

THE CITY OF
**CRYSTAL
SPRINGS**
MISSISSIPPI

**COMPREHENSIVE
PLAN**





City of Crystal Springs
P.O. Box 473
Crystal Springs, MS 39059

601-892-1210

www.cityofcrystalsprings.com

Mayor

Steve Singleton

Board of Aldermen

Ray Brown, Ward 1

Demarrio Brown, Ward 2

Darren Powell, Ward 3

Richie Richardson, Ward 4

Warren Thornton, Alderman At Large

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CHAPTER ONE INTRODUCTION





PURPOSE OF THE PLAN

A comprehensive plan serves to establish a common vision for a community's future through defined goals and aspirations. The planning process results in public policies with regards to land use, transportation, community facilities and utilities, and community development that work to achieve the stated vision. A plan is "comprehensive" in that it includes all of the community's geographical areas and service functions that sustain or support the community's physical development. A plan is "long-range" in that it looks beyond the community's immediate conditions and issues to the community's future (20 to 25 years) needs and potential.

The City of Crystal Springs recognizes the importance of planning in making effective decisions concerning the City's future. This plan is a result of extensive study into existing development patterns as well as population and the economy. This plan should, therefore, be reviewed and updated periodically (every 5 to 10 years) for it to remain current and be effective.

Comprehensive plans are often times seen as a means to an end. If a county or municipality wants to have zoning regulations, then they must have a comprehensive plan that meets the requirements outlined in the Mississippi State Code. With today's technology, a comprehensive plan can also be a valuable economic development tool. The use of online surveys, GIS map viewers and Story Maps can help local governments better collect public input into the planning process and ultimately produce a plan that engages the public and serves as a useful marketing and economic development tool. When released in Story Map form, a comprehensive plan is accessible from any computer, tablet, or web-enabled mobile device. To view this plan in Story Map format visit www.cityofcrystalsprings.com.

ELEMENTS OF THE PLAN

Section 17-1-1 of the Mississippi Code defines a Comprehensive Plan as follows: "...a statement of policy for the physical development of the entire municipality or county adopted by resolution of the governing body..." which must include long-range goals and objectives, a land use plan, a transportation plan, and a community facilities plan. This Plan goes beyond the required elements by including separate chapters on: population projections and economic development. The goals and objectives are found throughout this Plan as they pertain to the other elements as contained herein.

CHAPTER	DESCRIPTION
Introduction	How to use the Plan
Population Projections and Demographics	Current demographics, population and employment data and projections
Economic Development Plan	Analyzes existing economy and opportunities for the future
Community Facilities Plan	Inventory of community facilities and projected needs for future facilities
Transportation Plan	Classifies all existing and proposed streets, roads and highways as well as bike/pedestrian routes
Land Use Plan	Designates anticipated land use (i.e. residential, commercial, etc) for entire study area.

Web-Based GIS Mapping Viewer

As part of the development of the Comprehensive Plan for Crystal Springs, CMPDD developed an interactive web-based GIS (Geographic Information Systems) mapping application and viewer. With this internet based GIS viewing tool, users are able to pick and choose which background map and data layer(s) they wish to view from a menu of available information. This new service will allow accessibility to numerous informational data layers including aerial imagery, topography, existing land use, the Land Use Plan, the Transportation Plan, recreational features/facilities, demographic data, land ownership, flood zones, and zoning. A link to the viewer can be found on the City's website at www.cityofcrystalsprings.com.





HOW TO USE THIS PLAN

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

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

Implementation and Use of the Plan:

A comprehensive plan is not a legal tool; however, because it, as required by state law, forms the basis for the zoning ordinance, the subdivision regulations, and other implementation documents, it does carry some legal weight. This Plan should serve as a guide and the basis for the development of and consideration of amendments to the Zoning Ordinance, the Official Zoning Map, the Subdivision Ordinance, the Capital Improvements Program, and the Capital Improvements Budget. The implication is that comprehensive plans must precede land use regulations in preparation and adoption. The Land Use Map in this Plan is intended to indicate broad categories of land for future development. Even though there is generally not an exact match between the land use plan map and the zoning

map, the two should mirror each other as closely as possible. The reason for such consistency or compatibility is that the courts are likely to uphold land use decisions when they are based on plans, specifically a comprehensive plan.

To implement a comprehensive plan, the local government must adopt a legal device or tool that is based on the comprehensive plan. A comprehensive plan alone does not have a mechanism for enforcement; however, the implementation devices listed below can be enforced.

IMPLEMENTATION DEVICES:

Zoning Ordinances
Subdivision Regulations
Capital Improvement Programs
Area Specific Plans (i.e. Downtown Plans)
Official Maps

As previously noted, a comprehensive plan should serve as a guide for policy decisions. All policy decisions related to the development of property within the local government should be based on the comprehensive plan. Such decisions include:

USE THE PLAN TO GUIDE DECISIONS RELATED TO:

Rezoning Cases
Conditional Use/Variance Applications
Subdivision Plat Review
Street Closings
Concurrency Plans

All development proposals and proposed rezonings should be reviewed in light of the standards set forth in the Comprehensive Plan as well as the City's Zoning Ordinance. 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 land use and zoning classification of the property in question.

Additionally, comprehensive plans should be used for concurrency plans to ensure adequate infrastructure is in place before development is allowed to occur or as a condition of rezoning. The goals and objectives should be checked against the proposal to determine if there is any conflict. The Land Use Plan must be checked to determine if the proposed rezoning is in conformance with the designated land use category. 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.

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. If an applicant submits a plan amendment application to change the designation of a parcel of land, he should also submit a rezoning application. The application should explain exactly why a plan amendment and zoning map amendment are needed. The reason is that the Planning Commission should be informed as to the intent of the plan amendment so that they can make an informed decision. Most proposed plan amendments are in pursuit of rezoning.





GENERAL GOALS AND OBJECTIVES

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

Among other things, this Comprehensive Plan is designed to:

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

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

- **OBJECTIVE:** To provide opportunities for the progress of the residents' quality of life while retaining the atmosphere of the community;
- **OBJECTIVE:** To protect the community's unique natural assets and built assets;
- **OBJECTIVE:** To prevent the inefficient development of land by using the Comprehensive Plan and Zoning Ordinance to guide future development.
- **OBJECTIVE:** To minimize the cost of government by making the best possible use of existing and future investments in public services and infrastructure.

GOAL: Encourage new developments that make the community a healthy, safe and convenient place, and to provide a pleasant and attractive atmosphere for living, shopping, recreation, civic and cultural, and service functions.

- **OBJECTIVE:** To ensure that future development will be in the best interest of the community and its citizens, the planning process will be used to generally improve the quality of life of the citizens of Crystal Springs.

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

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

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CHAPTER TWO POPULATION PROJECTIONS AND DEMOGRAPHICS



POPULATION PROJECTIONS

Table 2-1 contains population counts, estimates, and projections for the City of Crystal Springs and Copiah County. These Projections are in ten-year increments from 2030 to 2050, and are based on established trends from 1980 to 2020. The projections do not assume that growth will be confined to within the City limits. Naturally, as the City grows, the geographic area considered to be part of the City will grow. The projections for the City and County were generated using a linear regression technique.

**TABLE 2-1
POPULATION PROJECTIONS**

YEAR	COPIAH COUNTY	CITY OF CRYSTAL SPRINGS
1980	26,503	4,902
1990	27,592	5,643
2000	28,757	5,873
2010	29,449	5,044
2020	28,368	4,862
2030	29,809	5,061
2040	30,368	4,993
2050	30,927	4,925

Source: U.S. Census Bureau and CMPDD

Based on this model, the City of Crystal Springs will experience a slow decline in population; however, population shifts throughout the Jackson Metropolitan Area, which are not included in this model, may create growth opportunities. It should be noted that the proportional share of average model shows a slight increase in population to 5,472 by 2050. A steady pattern of population change, as the pattern projected for Crystal Springs, is more manageable for a smaller municipality as demands for services and expanded infrastructure will not suddenly outpace revenues. The purpose of this Comprehensive Plan is to assist the local government in planning for this growth through investments in infrastructure and land use controls that will ensure the anticipated growth occurs

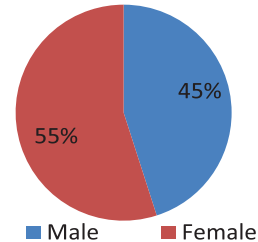
in a controlled and manageable nature. For example, by encouraging infill development and redevelopment, the City's existing infrastructure will be utilized and property values maintained. When neighborhoods are abandoned and new subdivisions are constructed on the outer limits of a community, new infrastructure must be installed to service the homes and property values decline in the abandoned areas. This leads to greater disinvestment, public safety and health concerns, and unappealing appearance.



Population Summary Crystal Springs, MS

Population by Race	Number	Percent	Total Population
Reporting One Race	4,721	97.10%	2010 5,044
White	1,490	30.60%	2020 4,862
Black	3,023	62.20%	Annual Rate (%) -0.37%
American Indian	2	0.00%	
Asian	16	0.30%	
Pacific Islander	4	0.10%	
Other Race	186	3.80%	
Reporting Two or More Races	141	2.90%	
Total Hispanic Population	262	5.40%	

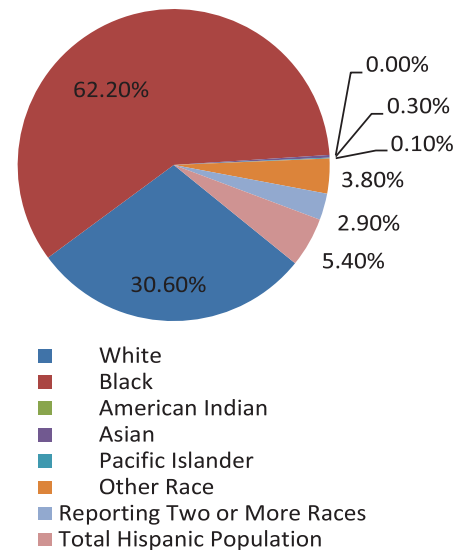
Population by Sex



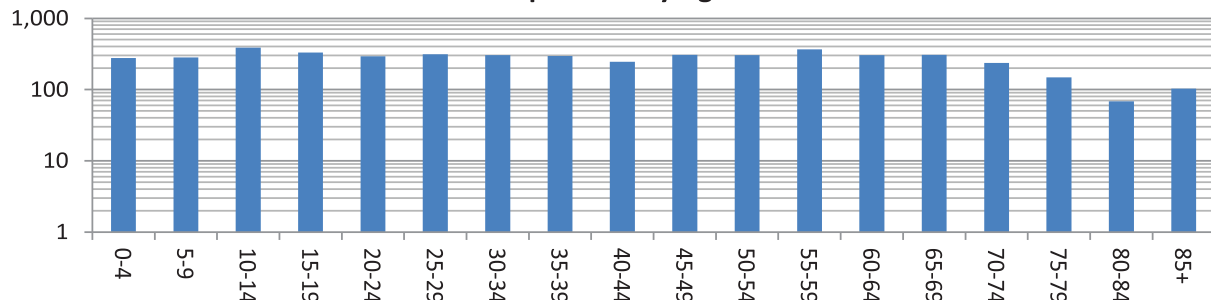
Population by Sex	Number	Percent
Male	2,190	45.0%
Female	2,672	55.0%

Population by Age	Number	Percent
0-4	276	5.68%
5-9	281	5.78%
10-14	388	7.98%
15-19	329	6.77%
20-24	293	6.03%
25-29	313	6.44%
30-34	304	6.25%
35-39	295	6.07%
40-44	244	5.02%
45-49	306	6.29%
50-54	303	6.23%
55-59	365	7.51%
60-64	304	6.25%
65-69	305	6.27%
70-74	237	4.87%
75-79	148	3.04%
80-84	68	1.40%
85+	103	2.12%
18+	3,713	76.37%
65+	861	17.71%

Population by Race



Population by Age

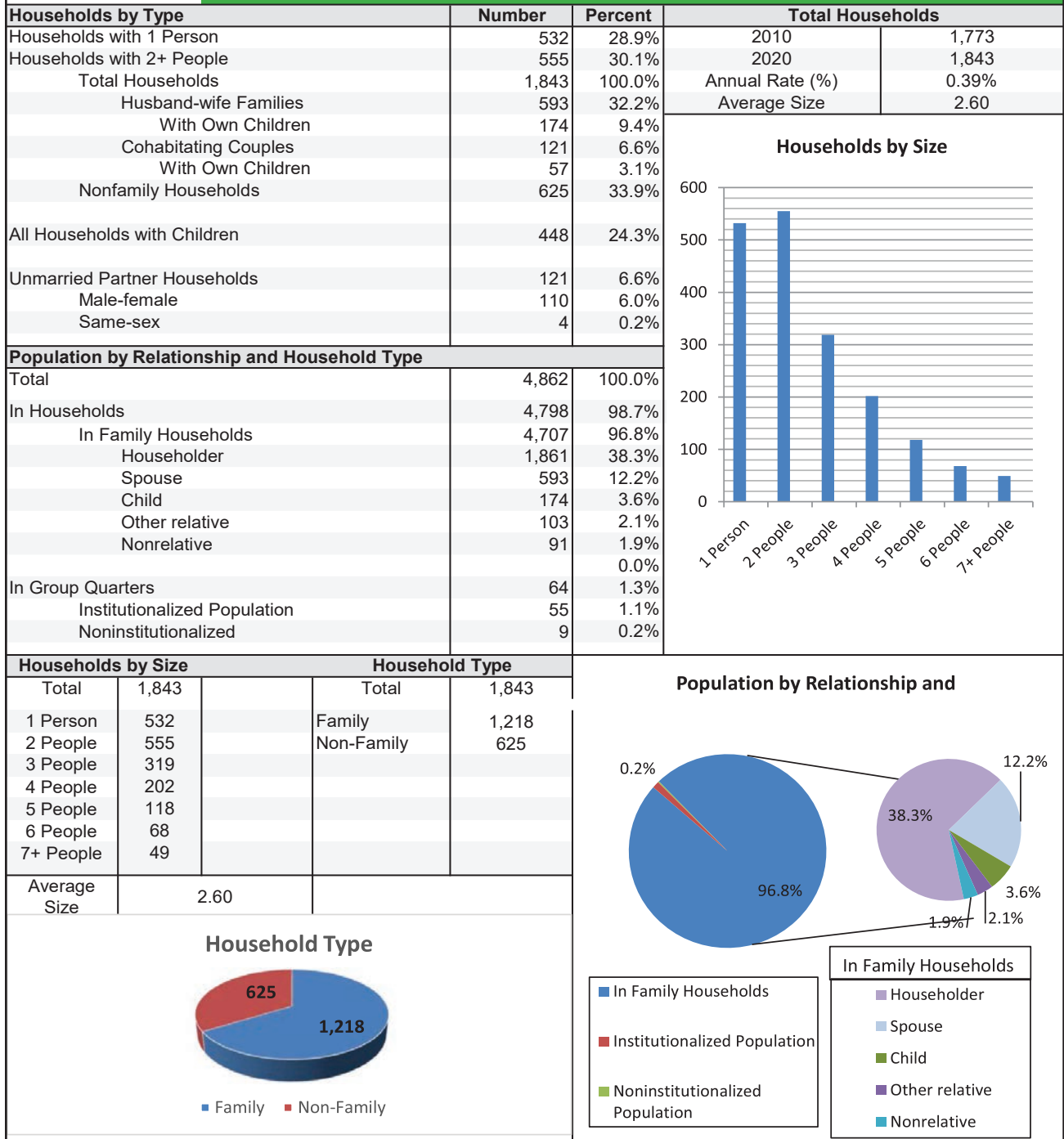


Data Note: Hispanic population can be of any race.

Source: Esri Census 2020

Household Summary

Crystal Springs, MS



Data Note: Households with children include any households with people under age 18, related or not. Unmarried partner households are usually classified as nonfamily households unless there is another member of the household related to the householder. Esri estimated block group data, which is used to estimate polygons or non-standard geography. Average family size excludes nonrelatives.

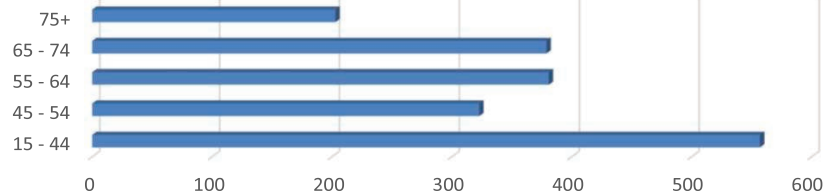
Source: U.S. Census Bureau, Census 2020.

Householder Summary Crystal Springs, MS

Households by Age of Householder

	Number	Percent
Total	1,843	100.0%
15 - 44	557	30.2%
45 - 54	323	17.5%
55 - 64	381	20.7%
65 - 74	379	20.6%
75+	203	11.0%

Households by Age of Householder

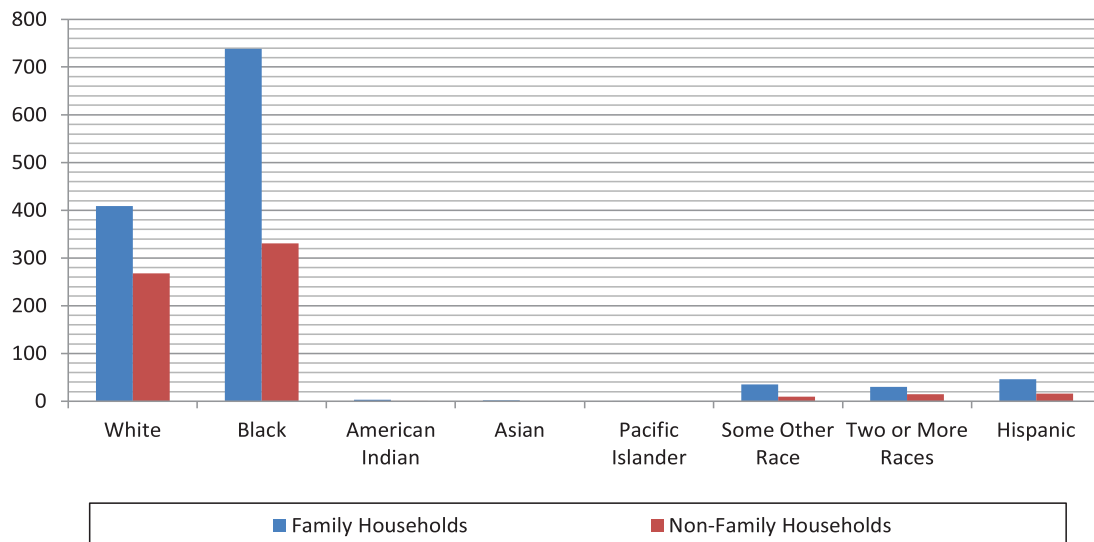


■ Households by Age of Householder Number

Summary by Race of Householder

Householder is:	Family Households		Non-Family Households					
	Number	Percent	Number	Percent				
Total	1,218	100.0%	625	100.0%				
White	409	33.6%	268	42.9%				
Black	738	60.6%	331	53.0%				
American Indian	3	0.2%	1	0.2%				
Asian	2	0.2%	0	0.0%				
Pacific Islander	1	0.1%	0	0.0%				
Some Other Race	35	2.9%	10	1.6%				
Two or More Races	30	2.5%	15	2.4%				
Hispanic	46	3.8%	16	2.6%				

Race of Householder



Data Note: Hispanic population can be of any race.

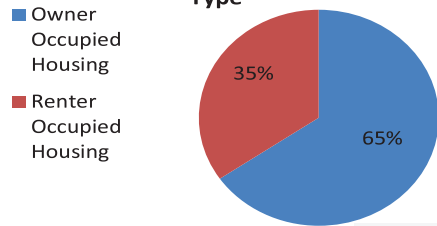
Source: U.S. Census Bureau, Census 2020.

Demographic and Income Projections

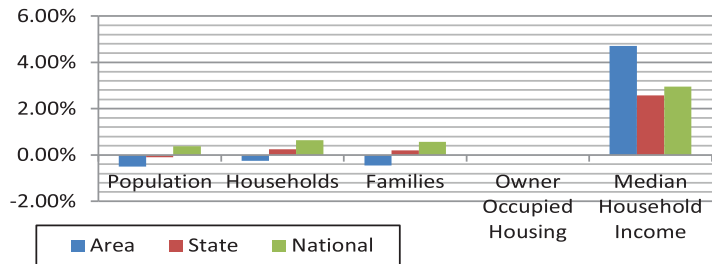
Crystal Springs, MS

Summary	2020	2024	2029	Trends 2024 - 2029 Rate		
				Area	State	National
Population	4,862	4,747	4,628	-0.51%	-0.10%	0.38%
Households	1,843	1,803	1,781	-0.25%	0.24%	0.64%
Families	1,218	1,205	1,178	-0.45%	0.20%	0.56%
Average Household Size	2.6	2.6	2.6	-	-	-
Owner Occupied Housing	1,206	1,225	679	-	-	-
Renter Occupied Housing	637	578	1,216	-	-	-
Median Age	39.2	40.1	41.2	-	-	-
Median Household Income	-	\$49,884	\$62,795	4.7%	2.6%	3.0%

Housing Units by Occupancy Type



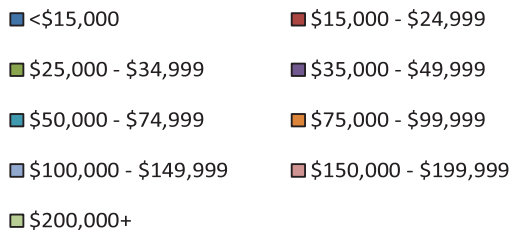
Trends: 2024 - 2029



Households by Income	2024		2029	
	Number	Percent	Number	Percent
<\$15,000	319	17.3%	280	15.2%
\$15,000 - \$24,999	177	9.6%	144	7.8%
\$25,000 - \$34,999	146	7.9%	142	7.7%
\$35,000 - \$49,999	261	14.2%	222	12.0%
\$50,000 - \$74,999	186	10.1%	175	9.5%
\$75,000 - \$99,999	270	14.7%	258	14.0%
\$100,000 - \$149,999	264	14.3%	332	18.0%
\$150,000 - \$199,999	93	5.0%	126	6.8%
\$200,000+	87	4.7%	102	5.5%
Median Household Income	\$49,884		\$62,795	
Average Household Income	\$76,634		\$88,826	
Per Capita Income	\$29,141		\$34,218	

Households by Income

Inner ring: 2029 projections
Outer ring: 2024 data



Data Note: Income is expressed in current dollars.

Source: U.S. Census Bureau, Census 2020 Data. Esri forecasts for 2024 and 2029.

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CHAPTER THREE ECONOMIC DEVELOPMENT



GOALS AND OBJECTIVES

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

- **OBJECTIVE:** To continue to partner with the Crystal Springs Chamber of Commerce and the Covich County Economic Development District to foster a business friendly environment.
- **OBJECTIVE:** To partner with businesses and industry to fund necessary infrastructure improvements through available grants, loans, or funding strategies such as Tax Increment Financing.
- **OBJECTIVE:** To maintain a diverse business mix to provide services and employment opportunities to all citizens of Crystal Springs.

Economic Development is not traditionally considered expressly in a comprehensive plan; however, due to the importance of a strong economy, it is included in the City of Crystal Springs's Comprehensive Plan. Generally, economic development is the collective efforts that seek to improve the economic well-being and quality of life for a community. A strong economy ensures 1) residents have access to quality jobs and associated income to support themselves and their families, 2) local tax revenues, which contributes significantly to the City's ability to provide local services, and 3) existing businesses remain competitive in a rapidly-changing economy. As noted by the International City/County Management Association's (ICMA) book, *Managing Local Government Services*, communities are unable to grow (or sustain a vibrant community) without a sound economic foundation.

Local governments are key players in economic development by offering services, infrastructure, and financial assistance to help spur job growth. Local governments, in their regulatory roles, influence the type, location, and size of commerce and industry through land use, zoning, building codes and permits, and other policies. As a regulatory agency, a local government can initiate business friendly programs that fast-

track review and approval of site plans, zoning applications, and other permits. The focus of such programs should be on reducing time, not lowering the standards set forth in the adopted local policies and ordinances.

Many governments, including the City of Crystal Springs, partner with private and/or non-profit economic development groups, such as Chamber of Commerce and Covich County Economic Development District, to provide many economic development services and assistance. A local government, especially a small government such as Crystal Springs, should not tackle economic development alone. Partnering with other local governments and organizations prevents the duplication of efforts and wasteful spending on services already provided by a local partner.

The existing local business community must not be forgotten either. The Crystal Springs Chamber of Commerce plays a vital role in the retention and support of existing local businesses by connecting business leaders with each other and local officials. Local businesses can take advantage of mutual marketing by working through the Chamber to host and sponsor events and festivals and participating in business directories or tourism marketing efforts.

EXISTING ECONOMY

Utilizing data from ESRI, an inventory of businesses operating in the City of Crystal Springs was compiled. The top four sectors as defined by North American Industry Classification System (NAICS) for total number of businesses are listed in TABLE 3-1.

**TABLE 3-1
BUSINESS SECTORS**

Sector	Businesses
Retail	43
General Service	31
Finance & Insurance	21
Health Care & Social Assistance	18
All Businesses	190

Sector	Employees
Retail	254
Health Care & Social Assistance	216
Business Services	153
Educational Services	150
All Employees	1,444

For much of its history, Crystal Springs was a hub for the growing and distributing produce, especially tomatoes. Over time the produce market has shift and the City's economy has moved from agriculture production and distribution to more of a community with commute opportunities. While it is noted that the City's economy leans toward the retail sector, this data indicates that the City is not solely dependent on a single sector or sub-sector for employment and investment.

Retail businesses generate opportunities for residents, and possibly more importantly, non-residents to invest their income in the local economy. The purchase of goods and services from the local retail sector produces additional jobs and generates a significant source of revenue

through sales tax for the City. The retail sector of Crystal Springs is comprised of local businesses as well as small-scale regional retailers. This scale of retail businesses is in keeping with the City's noted desire to retain its small, rural character. Growth in small-scale retail, particularly local businesses, is strongly encouraged.

As noted in the Land Use Plan Chapter, the City has adequate lands available for highway-related commercial growth along the U.S. Highway 51 corridor. While attracting visitors to the historic downtown area is vitally important, a significant amount of potential revenue flows through the community on U.S. 51, MS 27, and Interstate 55. Encouraging the location of motorist services as well as commercial ventures that are dependent on high-traffic volumes along these highways is recommended.

The City's industrial park is ripe for development as it is located south of MS 27 on Old Highway 51, adjacent to a major rail, and has adequate water and sewer infrastructure. Crystal Springs should continue to work with Copiah County Economic Development District to promote available properties in the Crystal Springs Industrial Park. This property is well suited for light industrial, mostly-indoor type activity given its location near residential properties.





CRYSTAL SPRINGS HISTORIC DOWNTOWN DISTRICT

A thriving downtown has opportunities for commerce, employment, recreation, and living. The physical form and appearance are important to the perception and experience of a downtown. The Crystal Springs historic downtown area is a prime example of a traditional downtown and is truly the heartbeat of the community. It has several unique, local businesses, including restaurants and retail, professional offices, government services, and public spaces for gathering. There are a variety of residential properties on the periphery of the district. Public spaces and gathering places, such as the Crystal Springs Packing Shed and the newly created Pocket Park, are scattered throughout the district.

As a result of continued investment by the City of Crystal Springs as well as private investors, the Crystal Springs downtown is thriving. However, there remain opportunities for improvements and expansion. Placemaking is defined as the art of transforming public space into quality places. It is not only about aesthetics but also function and form. The traditional development pattern along E. Railroad Avenue, E. Georgetown Street, and E. Marion Avenue are heralded as an examples of function and form. This pattern should be preserved as the area redevelops and grows.

To address aesthetics, the City has installed uniform trash receptacles, benches, and landscaping within the downtown area in the recent past. The City has also installed a decorative fence and landscaping along the

railroad in downtown, which creates a linear park including the Packing Shed. In partnership with Main Street Crystal Springs, an unused alleyway was recently converted to a new pocket park. Additional decorative elements such as planters, seating, and lighting along the public sidewalks would further enhance the City's placemaking efforts. The revitalization and reuse of properties in the historic downtown as well as around the City should be encouraged through continued partnerships with Main Street Crystal Springs, Copiah County Economic Development District, and private investors. Relocation of utility lines to underground or behind the buildings is strongly encouraged as well.

Future developments within this district should maintain the traditional development pattern for that use. The vacant parcels in the historic core should have no setback from the sidewalks, the buildings should be attached or have "zero lot lines" on the sides, and parking should be available on the street or in a shared space in the rear of the buildings. When possible, two story structures should be constructed and awnings or porches should be prominent. Offices, retail, medical services, and restaurants should be encouraged in this location. Residential properties should mimic adjoining properties in building placement, but not in architectural style. Variety in architecture is key to maintaining the existing appeal of the area.

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CHAPTER FOUR COMMUNITY FACILITIES



GOALS AND OBJECTIVES

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

- **OBJECTIVE:** To provide water service, wastewater treatment, and storm drainage facilities to meet the needs of the City's service area.
- **OBJECTIVE:** To continue planning for maintenance, extension of services, and upgrades to public facilities through the utilization of a Capital Improvement Program.

GOAL: Develop and implement measures necessary for continuation of programs aimed at reducing the fire rating for the City of Crystal Springs.

- **OBJECTIVE:** To aggressively support the Crystal Springs Fire Department's long and short range planning efforts.

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

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

GOAL: Develop parks and open space to ensure that the long-range recreational needs of the residents of Crystal Springs are met.

- **OBJECTIVE:** Continue to provide safe, well-maintained, and steadily improving facilities that promote activities for the physical and mental well-being of citizens of all ages.
- **OBJECTIVE:** Continue to improve and expand the existing recreational facilities.
- **OBJECTIVE:** Actively seek new opportunities for neighborhood parks or open space near and/or within residential areas.
- **OBJECTIVE:** Continue to utilize existing parks for markets, festivals and other special events.

HOUSING

The table below shows a breakdown of housing in Crystal Springs by type and condition of structure. This information was gathered during the initial land use survey.

**RESIDENTIAL STRUCTURE COUNT
2024 EXISTING LAND USE SURVEY**

Structure Type	City of Crystal Springs	Study Area, Including City
Single-Family Structure	1,556	2,005
Dilapidated Structure	41	64
Multi-Family Units	194	237
Manufactured Homes	221	507
Total:	2,012	2,813

Source: Central Mississippi Planning and Development District.



The City of Crystal Springs’s housing stock is mostly comprised of single family, site built homes. Multiple family units, such as duplexes and apartments, account for approximately 10% of the housing, and a similar percentage of the housing stock are manufactured homes. According to the U.S. Census Bureau 2019 – 2023 American Community Survey (ACS), nearly all housing units in Crystal Springs have at least two bedrooms. Approximately 72% of the units have two to three bedrooms, and 21% have four or more bedrooms.

The housing stock in Crystal Springs is overall in excellent condition, with only 41 dilapidated structures. Based on estimates from the 2019 - 2023 ACS, the City saw a large housing boom from 1960 – 2000. Nearly 40% of the housing units were constructed between 1960 and 1980. Another 28% were estimated to be constructed between 1980 and 2000. The remaining housing stock is split evenly as “new construction,” built since 2000 or pre-1960 construction. The housing stock in Crystal Springs is well maintained, but as it continues to age, maintenance, and pride in property, will be vital. Not only is maintenance important from a housing availability standpoint, but it also can have significant impacts of property values, health, and public safety. Dilapidated structures have a repeated history of becoming havens for crime, particularly drug activities. Additionally, the appraised value of surrounding properties can be negatively impacted by the declining value of a dilapidated or neglected property.

Based upon past trends, the future housing needs of the City of Crystal Springs can be projected. The City will need approximately 125 additional housing units by 2050. It is expected that the market forces of supply and demand as well as other economic factors such as local employment will dictate when housing is built. As previously mentioned, the cost of development and impact on public infrastructure decreases when in-fill development or redevelopment occurs in established residential areas. The Land Use Plan serves as a guide to limit rapid expansion of residential development in areas unserved by public infrastructure.

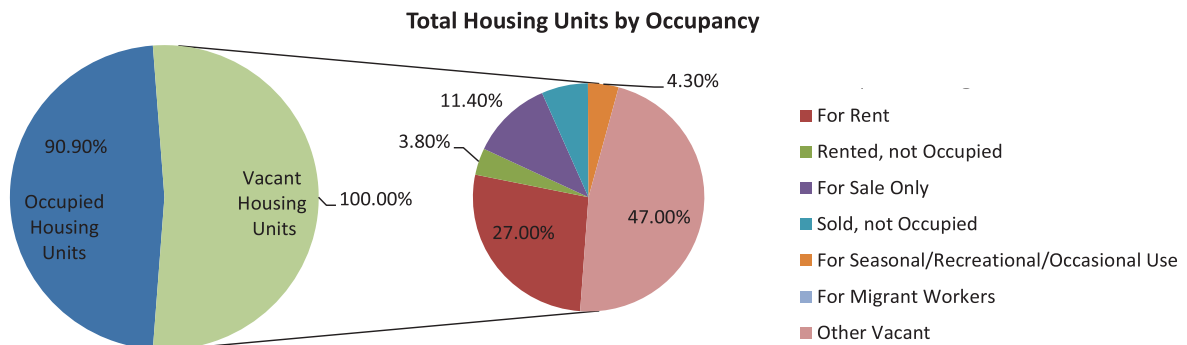
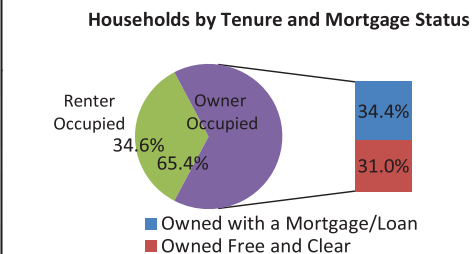
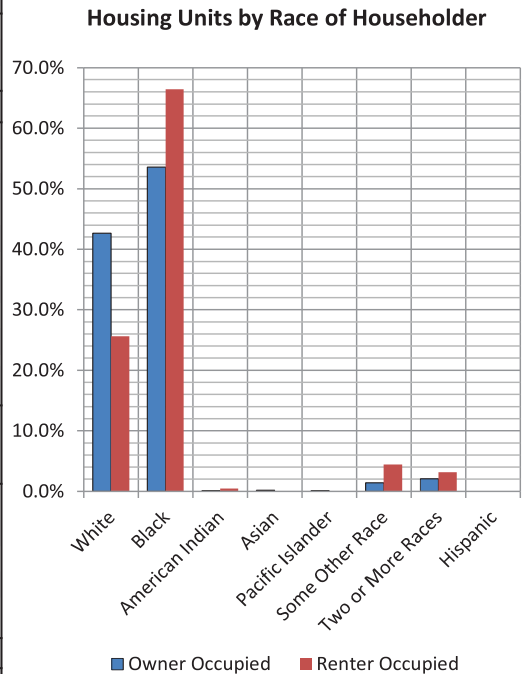
PROJECTED RESIDENTIAL HOUSING NEEDS

YEAR	OCCUPIED HOUSING UNITS	PERSONS PER OCCUPIED UNIT	PROJECTED POPULATION	PROJECTED NUMBER OF UNITS
2000	2,157	2.7		
2010	1,835	2.7		
2020	1,666	2.8		
2030		2.75	5,061	1,840
2040		2.75	4,993	1,815
2050		2.75	4,925	1,790

Source: U.S. Census Bureau and CMPDD

Housing Unit Summary Crystal Springs, MS

2010		1,999			
2020		2,028			
Annual Rate (%)		0.14%			
Occupancy Status		Number	Percent		
Occupied Housing Units		1,843	90.90%		
Vacant Housing Units		185	9.1%		
For Rent		50	27.00%		
Rented, not Occupied		7	3.80%		
For Sale Only		21	11.40%		
Sold, not Occupied		12	6.50%		
For Seasonal/Recreational/Occasional Use		8	4.30%		
For Migrant Workers		0	0.00%		
Other Vacant		87	47.00%		
Households by Tenure and Mortgage Status		Number	Percent		
Total		1,843	100.0%		
Owner Occupied		1,206	65.4%		
Owned with a Mortgage/Loan		634	34.4%		
Owned Free and Clear		572	31.0%		
Renter Occupied		637	34.6%		
Housing Units by Race of Householder		Owner Occupied		Renter Occupied	
		Number	Percent	Number	Percent
Total		1,206	100.0%	637	100.0%
White		514	42.6%	163	25.6%
Black		646	53.6%	423	66.4%
American Indian		1	0.1%	3	0.5%
Asian		2	0.2%	0	0.0%
Pacific Islander		1	0.1%	0	0.0%
Some Other Race		17	1.4%	28	4.4%
Two or More Races		25	2.1%	20	3.1%
Hispanic		0	0.0%	0	0.0%



Data Note: Hispanic population can be of any race. Census 2020 medians are computed from reported data distributions.
Source: U.S. Census Bureau, Census 2020.



PARKS AND RECREATIONAL FACILITIES:

The City of Crystal Springs has the following public or semi-public recreational facilities:

Chautauqua Park

Located on Hwy 51 North, this park is 65 acres and includes trails, disc golf, primitive camping, playground equipment, an outdoor classroom, a small amphitheater, historical sites, roundhouse pavilion, oriental garden, 1,550 ft. boardwalk, visitor center, tomato museum, art gallery and a 30 acre lake stocked with catfish, bass, bream, and crappie. The Park is a day destination for many in the community and the central Mississippi region as it offers an abundance of activities for all ages and abilities. Chautauqua Park is decorated with lights and open for drive-through viewing every night between Thanksgiving and December 26th. The city also has a summer Tomato Festival and 5K run.

The playground needs some maintenance and attention. Improvements to the lake, such as boat ramp renovations, vegetation removal, and restocking of fish are planned for the near future. The addition of kayak rentals is a possibility that is being explored. Plans for the construction of a large amphitheater have recently been drawn, and site work construction may begin in the next two years. There will be major renovation on the Round Room to become a green room with bathrooms for the amphitheater.

Chautauqua Park Visitors Center

Located adjacent to Chautauqua Park, this facility includes a meeting room accommodating approximately 150 people. The space also includes a welcome center and the office for the Department of Parks and Recreation. New Americans with Disability Act (ADA) compliant doors are needed for disabled access.

Railroad Park

A linear park located in downtown Crystal Springs includes the Shed, a large gazebo, a small splash pad, and War Veteran's Memorial. Scattered throughout the park are benches, trash receptacles and metal art. This area allows for green space for passive recreation, such as painting, reading, or resting in the open space. The Shed, which is also home to the Crystal Springs' Farmer's Market, is located within Railroad Park. The Shed includes lighting, electrical service, a stage and fans. Improvements include repainting the gazebo and upgrades to the fans in the Shed.

James L. Hicks

Located at 101 Sol Street, this facility includes a full kitchen, playground, pavilion, and basketball courts. The basketball court, greenspace, and pavilion all need upgrades and improvements. The center also needs lighting and bathroom renovations.

Pocket Park

Established in 2025 on S Jackson Street, this pocket park was transformed from an old alley. There are sail shades from building to building creating comfort while visiting. There are tables, chairs, and benches being donated to allow for congregating.

Lee Avenue Community Center

Located on Lee Avenue, this complex contains an Olympic size pool, a separate baby pool, bathrooms, and a full kitchen area. There have been cosmetic changes to the pool, such as paint and a slide being added. Improvements for this community center are reclining chairs with umbrellas, bathrooms renovation, coolers for snacks and possibly medicine, pool showers, and repairs to the pool. The Lee Avenue Community Center is also used as a backup emergency center.

McPherson Field

located at the end of Railroad Avenue, this complex contains a regulation softball field, 2 sand volleyball courts, peewee football practice field and basketball courts. Seating improvement and dugout additions have been recently completed.

The fields are in need of general improvements. The bathroom and basketball courts also need to be upgraded. Fencing is needed around the area. There is a desire for a score board.

Sports Complex

Located at 308 Harmony Road, this complex is 20 acres and includes a skate park, soccer fields, a softball field, 2 tennis courts, a volleyball court, indoor basketball goals, a weight/game room and a classroom. The soccer fields needs the following improvements: irrigation, grading, landscaping, fencing, soccer goals, scoreboard, seating, and lighting. There is also a need for more parking. The Skate Park needs lighting and potentially a building for bathrooms. The tennis courts need to be resurfaced. They also need improved lighting, benches, and bathrooms. There is a desire to add pickle ball to the sports complex.





CITY HALL

The building which houses the Crystal Springs City Hall is located at 210 East Railroad and has a total of 5,391 square feet. It was built in 1978 and has served as City Hall since that time. The building includes the Mayor's office, the City Clerk's office, the office for two Deputy City Clerk's, a part-time janitor, a board room, and the Chamber of Commerce. The City Hall employees currently use 1,978 square feet of this space. While additional space is not needed, cosmetic improvements to the building would be beneficial.

FIRE PROTECTION

There are two fire stations in Crystal Springs. Station One is located at 202 South Jackson Street, which is by City Hall and Station Two is located at 308 Harmony Road. Both stations have two bedrooms for living quarters while on duty. Station One also has an ambulance on site. The Fire Department personnel consist of 11 professional firefighters, who work in Crystal Springs on a part-time basis, and a fire chief. There are always two firefighters at each

station, but volunteers are relied on heavily to supplement the paid staff. There is a strong relationship between the Fire Department and local volunteer fire departments in the county. The City's department maintains a Class 6 Rating from the Mississippi Rating Bureau. There are a total of four trucks that respond to every structure fire. The Fire Department has a tanker, two engines, an air van, hazmat vehicle, and a brush truck. The cascade air system will need to be replaced, and a pumper is needed after the air system is purchased. At the police/fire training center space, there is available live fire training and forced entry training. Both stations will require cosmetic improvements over the next few years. The supply of water through the fire hydrants network is relatively adequate; however, flows could be improved with the expansion of the water distribution network.



POLICE

The City of Crystal Springs currently has a police force of 14 sworn personnel. This includes 8 full-time officers and 6 part-time officers. Also, 4 civilian employees, including the dispatchers and one court/police clerk are employed at the police station. Staffing is adequate, but additional reserve staffing is needed periodically. Crystal Springs and the Copiah County Sheriff's Office have a partnership where each agency works together to help one another when needed. The current police station is a 5,865 square foot building. The city has no jail facilities but utilizes the Copiah County Detention Center as needed. The department uses Mississippi Wireless Information Network (MSWIN) for communications, which will require upgrades in the future.

The Police Department is utilizing tag readers to assist in investigations and to monitor traffic around the City. This technology requires ongoing maintenance and will become obsolete; therefore, the City should plan to replace its readers on a regular basis as it does with any technology. The Police Department has six new patrol vehicles for on-duty officers to use as well as three older vehicles that can be used part-time or for events. The new vehicles are lacking installed radios, but plans are to have these installed soon. There is also a need for more wardrobe and gear

such as vests, handcuffs, flashlights, inclement weather pieces, OC spray, etc..

Renovations and repairs to the police station including adding a door to the courtroom and meeting ADA requirements have been completed since the last plan with the assistance of the Small Municipalities and Limited Population Grant Program. The police station is currently undergoing some cosmetic changes to better suit the space being used. The break room needs to be renovated. The booking room has an adequate amount of space but needs renovation. However, court services' records require significant space, and the existing facility is lacking. It is desired to have a 30ft-by-30ft addition to the department for additional storage space.

LIBRARY

The Crystal Springs library branch, located on South Jackson Street, is part of the Copiah-Jefferson County Library System. The library underwent additions and renovations between 1999 and 2001 when 2,500 square feet was added. The Crystal Springs branch is supported financially by the City of Crystal Springs as well as Copiah and Jefferson Counties.

UTILITIES AND DRAINAGE

Sewage

The City of Crystal Springs' wastewater plant was built in 1989, and it includes two lagoons and four spray fields. In addition to maintaining approximately 400 spray heads within the spray fields, each field must also be maintained either through harvesting or cutting vegetation. The Spray Irrigation Plant is located in the southeast corner of the City at 4161 Mathis Road. The current capacity of the plant is 990,000 MGD and is pumping on average 800,000 MGD. There are 21 lift stations across the City, some of which are in need of new pumps. The City's lagoons are aging and will need rehabilitation including replacing aerators in the future. The City is working to reduce infiltration by conducting smoke testing, then replacing or lining damaged pipes as necessary.

Water

The City of Crystal Springs provides potable water to its residents through a treatment and distribution network of eight water wells, two elevated tanks, and miles of main lines. While the current system has adequate capacity, the City's pumps require routine maintenance, refurbishing and replacement periodically. The system contains older, undersized water lines that will require replacement in the future. During this replacement process, the City should increase the overall diameter of small lines to ensure adequate flow and should relocate utility mains, including water, from under roadway surfaces. The City's water meters were recently replaced; however, the

City should work to replace faulty or aged meters to ensure accurate usage readings are collected. Expansion of the City's distribution network may be considered in the future to support commercial growth around Interstate 55. This would require significant boring under the roadway and may also require upgrades to pumps and elevated tanks.

Storm Drainage

The City of Crystal Springs utilizes a network of open ditches and underground pipes to collect and transport storm water runoff. This system requires frequent maintenance of the open ditches and cleaning of the pipes to prevent failures and backups. Vegetative overgrowth, sediment buildup, and household trash and junk must be minimized and addressed in the open ditches. The City uses a mini excavator with a smooth bucket and a grubber to maintain the open ditches. Rip-rap rock has been installed to stabilize the ditch banks in many locations, and this process proves to be an acceptable method of stabilization that should be continued. Clogged pipes from debris, such as leaves and limbs, and pipe failures or collapses are the most common reasons for failures in the piped network. A Jetter truck is a useful tool for maintaining these pipes and clearing clogs. The City is in need of a second Jetter truck as the current unit is shared with the wastewater system. Replacement of collapsed pipe section is also necessary and is an ongoing process.





SCHOOLS

The residents of Crystal Springs are served by the Copiah County School District through the Crystal Springs Elementary School, Crystal Springs Middle School, and Crystal Springs High School. Crystal Springs Elementary, which provides Kindergarten to 4th grade, is located at 213 Newton Street in Crystal Springs. Enrollment for the Elementary School for the 2023 – 2024 school year was 469 students, with an average grade size of 90 students. Crystal Springs Middle School is located at 2092 South Pat Harrison and has an enrollment of 368 students in 5th through 8th grades. Crystal Springs High School is located on Newton Street beside the Crystal Springs Elementary School and had an enrollment of 404 students in the 2023 – 2024 school year.

The Elementary and High School campuses are located just south of the historic downtown with a boulevard styled roadway linking the two destinations. The High School's historic building and front lawn are an eye-catching feature that could be used to revitalize this section of Crystal Springs.

Crystal Springs is also served by Copiah Academy, a private school located 10 miles south of Crystal Springs, offers pre-kindergarten through 12th grade at its campus.

5

CHAPTER FIVE TRANSPORTATION PLAN



GOALS AND OBJECTIVES

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

- OBJECTIVE: To design a comprehensive circulation system to serve the community and to integrate transportation facilities and land use.
- OBJECTIVE: To reduce traffic congestion on existing streets between homes and places of shopping and employment and to discourage through traffic in residential areas.

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

- OBJECTIVE: To plan transportation corridors with elements that facilitate pedestrian circulation including bicycle lanes and walking trails that connect to adjacent residential/commercial areas.
- OBJECTIVE: To acquire adequate rights-of-way for roadside planting to make streets and highways attractive and safe.
- OBJECTIVE: To adopt and implement a Complete Streets Policy with the goal of improving pedestrian and bicycle connectivity and safety.
- OBJECTIVE: To designate Crystal Springs as a bicycle-friendly community.

The Transportation Plan establishes policies and projects which guide the delivery of a safe and efficient multi-modal transportation system. Crystal Springs's Transportation Plan coordinates local transportation planning with the long-range planning efforts of CMPDD's Metropolitan Planning Organization (MPO) and the mobility strategies of Copiah County and surrounding local governments on a regional basis. The CMPDD is designated by the Governor of Mississippi as the MPO, which places responsibility for coordinating a federally mandated transportation planning process for the Jackson Urbanized Area. One of the responsibilities of the CMPDD as the MPO is the development and maintenance of an area-wide transportation plan, and while Crystal Springs is not within the Urbanized Area, it does fall within the future planning area.

A municipal transportation network connects people to their homes, jobs, schools, natural and cultural resources, recreation, and other important places. From the City's perspective, the transportation system should work in conjunction with Copiah County and other surrounding local

governments to provide a county- and regional-wide mobility network with consideration given to both transportation policies and land use development policies.

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

EXISTING TRANSPORTATION NETWORK

The existing transportation network forms the foundation for this Transportation Plan. Conditions and inventory including functional classifications, traffic volumes in terms of annual average daily traffic counts, multi-modal facilities, and safety via accident data.

Functional Classification

The Federal Highway Administration in the late 1960s developed guidelines for the classification by roadways by their function and capacity, which is commonly known as Functional Classification System. The function of a roadway is based on transportation service provided (degree of mobility) and the relationship to adjacent land use (degree of access).

The following existing roadways are Functionally Classified in Crystal Springs:

Interstates

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

Existing Interstates
Interstate 55



Principal Arterials

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

Existing Principal Arterials
Mississippi Highway 27

Minor Arterials

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

Existing Minor Arterials	
U.S. Highway 51	MS 801 (Old Hwy 51)
Georgetown Street	N. Jackson Street
Newton Street	S. Jackson Street
Harmony Street	S. Pat Harrison Drive

Collectors

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

Existing Collector Roads	
Bankhead Street	Pat Harrison Drive
Lee Avenue	Mathis Road
Plazza Street	Thomas Road
Bradley Lane	

Local Roadways

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



TRAFFIC VOLUMES

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

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

Roadway	Annual Average Daily Traffic			MTP Projected Traffic	
	2019	2021	2023	2040	2050
Interstate Highways					
I-55 (Hwy 51 to South Pat Harrison)	28,000	24,000	24,000	36,001	38,009
Principal Arterial Highways					
MS Highway 27 (I-55 to US 51 South)	11,000	13,000	10,000	10,436	10,560
MS Highway 27 (County Line Road to City Limits)	5,300	6,100	5,500	3,666	3,750
Minor Arterial Highways					
US Highway 51 (N. Pat Harrison Drive to W. Georgetown Street)	6,900	6,700	6,700	5,975	6,019
MS 801 (City Limits to MS 27)	1,700	1,800	1,700	3,096	3,207
Georgetown Street (US 51 to Rail)	3,700	4,000	3,300	4,430	4,430
N. Jackson Street (Phyllis Ann Drive to Traweek Street)	3,000	3,200	3,200	1,619	1,582
Newton Street (E. Marion Ave to E. Cayuga Street)	2,600	2,300	2,300	1,889	1,893
S. Jackson Street (E. Piazza Street to W. Bell Street)	4,200	3,900	3,900	704	676
Harmony Street (Newton Street to Breland Street)	2,600	2,300	2,300	2,918	2,892
S. Pat Harrison Street (I-55 to US 51)	1,000	4,600	4,400	6,253	6,290

SAFETY

CMPDD obtained crash data from the MS Department of Transportation and conducted a data driven analysis of crashes occurring over a 5-year period in Crystal Springs. Between 2019-2023 there were 2 fatalities and 12 serious injuries resulting from crashes on roadways in Crystal Springs:

- 41 - crashes were single vehicle run off road crashes
- 94 - crashes were intersection-related angle crashes
- 121 – angle crashes
- 4 - crashes involved a pedestrian
- 1 - crash involved a bicyclist
- 0 - pedestrian fatalities, 3 - pedestrian serious injuries
- 0 - bicyclist fatalities, 2 - bicyclist serious injuries

Most Common Crash Types in the City of Crystal Springs	
Angle	32.7%
Rear End	17.0%
Sideswipe	10.3%
Parked Vehicle	6.8%
Left Turn Same Roadway	6.5%

Highest Crash Occurrences by Hour of Day in Crystal Springs	Percentage of Total Crashes
02:00 – 02:59 PM	10.5%
04:00 - 04:59 PM	9.7%
03:00 – 03:59 PM	9.2%
05:00 – 05:59 PM	7.6%
07:00 - 07:59 PM	7.0%
07:00 – 07:59 AM	7.0%
TOTAL	51.0%

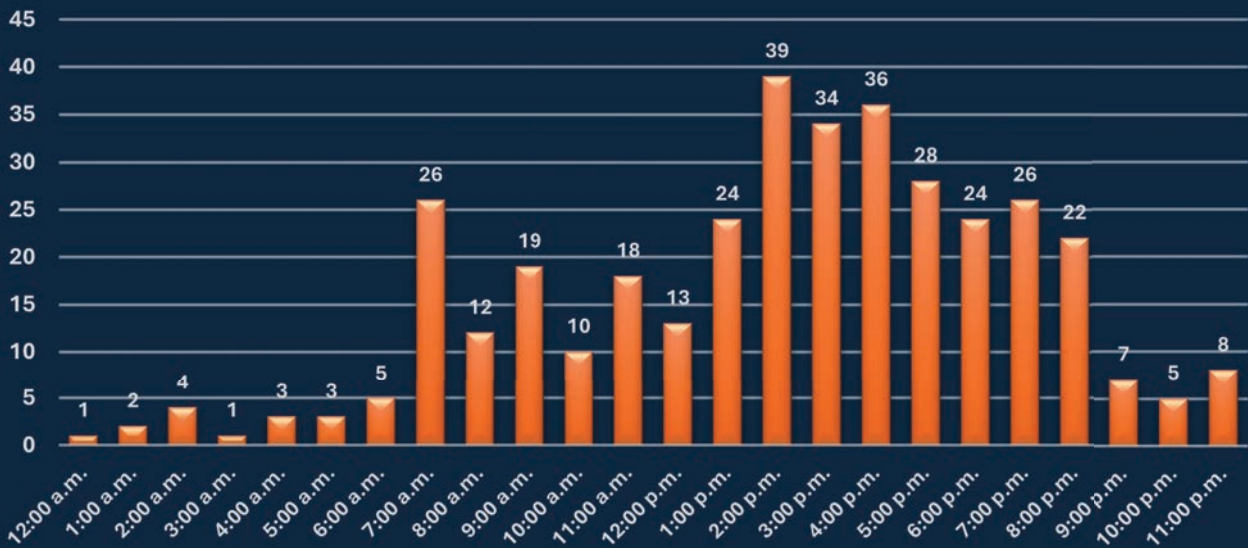
General Crash Statistics for Crystal Springs
84.1% of all crashes occurred during dry conditions
73% of all crashes occurred during daylight conditions
46.2% of all crashes occurred at intersections
77.7% of intersection crashes were angle crashes



City of Crystal Springs Total Crashes and Percent Change Annually

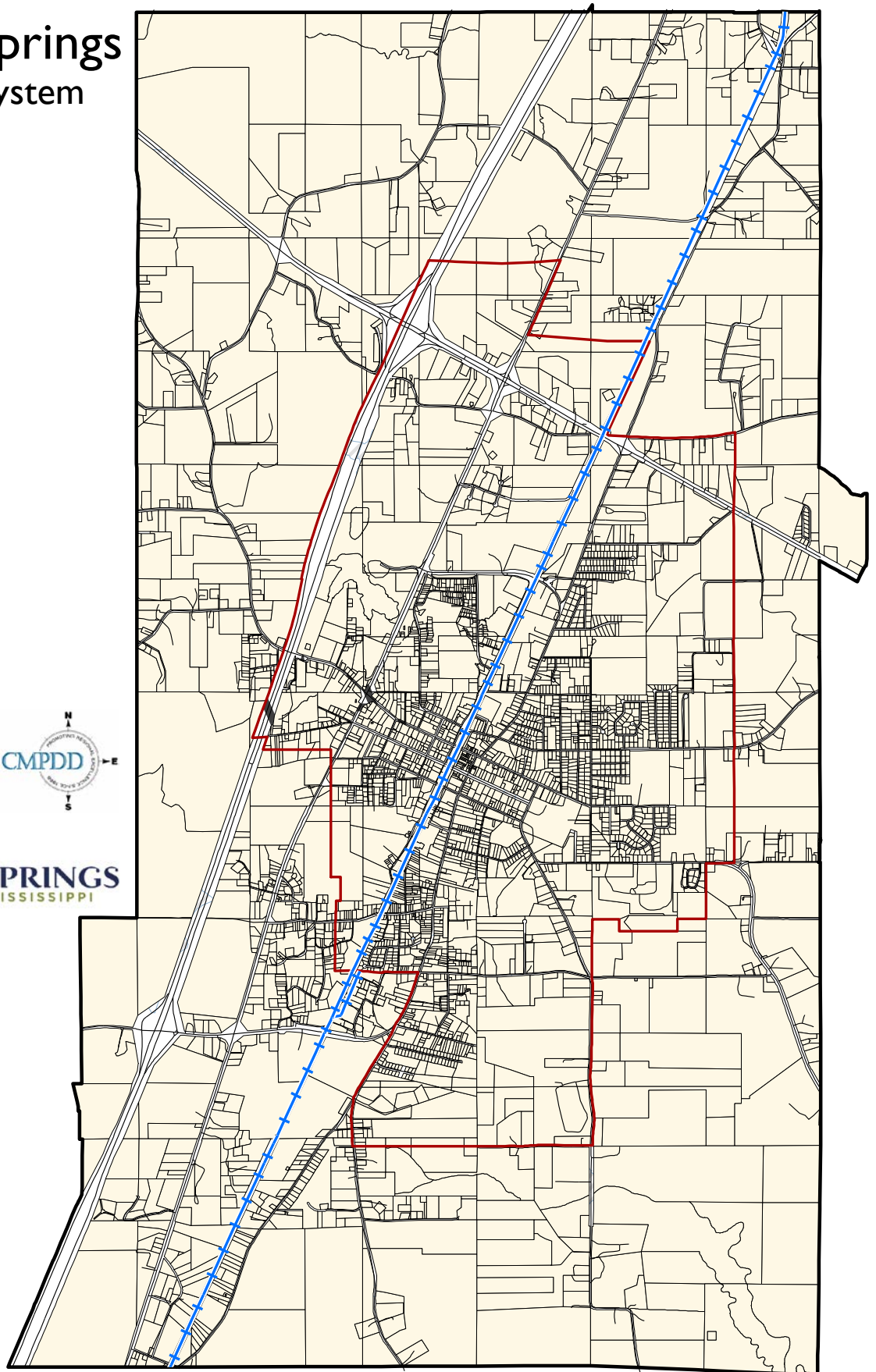


Crashes by Hour of Day 2019 - 2023



Crystal Springs Railroad System 2025

-  Railroad
-  Municipal Limits
-  Study Area
-  100Yr Floodplain



FREIGHT

Truck Traffic

Today's economic dependence on freight for the delivery of goods and services implores the provision of safe and efficient means for freight vehicles to share the roads with personal vehicles. According to Mississippi Department of Transportation's 2022 Traffic Count data, the highest daily freight traffic for class 4 and higher vehicles in Crystal Springs is along Interstate 55 with 6,960 daily freight vehicles. The highest daily freight traffic count on a non-interstate highway is along MS Highway 27 between Interstate 55 and U.S. Highway 51.

Railroads

Railroads also play a significant role in the local, regional, and national transportation system, moving freight to and between ports, agriculture areas, and urban areas. Railroads also have a significant impact on land use, the physical and social environment, and other components of the transportation system. As noted on the map below, there is one Class I rail line that bisects the City by running north to south. This rail is served by Canadian National Railway (CN) and Amtrak.

Freight Facilities

Intermodal freight facilities are locations where bulk commodities are transferred between rail and other transportation modes and are an integral part of the rail system. For the transfer of goods between rail and truck, there is a rail-highway trailer/container intermodal facility and bulk transfer facility located in Richland, which is approximately 28 rail miles from Crystal Springs. The intermodal terminal also referred to as the Richland Intermodal Facility is jointly operated by Canadian National (CN) and Kansas City Southern (KCS).

Passenger Rail

While Crystal Springs has a Class I railroad with Amtrak piggy backing bisecting it, there is no direct passenger train service in the City. The nearest north/south passenger rail service is in

Hazlehurst or Jackson. Although the route is not currently intended to serve as a regional commuter route, it does provide long-distance rail service between New Orleans and Chicago. Should an east-west passenger line become available, this route would also connect to the East and West Coast through existing routes based in Dallas, Atlanta, and New Orleans.

Bicycle and Pedestrian Network

Bicycle and pedestrian facilities are an important element of a safe and efficient transportation system to serve all modes of users. When the rail line was constructed in 1857, Crystal Springs' downtown core shifted from its previous location to its current location along the rail. At that time, walking would have been the primary means of transportation and much of the original City retains its walkability. However, the introduction of modern infrastructure and automobiles have negatively impacted the City's bicycle and pedestrian network, and the perimeter of the City was developed in an autocentric manner. The City has recently renewed its emphasis on alternative transportation methods, and has begun investing in new sidewalks, bike lanes and multi-use paths. These improvements are necessary to create a complete transportation network across the City.





RECOMMENDED TRANSPORTATION IMPROVEMENTS

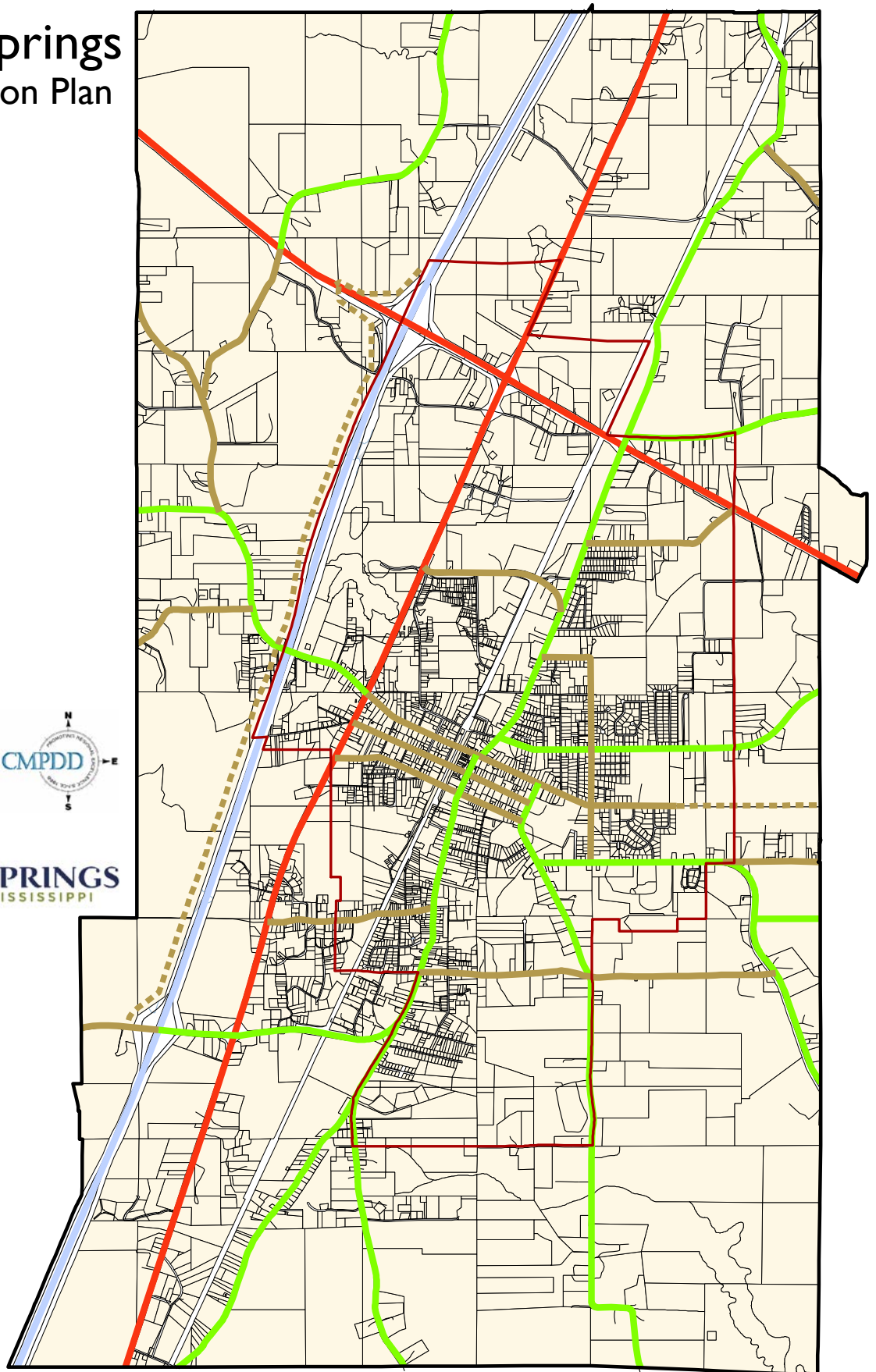
While there are no projects identified for the Crystal Springs area on the MPO's Metropolitan Transportation Plan or MDOT's long term plan, there are several local projects that have been identified which would improve traffic flow, reduce rail conflicts, expand bike and pedestrian infrastructure and provide greater access to undeveloped lands. As such, the following projects have been identified:

- Construct a frontage road on the west side of Interstate 55 extending from Pat Harrison Road to Highway 27.
- Construct a collector road that would extend north and south connection Six Mile Road to Lee Avenue.
- Extend East Georgetown Street to connect with the above-mentioned collector road.
- Extend Browntown Road to connect with the above-mentioned collector road.
- Construct an interchange at Interstate 55 and Utica Road.
- Safety Improvements along the following road segments:
 - o US 51 between Adams Street and Horne Street (partially in the city limits)
 - o US 51 between Marion Avenue and West Georgetown Street
 - o Thomas Road between Franklin Lane and Young Road (On the city limit line)
 - o South Jackson Street between Sibbie Street and South Avenue
- Safety Improvements at the following Intersections:
 - o US 51 at West Marion Avenue
 - o Lee Avenue at Cumberland Drive
 - o West Cayuga Street at Liberty Street
- Ensure conflicts among the rail corridor, roadways, bicycle and pedestrian traffic, and the development of adjacent lands are reduced by limiting crossings and access to rail via foot and enforcing rail corridor safety zones/setbacks for building development.

The City of Crystal Springs recognizes the importance of alternative transportation methods as well as health and recreational benefits of walking and biking. Therefore, it is recommended that the City consider the adoption of a Complete Streets Policy. Complete Streets policies encourage the incorporation of sidewalks, pedestrian and bicycle lanes and wide shoulders when constructing new roads or reconstructing existing roads, and in cases of new development. The inter-connectivity of residential areas, schools, parks and the downtown areas should be considered when planning pedestrian routes. In instances where sidewalks are not feasible, the City may elect to designate walking or biking routes with small sign or surface reflectors.

Crystal Springs Transportation Plan 2025

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



6

CHAPTER SIX LAND USE PLAN



GOALS AND OBJECTIVES

Goal: Maintain a residential density pattern that will produce desirable concentrations of residences without overburdening the community facilities, causing congestion, or overcrowding land and air.

- OBJECTIVE: Preserve, through reinvestment, established neighborhoods and development patterns in Crystal Springs.
- OBJECTIVE: Encourage compatible additional development that will help to maintain the value of existing development and do not overburden the City's infrastructure.
- OBJECTIVE: Encourage development of low-density single-family housing.
- OBJECTIVE: Locate higher density residential developments only in areas where the infrastructure and street system will support such development and where such development is compatible with neighboring land uses.
- OBJECTIVE: Prevent the location of high density residential or intense commercial uses immediately adjacent to single-family residences, unless proper buffering is provided.

Goal: Promote well-designed, attractive commercial uses in appropriately zoned areas of Crystal Springs.

- OBJECTIVE: Promote the preservation and redevelopment of Crystal Springs's downtown area.
- OBJECTIVE: Provide sufficient neighborhood-oriented convenience commercial development to accommodate the residential population.
- OBJECTIVE: Permit outdoor, automobile oriented commercial activities along major thoroughfares.

Goal: Promote new industrial development.

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

Goal: To preserve the character of the historic downtown, the Crystal Springs Station District, and to promote the area as one of the major focal points of community life.

- OBJECTIVE: Continue efforts to preserve and redevelop Crystal Springs's downtown area with a mixture of uses to include office, dining, and retail.
- OBJECTIVE: Encourage architectural design/materials and building footprints that are compatible with the existing development pattern.
- OBJECTIVE: Continue to enhance the aesthetic qualities of the District through public improvements such as removal of overhead utility lines, installation of street trees, street lighting, and other features.
- OBJECTIVE: Maintain passive use park for community use as a farmer's market or festival site.

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

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



INTRODUCTION

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

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



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

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

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

EXISTING LAND USE

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

- Agricultural/Vacant (minimum 2 acre lot with no sewer service)
- Residential Estate (one dwelling unit per 2 acres)
- Low-density residential (1-3 dwelling units per acre)
- Medium-density residential (4-6 dwelling units per acre)
- High-density residential (7-10 dwelling units per acre)
- Residential Manufactured Homes
- Crystal Springs Station District (Mixed Use includes single-family detached residential and indoor commercial)
- Limited Commercial (offices, medical clinics, etc.)
- General Commercial (indoor commercial uses)
- Highway Commercial (primarily commercial uses with outdoor storage)
- Light Industrial (uses with little noise, bad odors, or other objectionable characteristics)
- Heavy Industrial (uses with objectionable characteristics)
- Public/Quasi-Public (schools, churches, libraries, parks, public buildings, etc.)
- Parks / Open Space

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

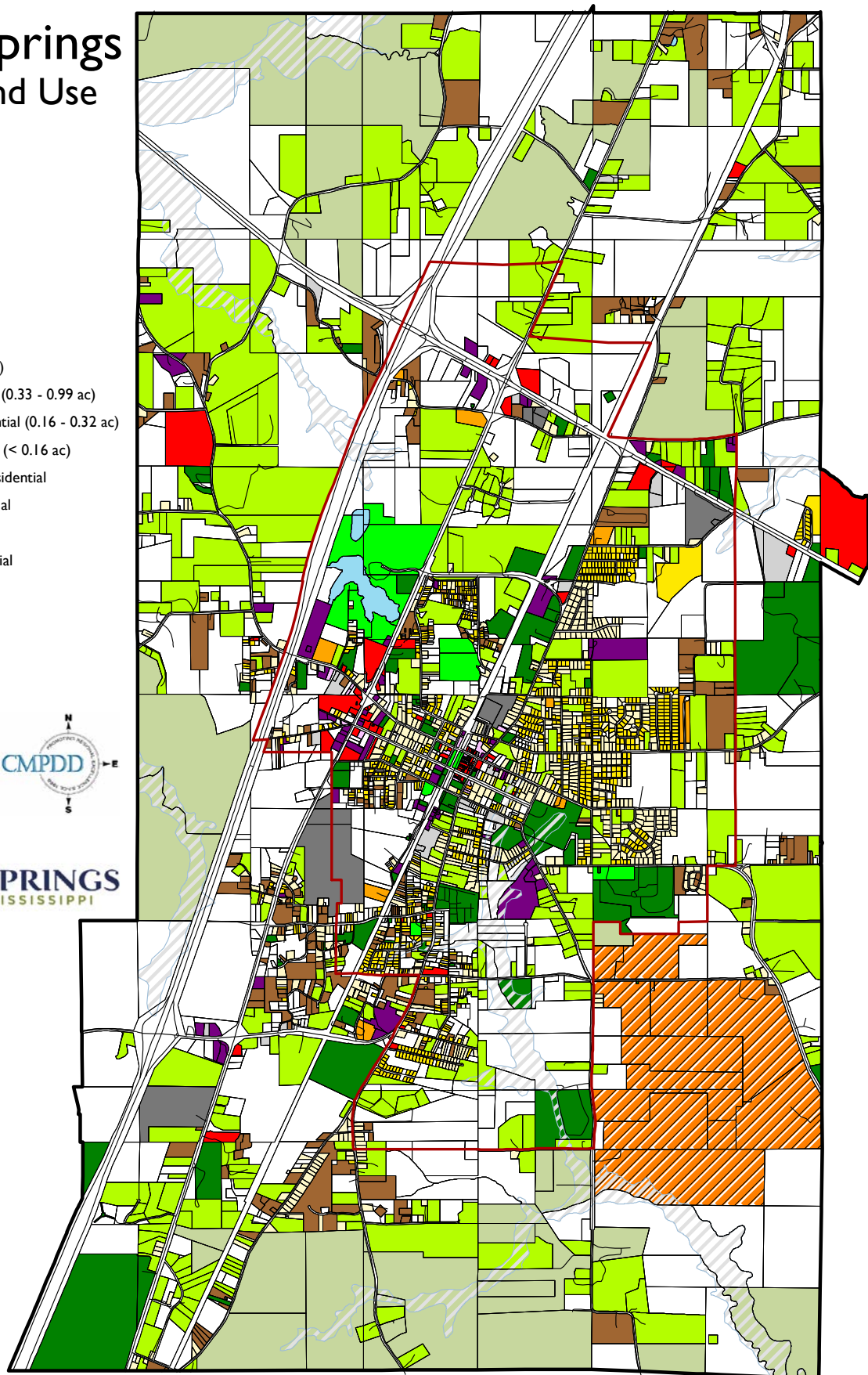


Crystal Springs

Existing Land Use

2025

-  Vacant
-  Agricultural
-  Residential Estate (>1 ac)
-  Low Density Residential (0.33 - 0.99 ac)
-  Medium Density Residential (0.16 - 0.32 ac)
-  High Density Residential (< 0.16 ac)
-  Manufactured Home Residential
-  Low Intensity Commercial
-  General Commercial
-  High Intensity Commercial
-  Light Industrial
-  Heavy Industrial
-  Surface Mining
-  Parks/Open Space
-  Public/Semi-Public
-  Water Bodies
-  100 Yr Floodplain
-  Municipal Limits
-  Study Area





THE LAND USE PLAN

Methodology

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

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

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

The zoning map should closely mirror the Land Use Plan Map to be most effective at implementing the goals and objectives of this Plan. In addition

to the land use map, other considerations in drawing the zoning map are:

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

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

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

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



Explanation of Land Use Categories

The Crystal Springs Land Use Plan categorizes future land uses in the following manner:

AGRICULTURAL/RURAL (White): Maximum development of one single family detached residential unit for every two acres.

This land use classification depicts areas that are expected to remain rural or agricultural with no significant concentrations of residential, commercial, industrial or other development. These areas of the Land Use Plan are not expected to be served by municipal sewer service within the next 25 years (by the year 2045).

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

This land use classification is intended to promote development of large, residential estate size lots with a minimum lot size of two acre. These areas on the Land Use Plan may or may not be served by a municipal sewer system within the next 25 years; therefore, the large lot size is needed to provide ample space for discharge from individual on site wastewater systems.

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

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

MEDIUM DENSITY RESIDENTIAL (gold): Maximum density of five single family detached residential

units per acre.

This land use classification allows the development of single family detached dwellings on moderate size lots (at least 9,000 square feet). This category includes the type of single family residence known as patio homes.

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

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

MANUFACTURED HOME RESIDENTIAL (brown):

This classification also allows the development of manufactured home parks or subdivisions.

LOW INTENSITY COMMERCIAL (light pink): Restricted Commercial.

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

GENERAL COMMERCIAL (red): Enclosed Commercial Activities Only.

This classification would encompass all types of enclosed commercial uses that generate moderate traffic volumes.

HIGHWAY/HIGH INTENSITY COMMERCIAL (purple): All Commercial Activities

This classification would encompass all types of commercial uses, including outdoor and high traffic volume traffic generating commercial activities.

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

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

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

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

PARKS AND OPEN SPACE (medium green):

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

PUBLIC/QUASI PUBLIC USES (dark green):

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

100 YEAR-FLOOD PLAIN (light blue pattern):

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

CRYSTAL SPRINGS STATION DISTRICT (outlined): Mixed Use District.

This designation overlays the underlying classification and is intended to provide locations for single family detached residences, enclosed commercial uses (i.e. low intensity commercial, general commercial and select highway commercial uses) and public/quasi-public uses that are compatible to the historic development pattern on and adjacent to Main Street in Crystal Springs.

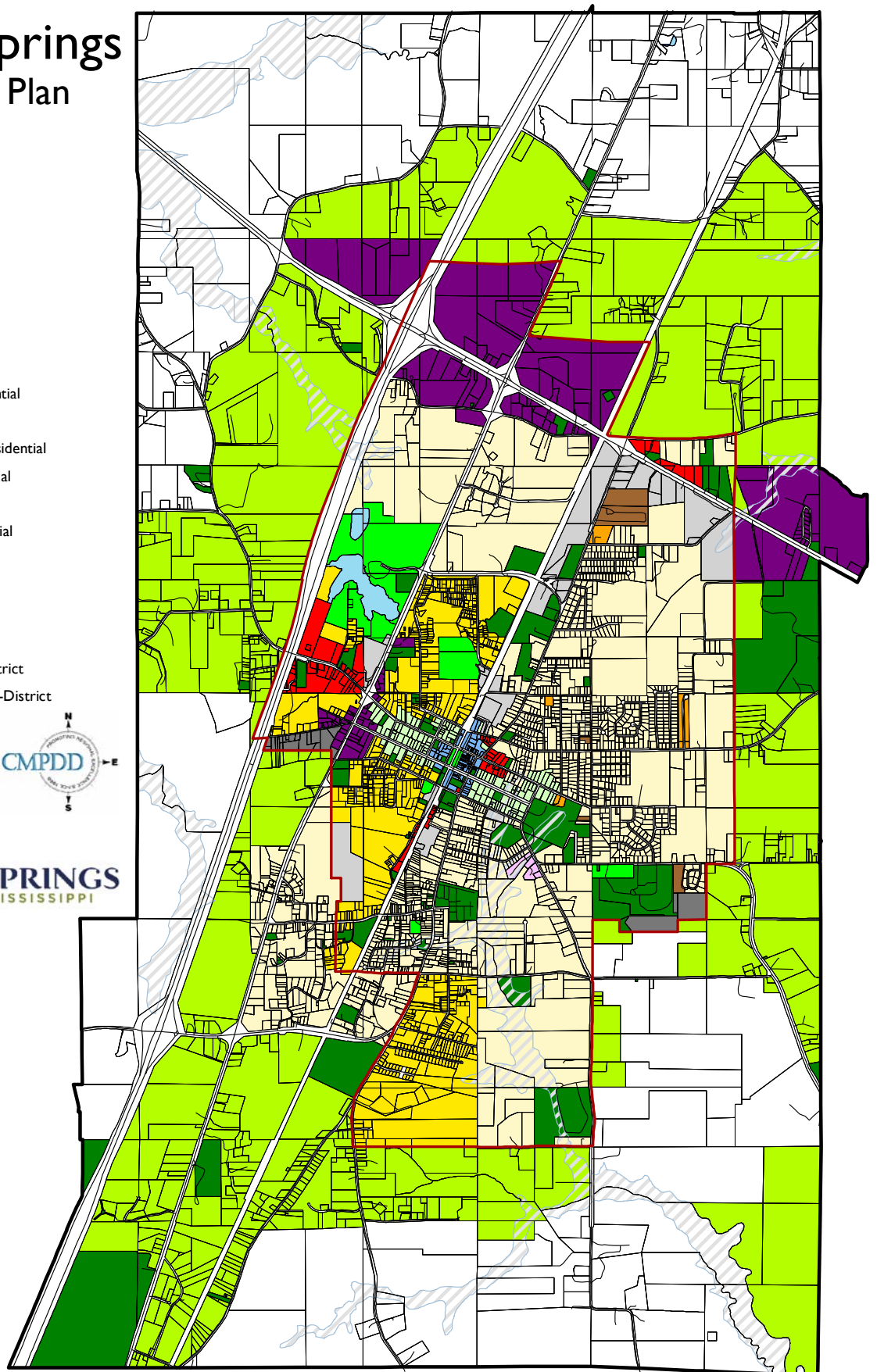


Crystal Springs

Land Use Plan

2025

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









**Central Mississippi Planning
and Development District**

1020 Centre Pointe Blvd
Pearl, MS 39208

601-981-1511

www.cmpdd.org