi. **ZONING POLICY:** The appropriate zoning classification is Planned Business Park and Planned Office Park
- vii. **OTHER CONSIDERATIONS:**
  - (1) **SITE/MASTER PLANNING:** Master plans are required for developments in this category.
  - (2) **CHARACTER/AESTHETICS:** Hernando Design Standards apply to developments in this category.
  - (3) **INFRASTRUCTURE:** Office developments require nearby police and fire protection, arterial road access and access to public utilities.

<p><b>c. Distribution Districts</b></p> 	<p>Areas for large warehouse and distribution activities</p>	<p>- FAR = .5 - Very large buildings</p>	
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- i. **PURPOSE:** The purpose for Distribution Districts is to provide areas for warehousing and distribution uses that require large amounts of level land.
- ii. **LOCATION POLICY:** Warehousing and Distribution Centers should be located where there is access to arterial roads, and public water and sewer. The sites should be large and relatively flat.
- iii. **LAND USE POLICY:** Land uses generally permitted in this category includes warehouses and distribution centers.
- iv. **CIRCULATION/PARKING:** Parking shall be related to the scale of proposed facilities.
- v. **BUFFER POLICY:** Warehousing and Distribution Centers should be screened from adjacent.
- vi. **ZONING POLICY:** The appropriate zoning category for these uses is Planned Business Park.
- vii. **OTHER CONSIDERATIONS:**
  - (1) **CHARACTER/AESTHETICS POLICY:** Hernando Design Standards apply to this category.

(2) **SITE/MASTER PLANNING POLICY:** Master plans are required for uses in this category.

<p><b>d. Service Commercial Districts</b></p> 	<p>Areas for commercial activity not dependent on drive-by traffic and typically containing outside storage of unsightly material such as contractors storage</p>	<p>- .25 FAR</p>	
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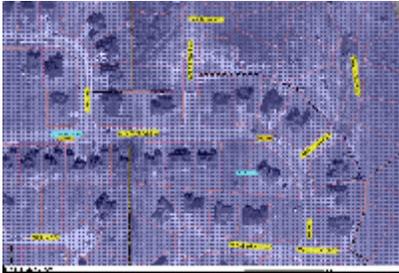
- i. **PURPOSE:** The purpose of the Service Commercial category is to provide for areas that can accommodate the unique impacts of these uses, including space for outdoor, screened storage of vehicles;
- ii. **LOCATION POLICY:** Service Commercial activities should be located in and adjacent to existing industrial areas where there is access to arterial roads or major collector streets, public water and sewer, small to moderate sized sites.
- iii. **LAND USE/DENSITY POLICY:** Service Commercial uses such as automobile repair shops, contractor’s offices and storage yards
- iv. **CIRCULATION/PARKING:** Parking shall be related to the scale of proposed facilities. Material or vehicle storage shall be screened or enclosed.
- v. **CHARACTER/AESTHETIC POLICY:** Hernando Design Standards apply to developments in this category.
- vi. **BUFFER POLICY:** Significant buffers between the uses and nearby residential development should be provided.
- vii. **ZONING POLICY:** The appropriate zoning classification is C-2 and C-4 Planned Commercial
- viii. **OTHER CONSIDERATIONS:**
  - (1) **INFRASTRUCTURE POLICY:** Service commercial developments require nearby police and fire protection, arterial road access and access to public utilities.
  - (2) **SITE/MASTER PLANNING POLICY:** Master plans are required for uses in this category.

## 5. Residential Districts

<p><b>a. Rural Residential</b></p> 	<p>Areas of single family lots at least one acre in size. Limits the extension of municipal utilities for new development. Includes existing rural density areas. Agricultural activities and hobby farms are encouraged in these areas</p>	<ul style="list-style-type: none"> <li>- 1 unit to the acre (may vary depending on the soils)</li> <li>- Conservation development encouraged or required</li> <li>- Undeveloped areas of large lots are used to complement open space patterns (viewsheds, buffers)</li> </ul>	
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- i. **PURPOSE:** The purpose of the Rural Residential category is to provide for areas of single-family lots at least one acre in size. Agricultural activities and hobby farms are encouraged in these areas.
- ii. **LOCATION POLICY:** Rural residential development typically occurs where municipal scale services are unavailable.
- iii. **LAND USE/DENSITY POLICY:** Rural Residential development should occur at densities less than one dwelling unit per acre. The principal land uses intended for this category include single-family detached dwellings and suitable secondary uses, subject to conditions, including:
  - (1) Public and private non-profit community services that do not have an extensive impact (like large campus high schools and large church complexes).
  - (2) Utility installations.
  - (3) Low impact non-structural recreational uses in flood-prone areas (passive recreation).
  - (4) Allowable accessory uses.
  - (5) Customary home occupations

- (6) Neighborhood parks
  - (7) Uses incompatible with the residential character of dependent high density residential areas should be phased out and replaced with compatible uses.
  - (8) Non-residential land uses should be encouraged within residential neighborhoods ONLY when they provide necessary convenience activities, which do not require a service area greater than that of the neighborhood. Non-residential structures should not exceed 5,000 square feet.
- iv. CIRCULATION/PARKING POLICY: Sufficient off-street parking should be provided.
  - v. BUFFER POLICY: Densities of new adjoining residential development should be compatible with the existing residential areas, and a buffer may be provided when there is a significant difference in densities. These residential land uses should be adequately buffered from incompatible uses such as industry, commercial centers, or other potentially incompatible activities.
  - vi. ZONING POLICY: The appropriate zoning category is Agricultural and Agricultural-Residential.
  - vii. OTHER CONSIDERATIONS:
    - (1) AESTHETIC/CHARACTER POLICY: City of Hernando Design Standards apply to commercial, industrial, institutional, and multi-family construction. Residential pattern books are required for any residential development.
    - (2) INFRASTRUCTURE POLICY: Sanitary sewer services and public water supplies are preferred but not required for development in this category.
    - (3) SITE PLAN REQUIREMENT POLICY: Site plans are not required for Rural Residential developments.

<p><b>b. Single Family Low Density-Dependent</b></p> 	<p>Single family housing with urban services.</p>	<ul style="list-style-type: none"> <li>- 2 to 3 units to the acre</li> <li>- Conservation development and clustering an option</li> <li>- Limited number of secondary, accessory flats</li> </ul>	
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- i. **PURPOSE:** The continued care of dependent single family residential land uses is critical to keeping an environment of stable, tranquil, and high-quality residential settings. These areas are essential to a good quality of life for existing residents, and attract permanent residents. There are no planned future DSFLD areas. All new residential areas are to be in the Master Planned Low and Medium Density categories, Traditional Neighborhood Development of Mixed Use categories.
- ii. **LOCATION POLICY:** Single-Family Low Density Residential developments should be located on collector or major arterial streets.
- iii. **LAND USE/DENSITY POLICY:** Dependent Single-Family Low Density Residential development occurs at densities greater than one and less than three dwelling units per acre. The principal land uses intended for this category include single-family detached dwellings and suitable secondary uses, subject to conditions, including:
  - (1) Public and private non-profit community services that do not have an extensive impact (like large campus high schools and large church complexes).
  - (2) Utility installations.
  - (3) Low impact non-structural recreational uses in flood-prone areas (passive recreation).
  - (4) Allowable accessory uses.
  - (5) Customary home occupations
  - (6) Neighborhood parks

- (7) Uses incompatible with the residential character of dependent single-family residential areas should be phased out and replaced with compatible uses.
  - (8) Non-residential land uses should be encouraged within residential neighborhoods ONLY when they provide necessary convenience activities, which do not require a service area greater than that of the neighborhood. Non-residential structures should not exceed 5,000 square feet.
- iv. CIRCULATION/PARKING POLICY: Sufficient off-street parking should be provided. On-street parking possibilities should be examined.
- v. BUFFER POLICY: Densities of new adjoining residential development should be compatible with the existing residential areas, and a buffer may be provided when there is a significant difference in densities. These residential land uses should be adequately buffered from incompatible uses such as industry, commercial centers, or other potentially incompatible activities.
- vi. ZONING POLICY: The appropriate Zoning classifications for this category are R-12, R-15 and R-20.
- vii. OTHER CONSIDERATIONS:
  - (1) INFRASTRUCTURE POLICY: Sanitary sewer services and public water supplies are required for development in this category.
  - (2) CHARACTER/AESTHETICS POLICY: The conservation, rehabilitation, or renewal of existing residential areas shall be encouraged when necessary to maintain a sound residential environment. Special care should be taken to protect historical areas and promote the preservation of Hernando's unique historical assets.

<p><b>c. Single Family Medium - Density- Dependent</b></p> 	<p>This land use classification allows the development of single-family detached dwellings on moderate size lots of at least 6,000 square feet. This category includes the type of single-family residences known as patio homes, townhouses, condominiums, and zero lot line homes.</p>	<p>- 4 to 8 units per acre</p>	
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- i. **PURPOSE:** The care of existing medium-density dependent single-family residential land uses is necessary for the provision of smaller (and often more affordable) housing units. They are essential to providing a diverse selection of housing types and styles in the city. There are no planned future DSFMD areas. All new residential areas are in the Master Planned Low and Medium Density categories, Traditional Neighborhood Development, or Mixed Use categories.
- ii. **LOCATION POLICY:** Dependent Single-Family Medium Density Residential developments should be located on collector or major arterial streets.
- iii. **LAND USE/DENSITY POLICY:** Dependent Single-Family Medium Density Residential development occurs at densities of 3 to 7 dwelling units per acre. Appropriate uses include single-family detached housing, and suitable secondary uses, subject to conditions, including:
  - (1) Public and private non-profit community services that do not have an extensive impact (like large campus high schools and large church complexes).
  - (2) Utility installations.
  - (3) Low impact non-structural recreational uses in flood-prone areas (passive recreation).
  - (4) Allowable accessory uses.

- (5) Customary home occupations
  - (6) Neighborhood parks.
  - (7) Uses incompatible with the residential character of dependent single-family residential areas should be phased out and replaced with compatible uses.
  - (8) Non-residential land uses should be encouraged within residential neighborhoods ONLY when they provide necessary convenience activities, which do not require a service area greater than that of the neighborhood. Non-residential structures should not exceed 5,000 square feet.
- iv. CIRCULATION/PARKING POLICY: Sufficient off-street parking should be provided. On-street parking possibilities should be examined.
  - v. BUFFER POLICY: Densities of new adjoining residential development should be compatible with the existing residential areas, and a buffer may be provided when there is a significant difference in densities. These residential land uses should be adequately buffered from incompatible uses such as industry, commercial centers, or other potentially incompatible activities.
  - vi. ZONING POLICY: The appropriate Zoning classifications for this category are R-8 and R-10.
  - vii. OTHER CONSIDERATIONS:
    - (1) INFRASTRUCTURE POLICY: Sanitary sewer services and public water supplies are required for developments in this category.
    - (2) AESTHETIC/CHARACTER POLICY: The conservation, rehabilitation, or renewal of existing residential areas shall be encouraged when necessary to maintain a sound residential environment. Special care should be taken to protect historical areas and promote the preservation of Hernando's unique historical assets.

<p><b>d. High Density Multi-Family Residential</b></p> 	<p>This land use category allows the development of apartments or duplexes on arterial streets or highways, which have the capability of carrying higher traffic volumes generated by residences of this density.</p>	<p>- Density of up to 12 units to the acre</p>	
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- i. **PURPOSE:** The purpose of the Dependent High Density Multiple-Family Residential category is to allow the development of apartments or duplexes on arterial streets or highways, which have the capability of carrying higher traffic volumes generated by residences of this density.
- ii. **LOCATION POLICY:** All new high-density residential areas are in the Master Planned categories, Traditional Neighborhood Development, or Mixed Use categories.
- iii. **LAND USE/DENSITY POLICY:** The Dependent High Density Multiple-Family Residential Category occurs in excess of 7 dwelling units per acre. The principal land uses intended for this category include single-family dwellings, duplexes, multi-family dwellings, town homes, condominiums, zero-lot-line housing, and suitable secondary uses, subject to conditions, including:
  - (1) Public and private non-profit community services that do not have an extensive impact (like large campus high schools and large church complexes)
  - (2) Utility installations.
  - (3) Low impact non-structural recreational uses in flood-prone areas (passive recreation).
  - (4) Allowable accessory uses
  - (5) Customary home occupations
  - (6) Neighborhood parks
  - (7) Uses incompatible with the residential character of dependent high density residential areas should be phased out and replaced with compatible uses.

- (8) Non-residential land uses should be encouraged within residential neighborhoods ONLY when they provide necessary convenience activities, which do not require a service area greater than that of the neighborhood. Non-residential structures should not exceed 5,000 square feet.
- iv. CIRCULATION/PARKING POLICY: Sufficient off-street parking should be provided. On-street parking possibilities should be examined.
- v. BUFFER POLICY: Adjoining lower density residential land uses should be adequately buffered from the existing higher density uses. New adjoining developments, such as industry, commercial centers, or other potentially incompatible activities should provide a buffer between these uses and the high-density residential use.
- vi. ZONING POLICY: The appropriate Zoning classifications for this category is RM-6.
- vii. OTHER CONSIDERATIONS:
  - (1) INFRASTRUCTURE POLICY: Sanitary sewer services and public water supplies are required for development in this category.
  - (2) CHARACTER/AESTHETICS POLICY: The conservation, rehabilitation, or renewal of existing residential areas shall be encouraged when necessary to maintain a sound residential environment. Special care should be taken to protect historical areas and promote the preservation of Hernando's unique historical assets.

## 6. Master Planned Districts

<p><b>a. Master Planned Commercial</b></p> 	<p>This category is to provide for modern, attractive, and efficient retail, personal, and professional commercial facilities with access needs that demand location along major arterial roadways. This category strives for the highest quality private-and public-sector development. This includes nodes at interchanges along the I-69/Highway 304 corridor. It does not allow distribution centers.</p>	<p>- F.A.R. = 1</p>	
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- i. **PURPOSE:** The purpose of the Master Planned Commercial land use category is to provide for new, viable, master planned commercial centers that encourage innovative commercial design with a relationship to the natural environment and the historic town development pattern of the City of Hernando.
- ii. **LOCATION POLICY:** The Master Planned Commercial areas should have access to one or more arterials, proximity to existing employment centers, and sites of more that 5 acres.
- iii. **LAND USE/DENSITY POLICY:** The Master Planned Commercial category in intended for the following general categories of uses: “big box” stores, retail establishments, personal and professional services, consumer and business services, eating and drinking establishments, hotels, and gas stations. Densities should not exceed a floor area ratio of 1.00 (one square foot of building floor area for every one square foot of site area.)

- iv. CIRCULATION/PARKING POLICY: Sufficient off-street parking should be provided. On-street parking opportunities should be examined. Sidewalks are required and pedestrian connections to nearby areas encouraged if appropriate.
- v. BUFFERING POLICY: Significant buffer zones should be utilized to mitigate any negative effects on surrounding property.
- vi. ZONING POLICY: The appropriate zoning classification for this category is C-4.
- vii. OTHER CONSIDERATIONS
  - (1) INFRASTRUCTURE POLICY: Master Planned Commercial developments require nearby police and fire protection, arterial road access and access to public utilities.
  - (2) SITE PLANNING POLICY: Master plans are required for uses in this category.
  - (3) CHARACTER/AESTHETICS POLICY: Hernando's design standards apply to uses in this category. Linear extension of these areas is not recommended.

<p><b>b. Master Planned Residential</b></p> 	<p>This category is to provide for modern, attractive, and efficient retail, personal, and professional commercial facilities with access needs that demand location along major arterial roadways. This category strives for the highest quality private-and public-sector development. This includes nodes at interchanges along the I-69/Highway 304 corridor. It does not allow distribution centers.</p>	<ul style="list-style-type: none"> <li>- Maximum Density is five units to the acre</li> <li>- Open Space Dedication</li> <li>- Clustering encouraged</li> </ul>	
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- i. **PURPOSE:** The Master Planned Residential designation is intended to give the developer the ability to be flexible and creative for development of a residential project, while at the same time give the City adequate control over the design and impact of the project. The MPR designation allows the developer and the City the opportunity for a well-integrated design that is responsive to the unique locational and physical features of a site.
- ii. **LOCATION POLICY:**
- iii. **LAND USE POLICY:**
- iv. **CIRCULATION/PARKING:**
- v. **BUFFER POLICY**
- vi. **POLICY:** It is intended that MPR designated land be developed based on an overall plan (master plan) prepared by the developers of the property and approved by the City. In instances where this designation covers contiguous parcels, all individual parcels should be included in the master planning effort. The master plan should detail site and

street improvements, as well as the timing (phasing) of the project. The overall plan will be evaluated upon its adequacy in the following areas:

- (1) Compatibility with the natural contours of the land and a drainage/erosion control plan that emphasizes water quality as well as erosion control and flooding issues.
- (2) The development is well connected to surrounding areas, with stub out streets on all sides.
- (3) The development provides a complete circulation system within the neighborhood.
- (4) The development preserves mature tree canopy as much as possible and provides for appropriate street trees and landscaped entrance features.
- (5) The development provides a variety of housing types in a single project.
- (6) The development provides a residential pattern book detailing the quality of the architectural features of the housing units, accessory structures, lighting, landscaping, mailboxes, traffic signs, and amenity buildings and structures.

vii. ZONING/POLICY - The zoning classification is Planned Unit Development.

viii. OTHER CONSIDERATIONS:

- (1) AESTHETICS: Pattern Book Required

## 7. Mixed Use Districts

Mixed Use areas are needed where higher density development, redevelopment, and/or a broader spectrum of land uses can be encouraged. Mixed-use areas provide convenient access to shopping and services, use land efficiently, and should be located at the intersections of major thoroughfares as well as within infill, redevelopment and/or revitalization areas. Regional mixed-use areas are appropriate for a mix of uses to include light industrial, regional commercial, and medium to high density residential. Community mixed-use areas would have a mix of retail, residential and office uses that would serve a smaller trade area and have residential uses on second floors and above. Neighborhood mixed-use areas would allow retail, office and residential but for a smaller trade area, with a maximum building size for commercial at 5,000 square feet, and with residential on upper floors only.

<p><b>a. Traditional Neighborhood Development</b></p> 	<p>A type of development that has a discernable center and edge, public space at the center, contains a range of uses within a 10-minute walk, pedestrian friendly street design, quality architectural design, and maximum residential densities at four dwelling units per acre.</p>	<ul style="list-style-type: none"> <li>- 4 to 8 units to the acre</li> <li>- Mix of housing types and uses</li> <li>- Adherence to New Urbanism principles of development</li> <li>- Pattern Book required</li> </ul>	
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- i. **PURPOSE:** The purpose for the Traditional Neighborhood Development category is to provide for the design of commercial, industrial, public/semi-public and residential uses in proximity to one another without negative effects. A TND generally is compact; designed for human scale; provides a mix of uses in proximity to one another within the neighborhood; provides a mix of housing styles, types and sizes to accommodate households of all ages, sizes and incomes; incorporates a system of relatively narrow interconnected streets with sidewalks, bikeways, and sometimes,

transit, that offer multiple routes for motorists, pedestrians and bicyclists; retains existing buildings with historical features or architectural features that enhance the visual character of the community; incorporates significant environmental features into the design; and is consistent with the comprehensive plan.

- ii. LOCATION: Along collectors and/or arterials depending on size
- iii. LAND USE POLICY: Includes a range of h and styles, open space and parks and focal points, civic spaces, and commercial and office spaces.
- iv. CIRCULATION/ PARKING Street types shall be design to reduce traffic speeds and facilitate pedestrian activity and movement. Rear access alleys may be common. Off street parking is generally to sides and rear of buildings.
- v. BUFFER POLICY: Designed to work seamlessly with adjacent neighborhoods, though significant changes in density and scale may require buffers.
- vi. ZONING POLICY: The zoning classification for this category is TND.
- vii. OTHER CONSIDERATION
  - (1) SITE/MASTER PLANNING POLICY: Master plans are required for this category.

<p><b>b. Central Business Mixed Use</b></p> 	<p>Characterized by a mix of commercial, office, public and institutional and residential uses of varying densities of smaller scale design (less than 20,000 square feet). Generally the applies to the town square and its surrounding areas</p>		
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- i. PURPOSE: Central Business Mixed Use areas which are intended to provide flexibility in design and land uses in

order to protect and enhance the character of the area, provide convenient access to shopping and employment, and be more pedestrian and bicycle friendly. Community-serving areas provide a wide range of retail and service commercial uses for a trade area larger than the neighborhood, but less than the regional mixed-use area.

- ii. LOCATION POLICY: Community Mixed-Use areas should be located as a buffer between more intensive retail uses and residential uses, at the intersection of two major arterials, and/or along major roadways.
- iii. LAND USE POLICY: Uses include higher density residential development, specialty retail, dining and entertainment services, art studios, office and non-industrial employment, pedestrian and bicycle amenities.
- iv. CIRCULATION/PARKING POLICY: The anticipated traffic should not result in through traffic in surrounding residential and business areas or detrimental impacts on local roads. Sufficient off-site parking is provided. On-street parking opportunities are encouraged.
- v. BUFFER POLICY: ...
- vi. ZONING POLICY: The appropriate zoning categories include PUD, TND, C-3 and Planned Commercial.
- vii. OTHER CONSIDERATIONS
  - (1) INFRASTRUCTURE POLICY: Community mixed-use developments require nearby police and fire protection, arterial road access and access to public utilities.
  - (2) ENVIRONMENTAL POLICY: Community mixed-use developments require environmental features such as soils and topography suitable to developing moderately intensive uses.
  - (3) SITE/MASTER PLANNING POLICY: Master plans are required for developments in this category.

<p><b>c. Neighborhood Mixed Use</b></p> 	<p>A transition between more intensive commercial uses and purely residential neighborhoods. Includes conversions of houses to office or live work spaces. May include limited commercial-only space oriented to neighborhood or specialty retail markets</p>	<ul style="list-style-type: none"> <li>- Site design should maintain largely residential building character</li> <li>- Commercial only uses should be adjacent to non-residential or other mixed use areas</li> </ul>	
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- i. **PURPOSE:** The purpose of the Neighborhood Mixed Use category is to provide an area of transition between more intensive uses and purely residential neighborhoods. This includes conversions of houses to office or live/work spaces.
- ii. **LOCATION POLICY:** Typically situated adjacent to neighborhoods.
- iii. **LAND USE/DENSITY POLICY:** Uses may include limited commercial-only space oriented to neighborhoods or specialty retail markets, community gathering businesses such as coffee shops, studios, and residential uses. Floor area ratio of .25 – .4 for commercial uses with building footprints of less than 10,000 square feet.
- iv. **CIRCULATION/PARKING POLICY:** Parking should be limited and placed to the side and rear of commercial buildings, pedestrian and bicycle access provided when possible, and drive-throughs prohibited. Build to lines rather than setbacks should be required.
- v. **BUFFER POLICY:** Buffering adjacent to residential areas should be provided.
- vi. **ZONING POLICY:** The appropriate zoning categories include PUD and TND.
- vii. **OTHER CONSIDERATIONS:**
  - (1) **SITE/MASTER PLANNING POLICY:** Site design should maintain largely residential building character. Commercial only uses should be adjacent to non-residential or other mixed use areas.
  - (2) **CHARACTER/AESTHETIC POLICY:** Hernando Design Standards apply to developments in this category.

<p><b>d. General Mixed Use</b></p> 	<p>The broadest mix of uses, including light industrial, office, commercial, and residential use, with performance standards to ensure compatibility. Includes areas that are in transition from agricultural uses to regionally oriented developments that require a master plan and phased development.</p>	<ul style="list-style-type: none"> <li>- FAR .3 to .5</li> <li>- Pedestrian Circulation and open space amenities provided</li> <li>- Master planning</li> <li>- Design standards apply</li> </ul>	
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- i. **PURPOSE:** To provide for areas which maximize the economic development potential of the community by providing locations primarily for large scale mixed uses, including intensive commercial, office, retail; moderate to high density residential, and limited industrial purposes. These areas are generally employment centers.
- ii. **LOCATION POLICY:** Large scale mixed-use areas should be located at the intersection of two major arterials.
- iii. **LAND USE POLICY:** Regional mixed-use areas should include moderate to high-density residential uses, commercial uses, employment centers, and possibly light industrial, where such development would complement and be harmonious with existing and potential development.
- iv. **BUFFER POLICY:** ...
- v. **ZONING POLICY:** Appropriate zoning categories are PUD, Planned Business, Planned Commercial, and Traditional Neighborhood Development.
- vi. **OTHER CONSIDERATIONS:**
  - (1) **INFRASTRUCTURE/PUBLIC FACILITIES POLICY:** Large scale mixed-use developments require

nearby police and fire protection, arterial road access, access to public utilities, large sites, environmental features such as soils and topography suitable for intense development, and proximity or easy access to large population centers.

- (2) **SITE/MASTER PLANNING POLICY:** Master Plans are required to assist in the consideration of mixed-use development proposals. The consideration of development proposals in mixed-use areas should be measured by their impact upon infrastructure capacity (especially transportation) and their relationship to the surrounding areas.
- (3) **CHARACTER/AESTHETICS POLICY:** Mixed-use areas are characterized by narrower streets, build-to lines, traffic calming devices and an emphasis on pedestrian and bicycle access. Hernando's design standards apply to commercial, industrial, institutional and multi-family uses. No outdoor storage of goods is permitted.

## 8. Overlay Districts

<p><b>a. Environmental Overlay</b></p> 	<p>Lands with substantial restrictions, high natural resource or scenic value, or severe development limitations. Includes flood plains, viewsheds, and sensitive streams and creeks and significant tree cover.</p>	<ul style="list-style-type: none"> <li>- Low intensity use such as trails predominate</li> <li>- Viewshed protection</li> <li>- Includes flood plain lands</li> </ul>	
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- i. **PURPOSE:** The purpose of the Environmental Overlay category is to provide protection for lands with severe development limitations or high natural resource or scenic value.
- ii. **LOCATION POLICY:** This area includes flood plains, viewsheds, sensitive streams and creeks, and significant tree cover.
- iii. **LAND USE POLICY:** Permitted uses include low intensity uses such as trails, parks, open space, etc.
- iv. **CIRCULATION/PARKING**
- v. **BUFFER POLICY**
- vi. **ZONING POLICY:** FP-1
- vii. **OTHER CONSIDERATIONS:**
  - (1) **CHARACTER/AESTHETIC POLICY:** Viewsheds should be protected.

<p><b>b. Preservation Overlay</b></p> 	<p>Lands exhibiting historic character and worthy of preservation, particularly in the original town core. The areas fall within the review of the Preservation Commission</p>	<p>- Preservation Commission guidelines apply - Appropriate historically based design</p>	
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- i. **PURPOSE:** The purpose of the Preservation Overlay category is to protect land exhibiting historic character and worthy of preservation, particularly in the original town core. The areas fall within the review of the Preservation Commission.
- ii. **LOCATION POLICY:** This area includes all areas of the community included in National Register Districts and other areas of historic value.
- iii. **LAND USE POLICY:** Permitted uses allowed in the underlying district
- iv. **CIRCULATION/PARKING:** Sufficient off-street parking should be provided. On-street parking opportunities should be examined. Curbing, sidewalks and green strips between the sidewalk and curb will be re-established
- v. **BUFFER POLICY**
- vi. **ZONING POLICY:** H-1 Historic Overlay Zone.
- vii. **OTHER CONSIDERATIONS:**
  - (1) **CHARACTER/AESTHETIC POLICY:** The Historic District overlay regulations will apply to this area. Dimensional requirements shall include a build-to rather than setback line. Off-street parking will be encouraged to be to the side and rear of buildings.
  - (2) The Old Town District is to be identified by signage and landscaping at each entrance area.

<p><b>c. Redevelopment Overlay</b></p> 	<p>These areas are characterized by housing or building stock clearly in need of substantial rehabilitation</p>		
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- i. **PURPOSE:** The purpose of the Redevelopment Overlay category is to identify areas characterized by housing or building stock that is clearly in need of substantial rehabilitation and develop strategies for improving that stock.
- ii. **LOCATION POLICY:** Redevelopment areas
- iii. **LAND USE POLICY:**
- iv. **CIRCULATION/PARKING:**
- v. **BUFFER POLICY:**
- vi. **ZONING POLICY:**
- vii. **OTHER CONSIDERATIONS:** .

## 9. Miscellaneous Development Policies

- a. Policies for accommodating selected uses based on locational criteria independent of the Future Land Use Map
  - i. Consideration may be given to accommodating small-scale offices for transitional purposes and convenience retail activities based on the locational and other criteria contained in this section; conformance of these uses with the Detailed Land Use Map is not required. The applicable criteria are as follows:
    - (1) **Small-Scale Transitional Offices:** Small-scale office activities used principally for transition and buffering between residential uses and incompatible non-residential activities may be considered on their merits in accordance with the following guidelines and criteria:
      - (a) The proposal should conform to the land use and intensity policies in sections that apply to the commercial neighborhood land use category.
      - (b) The requirements of this plan regarding support services should be met.
      - (c) The site should not be subject to adverse impacts of an existing, adjoining, incompatible, nonresidential land use that cannot be reasonably mitigated through landscaping, fencing, screening, or similar methods of buffering.
      - (d) The site should be suitable for the proposed use based on its physical site characteristics. Sites that are steeply sloping, prone to flooding, or contain other sensitive environmental features, are inappropriate.
      - (e) The site should be of sufficient size and suitable shape to satisfactorily accommodate the proposed use and achieve an acceptable design relationship with the adjoining uses. As a rule, site width should be in the range of 100 to 150 feet and site depths should be in the range of 300 to 350 feet to achieve well-designed and functional offices and suitable landscaping and buffering.
      - (f) Access to the site should be from the adjoining non-residential area or a side street that leads directly into the non-residential area, and safe ingress/egress should be assured. To the extent practicable, transitional office sites with double frontage should be avoided. Where double frontage is necessary for adequate site size, access should be provided that has the least adverse impact on the residential area.

- (2) Nodes of Convenience Retail Uses: Nodes of convenience retail activities may be considered based on their merits in accordance with the following guidelines and criteria.
- (a) The proposal should conform to the land use and intensity policies and size criteria for retail uses that apply to the commercial neighborhood detailed land use category.
  - (b) The requirements of this plan regarding support services should be met.
  - (c) The site should be suitable for the proposed use based on its physical site characteristics. Sites that are steeply sloping, prone to flooding, or contain other sensitive environmental features, are inappropriate.
  - (d) The site should be of sufficient size and suitable shape to satisfactorily accommodate the proposed use and achieve an acceptable design relationship with the adjoining uses. The proposal should meet the design standards
  - (e) The site should be at the intersection of two streets that are either both arterials, or one is an arterial and the other is a collector.
  - (f) The site should be at least one mile from any other location in which convenience retail uses exist; such sites should also be at least one mile from any locations which are vacant or are in lower density residential use and in which convenience retail uses are permitted by the existing zoning; are supported by the applicable land use category on the Detailed Land Use Map, or are under consideration based on this policy.
  - (g) The need for such uses should be supported by a market analysis.
- (3) Policies for Areas and Sites with Historic Significance
- (a) Because this plan supports the protection and preservation of historic features, the following policies apply to areas and sites which are historically significant:
    - (i) Emphasis should be given to the upkeep and enhancement of publicly owned historic features.
    - (ii) Owners of private property that contain historic features should be encouraged to preserve those features in conjunction with any proposed development of the site and work closely with any public and private historical commissions in Hernando.

- (iii) Application of regulatory measures designed to support the preservation of historically significant properties should be supported.
  - (iv) The potential impacts of proposed developments on historic sites or areas should be carefully considered, and appropriate measures should be required that mitigate any adverse impacts.
- (4) Stormwater Management Policies
  - (a) The increased urbanization of Hernando could produce significant effects on properties which are located adjacent to rivers, streams, or waterways within the City. This Plan strongly encourages the review of current stormwater management measures in the City, and provide revisions, where necessary, to ensure the mitigation of potential negative effects due to increased urbanization in the City.
  - (b) In general the following policies should be applied to proposed developments within the City.
  - (c) In general on proposed development or redevelopment sites, post-development stormwater runoff and water quality must not differ significantly from pre-development conditions.
  - (d) No construction, whether by private or public action, shall be performed in such a manner as to materially increase the degree of flooding in its vicinity or in other areas, whether by flow restrictions, increased runoff, or by diminishing channel or overbank storage capacities.
- (5) Policies and Procedures for Unanticipated Large Scale Development
  - (a) Occasionally, the community is faced with a major development proposal which is inconsistent in one or more ways with the adopted General Development Plan and associated policy documents and programs. Accommodating unanticipated large scale development may be possible and may be beneficial; however, the diversion of public resources may be necessary, which could leave essential needs unmet elsewhere.
  - (b) Characteristics of Unanticipated Large Scale Development: An unanticipated large scale development may be residential or non-residential in nature. It is considered unanticipated when it is significantly inconsistent with the type, timing, and/or scale of development at the proposed location, as expressed

in adopted plans and policies. Fixed criteria are not being recommended to identify unanticipated large scale development; however, the following factors are suggested as key indicators for determining the significance of a proposed development: site size, building size, number of dwelling units, number of employees, and vehicular traffic likely to be generated.

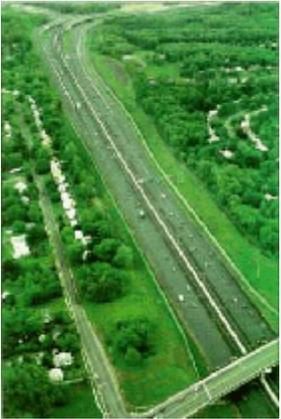
- (c) Policies and Procedures: Large scale developments of an unanticipated nature should be evaluated not only in terms of their impact on local plans, but also on the basis of their potential contribution to the community. Large scale developments which are determined to be beneficial for the community, and which have a significant impact on the pattern of development of infrastructure systems, should prompt a general review and revision of the General Development Plan and accompanying support documents.
- (d) Promoters of large scale development should be encouraged to work with the regulatory agencies of the City government at the earliest stages of the formulation of a development proposal, thereby reconciling serious differences that may exist between the views of the public agencies and the developers. Close coordination is also urged in order to preempt major expenditures on development proposals which may not be favorably received by the local government or the general public.
- (e) Development proposals which are large scale and unanticipated should be given a thorough review by the Hernando Planning Commission and should be considered in public hearing. Also, other levels of government should be involved in the review and evaluation of an unanticipated large scale development when it has regional development implications. The evaluation of the proposal's impacts on individual elements of this Plan will be prepared by the appropriate City departments and will reflect the goals, objectives, policies, and map elements contained in the General Development Plan and other data, criteria, and information available to the departments. The seven broad impact categories to be examined are listed below.
  - (i) Impacts:
    - 1) Land use compatibility.
    - 2) Transportation and traffic impacts.
    - 3) Sanitary sewer and water demands.

- 4) Encroachment on the natural environment. Potential stormwater runoff hazards.
  - 5) Impacts on community facilities.
  - 6) Potential and implied responsibility of the City regarding the above elements and the anticipated public cost.
- (f) Large scale, unanticipated developments that are approved by the Hernando Planning Commission should follow the general procedure outlined below for incorporation into the General Development Plan.
  - (g) All approved, large scale, unanticipated developments should be accommodated within a specific, existing or recommended land use policy classification, which clearly identifies the nature of the development.
  - (h) All approved, large scale, unanticipated developments should be made an appendix to this General Development Plan. Such appendix should include a description of the land use policy change, a summary of supporting justification for the change, and a list of all conditions on which the changes are predicated.
  - (i) The Detailed Land Use Map change denoting the large scale, unanticipated development should be made only when all conditions of the approval of the change have been met. Until final acceptance of an approved large scale unanticipated development occurs, through denotation on the Land Use Map, all such developments shall have a status of being conditionally approved.
- ii. Policies for Non-conforming Activities
    - (1) The following policies shall apply to existing development that is not in conformance with the policies and other provisions under the detailed land use categories of this plan.
    - (2) The territorial expansion or on-site intensification of existing activities that are not in conformance with the land use policies covered in this plan is not recommended.
    - (3) Existing activities that already exceed the specified intensities for the area should not be further intensified.
    - (4) Proposals which would result in the termination of an existing nonconformity and move toward conformity with the policies for the area should be considered on their merits. Changes in use that would not reduce the degree of policy nonconformity are inappropriate.
  - iii. Cluster Development Policies

- (1) Cluster development, a design technique that concentrates building on a part of the site to allow the remaining land to be used for recreation, common open space, and preservation of environmentally sensitive features, should be encouraged. Clustering permits a rural atmosphere to be preserved for both the residents of the development and the surrounding community.
- (2) It is the objective of the City to preserve open space through cluster development alongside public roadways bordering the development, so that views from the roads are largely ones of open space, rather than ones of conventional house lots lining the road; and/or along rivers, streams, and creeks and their associated flood plains and wetlands, to protect the natural functions of these water bodies; and/or to protect agricultural land by clustering development of agricultural land in the forested/wooded areas of the farm or on the marginal farming areas of the site, thus allowing agricultural practices to continue in the open spaces; and/or to protect woodlands by locating development in fields or along open areas

## Transportation

1. The Future Transportation Plan sets out the desired future transportation patterns and their facilities for the City of Hernando.
  - a. The plan addresses transportation for vehicles pedestrians and cyclists. Rail and air transport are not projected to be significant factors in Hernando or its planning area. The Transportation Plan is developed based upon community goals, traffic projections, and the needs of projected future land use and illustrated as a path type. Path types are as follows:

Path	Characteristics	Illustration
Interstate	- 20,000 to 200,000 ADT - 70 m.p.h.	
Primary Highway	-20,000 to 50,000 -40 to 50 mph	

Main Street/ Aterial	-5000 to 25,000 -35 to 45 mph	
Boulevard	-20,000 to 50,000 -40 to 50 mph	
Neighborhood Collector	-1000 to -10,000 - 25 to 35 mph	

Neighborhood Local	- 0 to 1000 -25 to 35 mph	
Bikeway	Width to accommodate cyclists	
Pedestrian way/ Sidewalk	5 to 8 feet in width	

- b. Projections were made from 1990 - 2000 traffic counts performed by the Mississippi Department of Transportation on various arterial or collector streets, roads and highways in the area, along with projected 2030 traffic volumes for the same thoroughfares. Traffic Capacity Indices were used to determine the relative capability of streets and highways in the area to carry traffic for the forecast year 2027. These values do not necessarily represent the actual traffic carrying ability of streets and highways. Vehicular traffic projects were applied to 24 capacity limits as promulgated by the Federal Highway Administration and indicated in the Chart below.

<b>TRAFFIC CAPACITY INDICES GENERALIZED ROADWAY CAPACITIES</b>	
<b>Functional Classification</b>	<b>24 - Hour Capacity</b>
Principal and Minor Arterials:	
Four Lanes (undivided)	20,000
Four Lanes (divided)	24,000
Six Lanes (divided)	30,000
Collectors: Two Lanes	10,000

- c. Application of the various path types is illustrated on the Future Land Use and Transportation Map and are listed as follows:
- i. City Sponsored Projects
    - (1) Extend Cleveland Road west to U.S. Highway 51 and construct an interchange at I-55.
    - (2) To extend Commerce Street to Getwell Road
    - (3) consider extending Scott Road south and east to Robertson Gin Road and to U.S. Highway 51.
  - ii. DeSoto County Sponsored Projects
    - (1) To improve Dean Road from Fogg Road to State Highway 301.
    - (2) To widen Getwell Road to five lanes from Stateline Road to Byhalia Road
    - (3) To extend Tulane Road south to intersect with Highway 304, Oak Grove Road, and to Highway 51 and Slocum Road. It should be at least 4 lanes.
  - iii. DOT Sponsored Projects
    - (1) Improve to five-lane U.S. Highway 51 south to the county line.

- (2) To widen I-55 from four lanes to six lanes through Hernando to the Rest Areas
- (3) To construct an interchange at the intersection of Star Landing Road and I-55.

**Housing**

1. Housing Plan

There will continue to be a need for a broad variety of housing types and sizes. The City of Hernando will seek to respond to housing demand with well-planned and well-designed living spaces, with a variety of housing types and sizes available to serve the entire community. Specific policies include the following:

- a. Utilize pattern books in master planned developments to encourage overall building quality and design
- b. Develop a Comprehensive housing plan for the historical West End area, that includes rehabilitation of existing substandard housing stock
- c. Standard housing should be maintained at that level and substandard housing should be improved to standard condition if it appears economically feasible. If housing units are dilapidated and unsuitable for rehabilitation, the units should be removed from the housing stock through the City's code enforcement program.
- d. Allow accessory living units in certain conditions.
- e. Administer the most current International Building Code and a Maintenance Code

# Community Facilities

1. Law Enforcement
  - A. Insure enough police officers, equipment and crime reduction programs to keep the crime rate low.
  - B. Prepare for patrolling the Interstates in Hernando.
  - C. Revise patrol districts as needed.
  
2. Fire Protection
  - A. Add stations and engine companies as needed and recommended by the Fire Insurance Rating Bureau.
  - B. Improve water flow and spacing of fire hydrants.
  - C. Add generators to water well sites and Fire Station 3 and implement a paid fire inspector's position.
  
3. Administration
  - A. Construct new City Hall facilities to increase service capacity.
  
4. Water System
  - A. Improve water flow; replace lines and increase line sizes where needed.
  - B. Secure a water treatment plant on the west side of the city.
  - C. Develop policies that protect groundwater aquifer recharge areas such as rain gardens, swales along roads, below ground porous storage areas for water, etc.
  
5. Sewer System
  - A. Continue inflow/infiltration testing and improvements to lines.
  
6. Solid Waste

A. Add personnel and trucks as needed to accommodate growth.

7. Drainage and Floodplain Management

A. Adopt new higher standards ordinance.

8.. Libraries and Museums

A. Continue financial support of both.

9. Educational Facilities

A. School board should develop its facilities plans in concert with the City's Comprehensive Plan and in cooperation with the Hernando planning staff, the Planning Commission and the Mayor and Board of Aldermen.

10. Parks

a. Type and Size of Parks

i. Community Park

An effort should be made to acquire ownership and/or management of the Civic Center Park. The City owns the 25-acre area adjacent to the park that contains the sewage lagoons. As the lagoons area taken out of service and reclaimed, the area will be suitable to develop as athletic fields. Civic Center Park should serve the City's need for a community park for the next 10-15 years. As the City continues to grow and there becomes a need for an additional community park, if the activity park that is proposed along the Getwell Road corridor south of Interstate 69 is developed, that park could be expanded to serve as a community park.

ii. Neighborhood Parks

Analysis of the City of Hernando and the future growth area indicates that eleven new park sites will be required as the city expands. The areas where parks should be developed are listed below as well as shown on the included map:

- (1) Two parks west of Interstate 55 and north of Interstate 69
- (2) One park south of Nesbit Road near Hall Road
- (3) One park in the area between Memphis Street and Robertson Road, possibly on the City's sewer lagoon property.
- (4) One park north of Highway 304 and south of Pine Tree Loop to serve the western limits of the city
- (5) One park north of Oak Grove Road and west of Scott Road
- (6) One park southwest of Civic Center Park along the Robertson Gin Road corridor
- (7) One park in the area of Savage Road and Belmont Road
- (8) One park near Getwell Road in between Brights Roads and Holly Springs Road
- (9) One park near Getwell Road in between Holly Springs Road and Bolin Road

### iii. Activity Parks

It is recommended that an activity park with competition ball fields be located near Getwell Road in the area south of Interstate 69 and north of Byhalia Road. A park of this type will fit well with the commercial development that is expected in this area. As this area grows, this park can be expanded into a Community Park in 10-15 years. An alternate site for this Activity park would be in the Tulane Road Area north of I-69. Some of this land is in the floodplain and would be suitable for a ballfield complex. This site would not work as well for the future Community Park.

### iv. Greenbelt and Walkways

Desoto County is working on a plan for an overall greenbelt and walkway system in the County. The City should work toward a greenway and walkway system that can use existing and future sidewalks and future trails to provide connectivity between parks, historic sites, downtown, and other sites of interest.

v. Programming

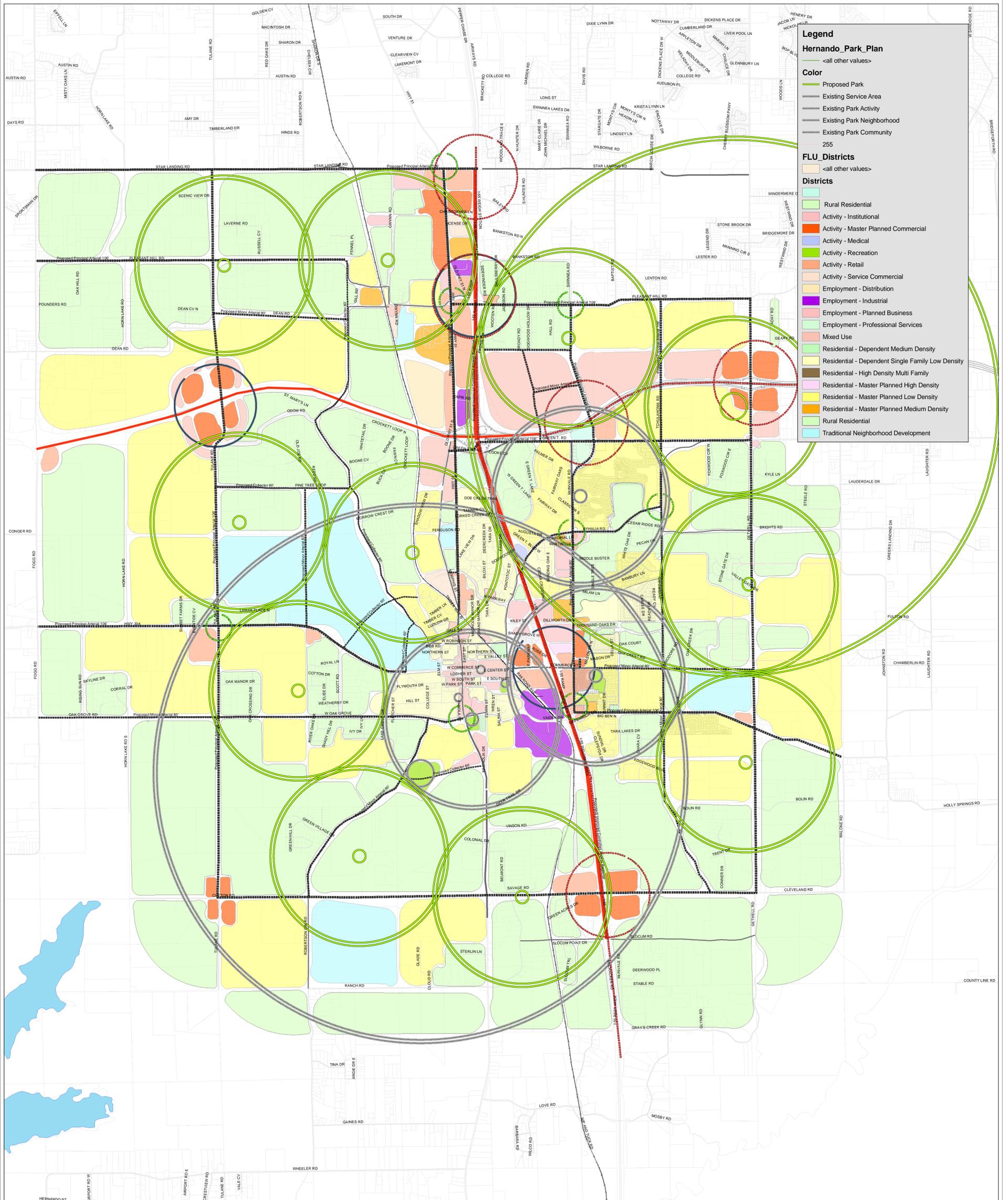
A written program should be prepared prior to any design work beginning on a specific park site. The program should outline desired elements to be included at specific parks sites such as ball fields, trails, shelters, play settings etc. The program should include relevant guidelines on the extent or general intensity of desired development. Fixed construction cost limits should also be included.

vi. Site Analysis

A site analysis plan should be prepared showing the following:

- (1) Impact of solar aspect – Pay attention to how sun path changes the suitability of potential uses especially sports fields and play settings.
- (2) Existing Drainage Patterns – Note how surface water flows – look for indicators of erosion, high water marks or evidence of standing water
- (3) Environmental Considerations – Investigate the potential for environmental regulation such as wetland areas, water quality disturbance, evidence of dumping, etc
- (4) Existing access points for both vehicles and pedestrians. Assure that emergency vehicles have reasonable access to developed parts of the site. Note presence or lack of ADA access points.
- (5) Access to existing and proposed public transportation links.
- (6) Links to existing or proposed Greenway system
- (7) Availability of utilities both existing and anticipated.
- (8) Location and condition of existing vegetation – coordinate with community tree standards.
- (9) Views into and from the site – Note proximity to residential areas in particular.
- (10) Special or significant contextual influences such as materials, forms, colors or architectural features that could be incorporated into the design solution to visually link park features to the surrounding neighborhood or community.

# City of Hernando, Mississippi



## Future Land Use Map

0 1,300,600 5,200 7,800 10,400  
Feet

Recommended by Planning Commission - 07-10-07



City of Hernando  
Office of Planning  
475 West Commerce Street  
Hernando, Mississippi 38632  
[www.Hernandoms.org](http://www.Hernandoms.org)