

**CITY OF
VERONA**



*Comprehensive
Growth Plan*

**ADOPTED
JULY 1, 2008**



ACKNOWLEDGMENTS

June 26, 2008

The Community Development Foundation and Council of Governments are pleased to have the opportunity to partner with the City of Verona in developing this growth development plan. This plan provides the City with information needed to prepare for future growth and improve the quality of life in the community. Mayor Bobby Williams and the Board of Aldermen are to be commended for their proactive efforts in preparing and commissioning this comprehensive plan.

Thank you for allowing us to be a part of your community's vision.

A handwritten signature in blue ink that reads "David P. Rumbarger". The signature is fluid and cursive, with the first name being the most prominent.

David P. Rumbarger
Executive Director
Council of Governments

And,

Staff:

Shane Davis, CBI
Jon Milstead, ASLA
Marc Tucker, CBI



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INTRODUCTION

Background

Founded in 1859, on authority of the Mobile & Ohio Railroad, the settlement of Verona grew around the depot. By the time it was chartered on July 18, 1860, Verona was home to a number of antebellum homes, a private school, two churches and several mercantile businesses. This early growth was the result of settlers of the Palmetto and Richmond communities nearby, relocating to be closer to the railroad. The town was named "Verona" after the city of Verona, Italy by Fannie Ratliff, one of the daughters of John Ratliff, on whose land the early settlement had been constructed.

The early history of Verona is stunted by war and fire. The Civil War effectively shut down growth throughout the region, and a major fire destroyed the southern half of the city in 1868. Despite this, economic development recovered quickly. By 1876, the local population had rallied and rebuilt their town. Additional railroad construction, as well as the presence of a rail depot, spurred commercial growth, and the town rebounded to include a supply store, multiple private schools, a college, brickyard, hotel, bank, and numerous service establishments. The town had its next setback in the summer of 1887, upon news of much of the rail traffic being moved north to Tupelo. This resulted in many businesses relocating from Verona.

The following decades saw periods of growth and decline, with the high points being the completion of MS Highway 45 in 1937, and the addition of the Tupelo-Lee Industrial Park in the 1950's. During the 1990's and early 2000's, however, local commerce has seen a sustained decline, as a result of the location of US Hwy. 45, with housing growth remaining mostly stagnant. Neighboring areas, on the other hand, continue to experience growth. The announcement of a major auto manufacturer, scheduled to open in the vicinity in 2010, however, presents potential for renewed growth and industry in the area.

To address this new commercial growth potential as well as opportunities for new residential and industrial development, the

present Mayor and Board of Aldermen have deemed a major planning effort necessary.

This Comprehensive Growth Plan represents that effort, and is the third comprehensive plan to be ordered by the City. The first being adopted in 1960, then revised in 1997. This Plan is developed to give direction to both private and public decisions so that the most beneficial arrangement of land use can be recognized, as well as the orderly and economic provisions of public service for present and future residents. The Plan also provides a basis of discussion by the public and its elected representatives on the future development of the city.

Purpose & Role

The comprehensive plan for the City of Verona, as adopted, serves as a statement of goals and policies to guide new development and redevelopment in the town. All development shall be in accordance with the applicable provisions of the comprehensive plan as adopted or amended by the Board of Aldermen. Amendments to this text may be required in order to ensure compliance with the plan. Comprehensive growth plans are enabled for municipalities by Section 17 -1 - 11 of the Mississippi Code of 1972, as amended.

Periodic Review

The comprehensive plan will be reviewed every other year by the Mayor and Board of Aldermen to determine if issues have developed which may merit an amendment to the plan. If necessary, the Board of Aldermen shall initiate such action as needed.

In deciding whether to amend the comprehensive plan, the Board of Aldermen shall determine if one or more of the following factors exist:

- There has been a change in projections or assumptions from those on which the comprehensive plan is based;



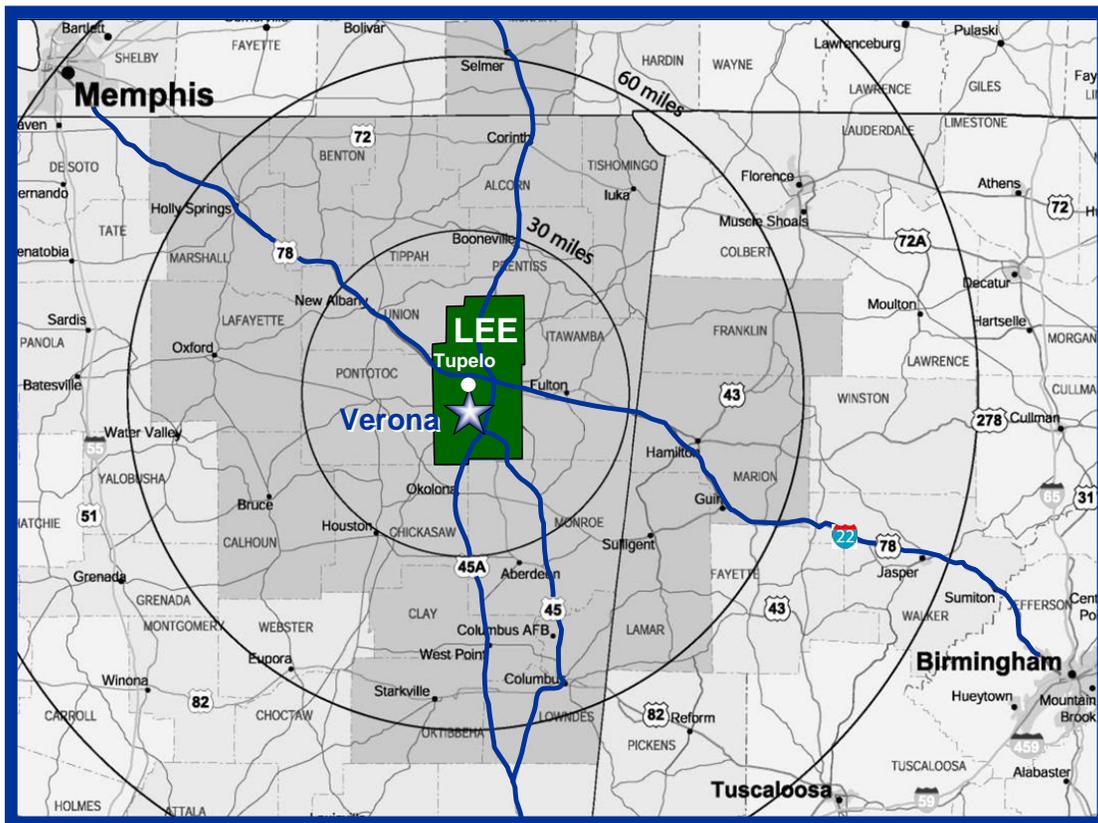
INTRODUCTION

- Existing or new issues or needs have been identified which are not adequately addressed in the comprehensive plan;
- The amendment will not adversely affect the character of the area in which the proposed development is to be located.

Geographic Location

The City of Verona is located in central Lee County, abutting the southern limits of Tupelo, Mississippi to the north, and is 31 miles south of Booneville, Mississippi. Verona is accessed by US 45, MS 145, and several major Lee County roads including Verona – Plantersville Road (Lee County Road 814) and Palmetto Road. The Kansas City Southern Railroad also serves as a major feature in the city. In 2007, the city contained 1,954 acres or 3.1 square miles.

Figure 1.1 Geographic Location





GROWTH TRENDS AND FORECAST

This section illustrates the current population and demographic information of the municipality, including growth trends for the past twenty-seven years. Key economic information is included, as well as an historic analysis of housing starts. Where possible, projections have been provided.

Population

Between 1980 and 1990, the population declined from 3,561 to 3,109 (12.7% decline). Between 1990 and 2000, the Verona population grew to 3,334 (7.2% growth). The 2006 estimated population of 3,373 residents reflects a 1.2% growth rate between 2000 and 2007, as projected by the U.S. Census Bureau.

Fig. 2.1 Population Growth Trend: 1980-2006

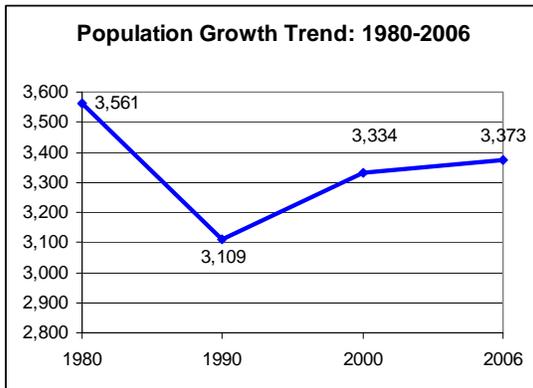
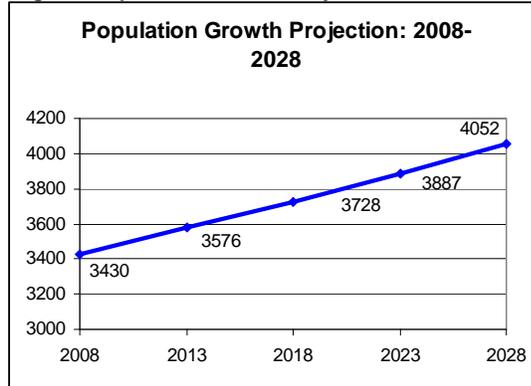


Fig. 2.2 Population Growth Projection: 2010-2028



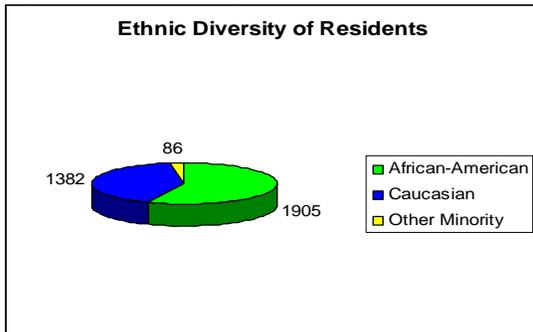
Data Sources: 1980, 1990 and 2000 U.S. Census; 2007 estimates and population projections are provided by U.S. Census and The Council of Governments, and were derived using U.S. Census methodology.

For the purposes of the comprehensive plan, population growth projections assume a 1% (0.85% actual) annual growth rate. This corresponds to the average population growth since 1990. At this growth rate, Verona's population is expected to grow from 3,373 to 4,052 residents by 2028.

Ethnicity

The ethnic breakdown of Verona's population consists of 1,382 (41%) Caucasian residents, and 1,905 (56.5%) African-American residents. The remaining 2.5% of the population consists of other minority groups.

Fig. 2.3 Ethnic Diversity of Residents



Between 1990 and 2006, Verona's African-American population grew 105.3%; the Caucasian population decreased 35.8% during the same time period. The U.S. Census Bureau projects the African-American population to grow 3.6% between 2006 and 2011; conversely, the Caucasian population is projected to decrease an additional 4.2% in the next five years.

Data Sources: 1990 and 2000 U.S. Census; 2006 estimates and population projections are provided by U.S. Census and The Council of Governments, and were derived using U.S. Census methodology.



GROWTH TRENDS AND FORECAST

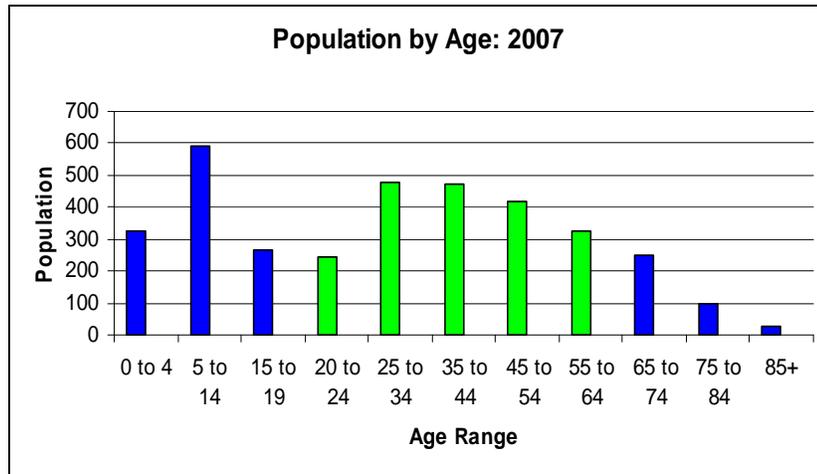
Gender

The 2006 gender composition of Verona’s residents was 1,753 women (52%) and 1,620 men (48%). Census figures estimate this ratio to remain generally steady during the next two decades, with mild fluctuations of $\pm <1\%$.

Age & Labor Force

The 18-64 years brackets define the existing labor force of Verona. This equals 65.7% of the population or 1,594 people. Census data suggests that within the next twenty years, 1,156 people will be entering the labor force while 694 will have retired. This gives an available labor force of 2,056 people by 2028, a 14.5% growth rate per decade, excluding any additions to the population through migration.

Fig. 2.4 Population Profile by Age: 2007



Data Sources: 1980, 1990 and 2000 U.S. Census; 2006 estimates and population projections are provided by U.S. Census and The Council of Governments, and were derived using U.S. Census methodology. Labor force is indicated by green highlighting in the table above.

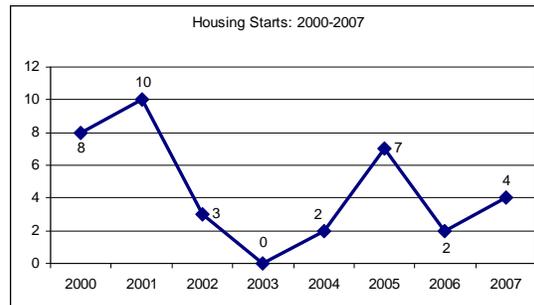
Housing Starts

Since 2000, Verona has had 36 new housing starts, averaging approximately 4 new units per year.

Population projections suggest a demand for approximately 220 new housing units over the next twenty years.

Data Source: Council of Governments Building Program, Permit Data 2000-2007.

Fig. 2.5 Housing Starts: 2000 – 2007





GROWTH TRENDS AND FORECAST

Home Ownership

Fig.2.6 Home Ownership Rate

	1980	1990	2000	2005
Verona	71%	53%	45%	39%
Lee County	71%	69%	69%	65%
Mississippi	71%	72%	72%	69%
United States	66%	64%	67%	66%

Since 1990, Verona has had the lowest homeownership rates in Lee County. In 2005, the home ownership rate was 39%. On a state-wide basis, Verona is 30% below the average, and 27% below the national average.

Data Sources: U. S. Census, General Housing Characteristics, Mississippi, 1980. U.S. Census, Summary Social, Economic, and Housing Characteristics, Mississippi, 1990. U.S. Census 2000. 2005 is an estimate provided courtesy of the U.S. Census Bureau.

Employment

In 2006, there were 1,492 employed persons in Verona. This employment represents 44% of the total 2006 population and 94% of the total 2006 available workforce. Almost 48% of employed persons (715 people) work in the manufacturing and retail trade occupations. By comparison, the national rate of manufacturing and retail employment is 22%.

Fig. 2.7 Employment by Industry

Industry	Employment
Accommodation & Food Service	7.9%
Administration & Support	2.8%
Agriculture	0.2%
Arts, Entertainment & Recreation	2.1%
Construction	5.7%
Educational Services	3.3%
Finance & Insurance	2.1%
Health Care & Social Assistance	9.7%
Information	1.2%
Manufacturing	36.1%
Other Services	3.9%
Professional Scientific & Technical	1.0%
Public Administration	3.0%
Real Estate Rental & Leasing	2.1%
Retail Trade	11.8%
Transportation & Warehousing	3.2%
Wholesale Trade	2.9%

Data Sources: 2000 Census of Employment, Summary Report, Verona town, U.S. Census Bureau, For 2007 employment rates, the Mississippi Department of Employment Security, U.S. Department of Commerce, Bureau of Economic Analysis, 2006.



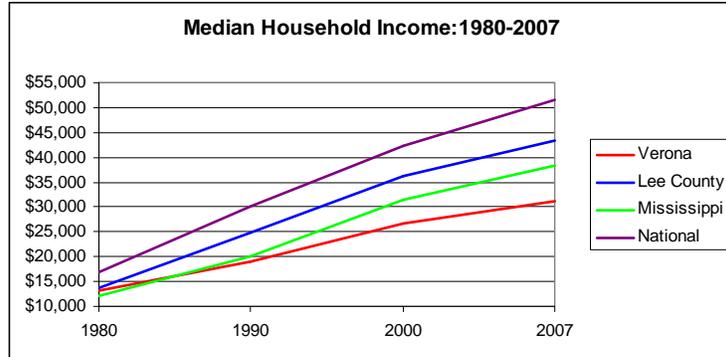
GROWTH TRENDS AND FORECAST

Household Income

Since 1980, Verona's median household income has increased from \$13,198 to \$31,287 in 2007, an annual growth rate of 5.1%. This trend has been slightly below the state average growth rate of 7.9%.

In 2007, Verona's median household income was 28% below Lee County's median household income of \$43,312 and 39.5% below the national (non-metropolitan) per capita income of \$51,680. The State of Mississippi's 2007 median household income was \$38,215.

Fig. 2.8 Median Household Income: 1980-2007

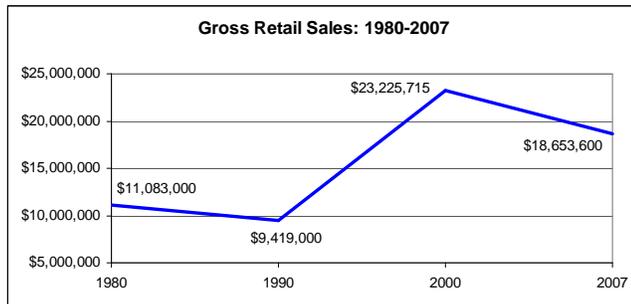


Data Sources: 1980, 1990, 2000 Economic Census, U.S. Census Bureau; U.S. Department of Commerce, Bureau of Economic Analysis, 2006.

Retail Sales

Between 1980 and 1990, Verona's gross retail sales dropped from \$11,083,000 to \$9,419,000, a 15% decrease. Verona's retail sector rebounded between 1990 and 2000. During this period, retail sales increased by 146.6% to \$23,225,715. Between 2000 and 2007 retail sales in Verona have decreased by 19.7%, to \$18,653,600.

Fig. 2.9 Retail Sales: 1980-2007



Data Source: Mississippi State Tax Commission, 1980, 1990, 2000, 2007.



CAPACITY FOR GROWTH

Capacity for growth is determined through a combination of factors – both natural and man-made. How the built environment is sustained through public facilities and services is also a critical factor. This section will present these natural characteristics (soils, topography, and flood plains), as well as an assessment of current land usage and public services. Lastly, a determination of the amount of growth that the city may sustain at its present condition will be presented.

Geographical Factors

Soil Suitability

Verona is composed of three general soil associations. While the majority of the city is comprised of the Ora-Prentiss-Quitman association, the Oktibbeha-Gullied land-Demopolis and Leeper-Catalpa associations can also be found within the municipal limits.

The **Ora-Prentiss-Quitman association** is the predominate soil type in Verona and is found in all areas, except northwest of the downtown area and along Hwy 45. Ora-Prentiss-Quitman soil consists of nearly level to gentle slopes on broad ridgetops and moderate side slopes. These slopes are broken by numerous short drainage ways and gullies. Ora soils make up about 40% of this soil association while Prentiss soils make up about 25% and Quitman soils about 10%. The remaining 25% is made up of Mantachie soils on the narrow bottoms and Savannah and Mashulaville soils on the nearly level uplands.

This association is formed in thick beds of loamy material. Ora soils are on the side slopes and on some ridges. They are moderately well drained. They have a dark-brown fine sandy loam surface layer and yellowish-red sandy clay loam subsoil. ***This association is well suited for general farming. Except for some level poorly drained areas, this association is fairly well suited to commercial and residential development, parks, and other recreational facilities.*** Surface water and a high water table are limitations in the poorly drained areas.

The **Oktibbeha-Gullied land-Demopolis association** is found in the area immediately adjacent to Hwy 45 and east of the bypass and consists of generally wide, nearly level floodplains. Oktibbeha soil makes up about 40% of this association, and Demopolis soil about 30%. The remaining 30% are made up of other Demopolis soils along the steep side slopes and of Catalpa and Leeper soils along the narrow stream bottoms. The major soils of this association were formed in acid clays underlain by chalk. They are moderately well drained and have a thin, brown silty clay surface layer and a mottled yellowish-red acid clay subsoil underlain at a depth of about two to three feet by chalk. This association is suited to trees and pasture. ***Most of this area is unsuited for construction, because of gullying, the heavy texture, and instability for streets and building foundations.***

The **Leeper-Catalpa association** is found between the northeast area of downtown and Hwy 45, south of the convergence of Kings Creek and Town Creek. Leeper soil makes up about 40% of this association, and Catalpa soil about 40%. The remaining 20% are made up of Marietta and Tuscumbia soils. The major soils of this association were chiefly formed of clayey alkaline alluvium that washed from nearby uplands. They are somewhat poorly drained and are medium acidic to moderately alkaline. They have a dark-grayish-brown silty clay loam or silty clay loam surface layer and a dark grayish-brown mottled silty clay subsoil. They are somewhat poorly drained to moderately well drained. Catalpa soils are near the uplands, and Leeper soils are along the stream channels. ***This association is suited to general farming and not for construction, parks, or other such development due to the unstable soil conditions.***

Data Source: Soil Survey, Lee County, Mississippi, United States Department of Agriculture, Soil Conservation Service in cooperation with Mississippi Agricultural Experiment Station, March 1973. Soil Survey, Prentiss County, Mississippi, United States Department of Agriculture, Soil Conservation Service in cooperation with Mississippi Agricultural Experiment Station, 1997.



CAPACITY FOR GROWTH

Topography

Elevations in Verona range from 336 feet above sea level in the northwest part of the city near Barley Lake to 271 feet in the southern part of the city near Coonewah Creek. The average elevation in Verona is 325 feet above sea level.

In general, elevation changes are moderately to steeply rolling along US 45, in the northern portion of the city. The general elevation in this area is 330 feet plus or minus 30 feet. The western portion of the city is flat to gently rolling, with general elevations of 310 feet plus or minus 10 feet, eventually giving way to bottomland, with elevations ranging from 290 feet to 275 just to the west of the city limits. Moving southwards from downtown, the elevation continues to moderately roll. In this area, general elevations are 290 feet plus or minus 10 feet, with elevations near the southeastern municipal boundary dropping to 270 feet plus or minus 10 feet.

As it relates to development, slight topographical constraints exist in the southern portions of the city and along ridge tops, comprising 918 acres, or 47% of the city. Moderate topographical constraints exist in the central and northern portions of the city, primarily along side slopes, constituting 956 acres, or 49% of the city. Severe topographical constraints exist in the east and northeast portions of the city, restricting development in 4% of the city, or 80 acres.

Data Source: U.S. Geological Survey, Topographic Quadrangle maps, 1979.

Flood Potential

The Federal Emergency Management Agency (FEMA) conducted a flood study for Lee County in March of 1998 and developed the most recent official Federal Insurance Rate Maps (FIRMs) in 1999, however, limited study was conducted of Verona's floodplains, and no base flood elevations are established. For this reason, the sections of the city that are inside the 100-year floodplain are in flood zone A. Two notable floodplains are located in Verona, that of Coonewah Creek and Louisa Creek. Together, they encompass 216 acres (11.1%) of the city.

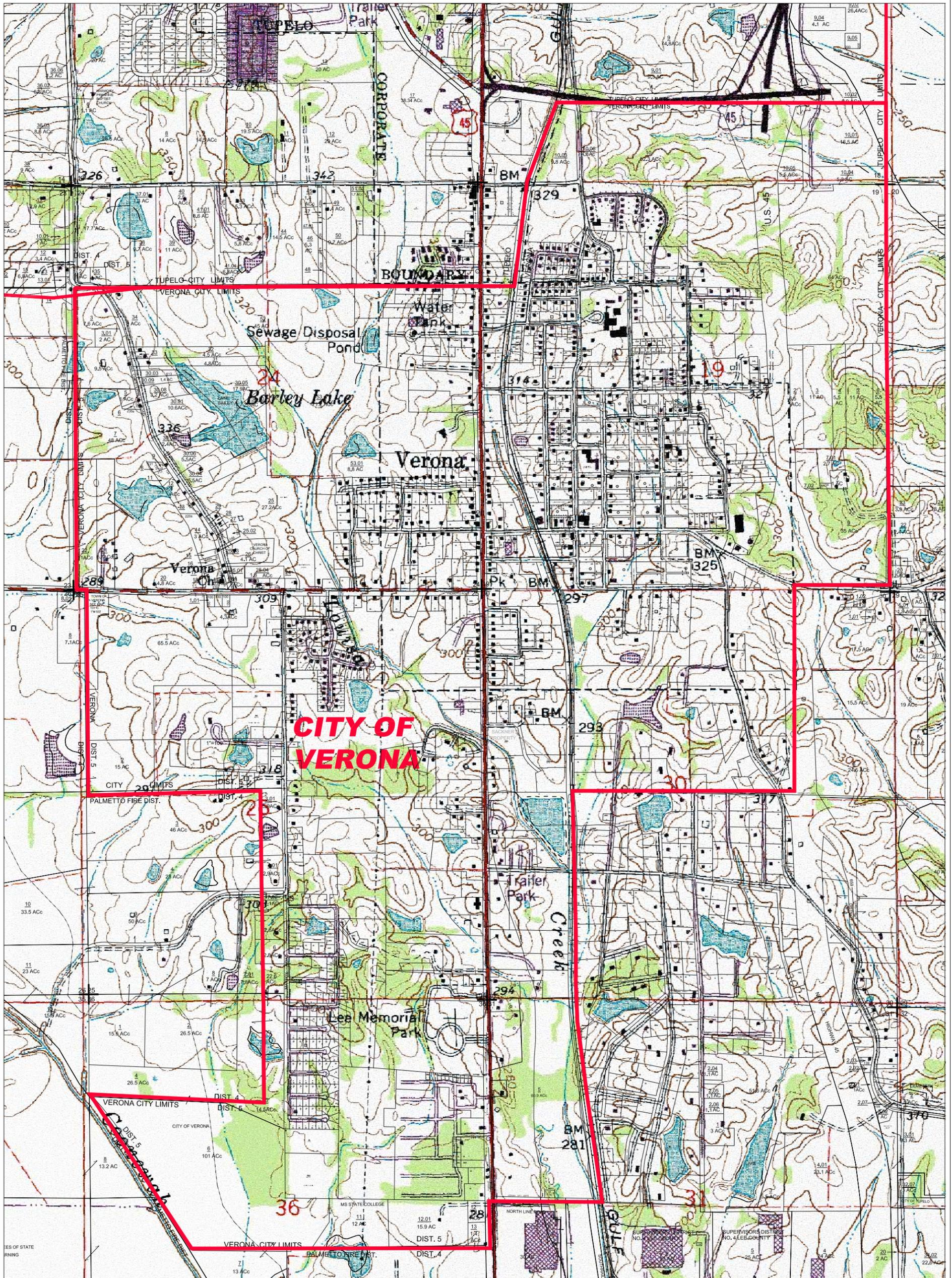
Coonewah Creeks's floodplain extends along the southwestern portion of the city limits, south of Mattox Road, and includes the area occupied by the sewage treatment facility.

Louisa Creek's floodplain is a narrow ribbon of lowlands stretching diagonally across the city from Barley Lake southeast to the railroad.

Neither of these flood prone areas serve as a major hindrance to development.

Data Source: Flood Insurance Rate Maps (FIRMs), 1999, Federal Emergency Management Agency; Mississippi Emergency Management Agency.

VERONA USGS TOPOGRAPHY MAP



JUNE 26, 2008

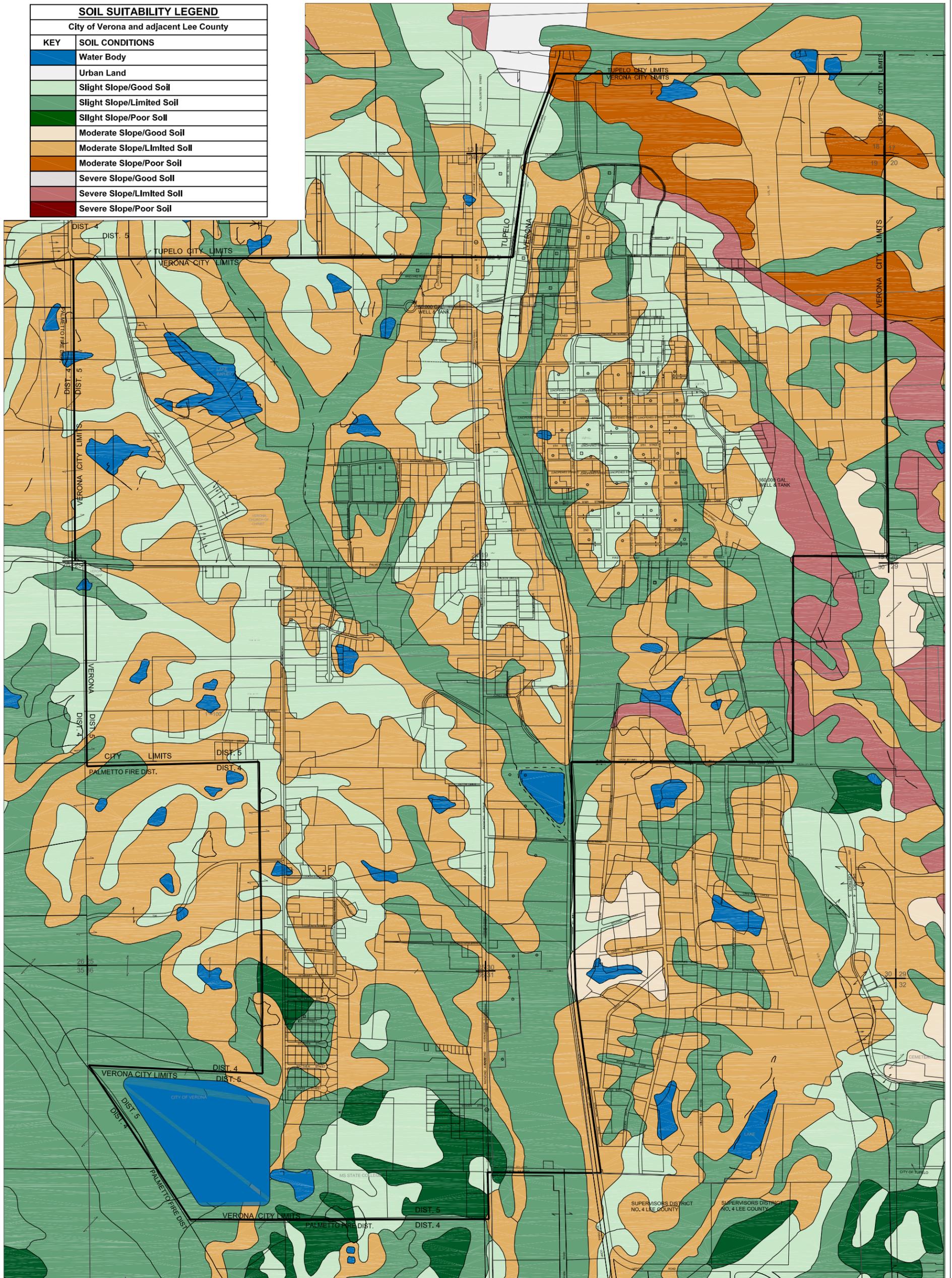
NOTE: THIS MAP IS FOR GENERAL PLANNING PURPOSES ONLY AND SHOULD NOT BE USED AS AN EXACT LAND USE REFERENCE. CONDITIONS MAY VARY IN THE FIELD.



**CITY OF VERONA
2028 DEVELOPMENT PLAN
FIGURE 3.1
USGS TOPOGRAPHY MAP**

VERONA SOIL SUITABILITY MAP

SOIL SUITABILITY LEGEND	
City of Verona and adjacent Lee County	
KEY	SOIL CONDITIONS
	Water Body
	Urban Land
	Slight Slope/Good Soil
	Slight Slope/Limited Soil
	Slight Slope/Poor Soil
	Moderate Slope/Good Soil
	Moderate Slope/Limited Soil
	Moderate Slope/Poor Soil
	Severe Slope/Good Soil
	Severe Slope/Limited Soil
	Severe Slope/Poor Soil



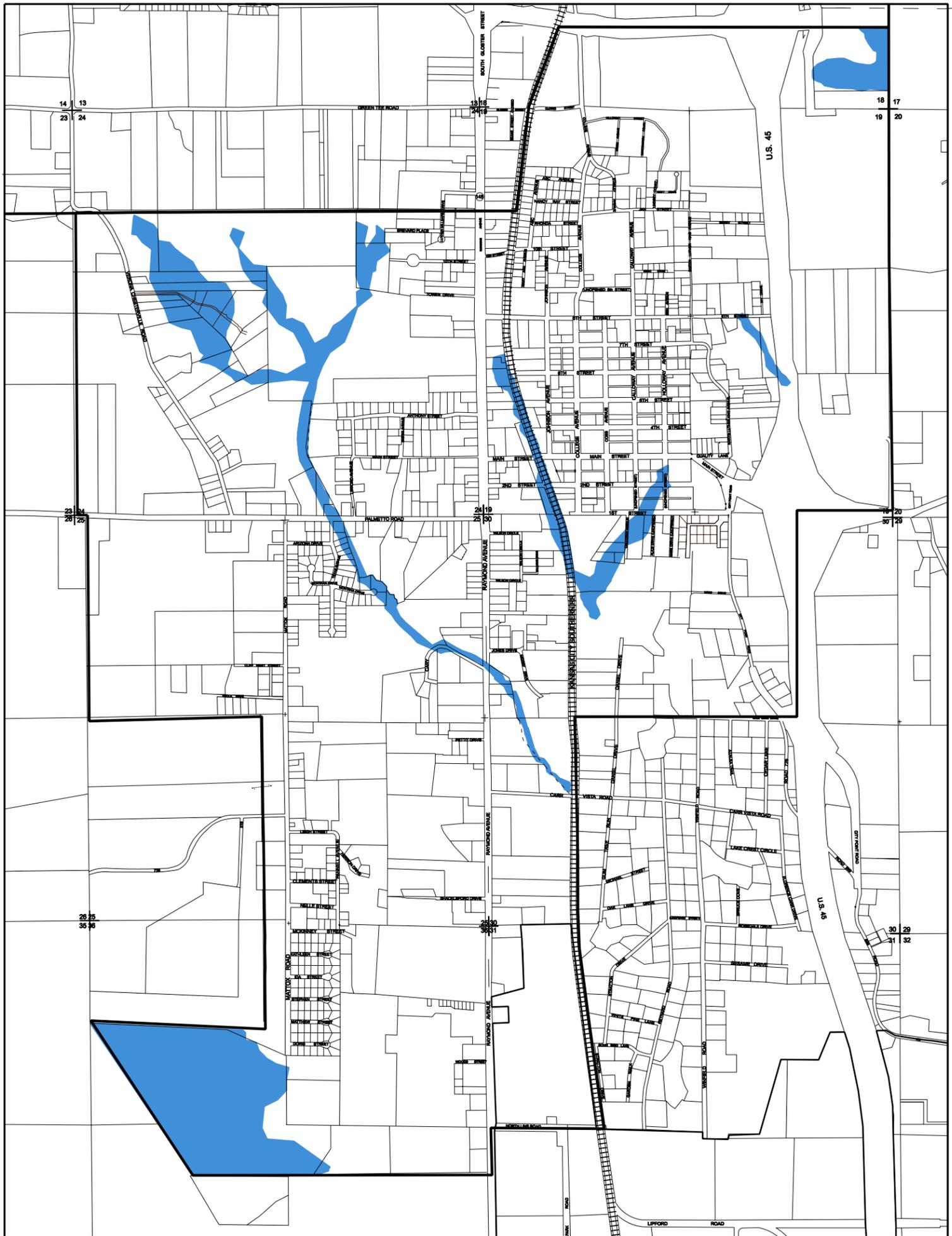
JUNE 26, 2008

NOTE: LAND USE CONDITIONS BASED ON USGS SOIL MAP CRITERIA. THIS MAP IS FOR GENERAL PLANNING PURPOSES ONLY AND SHOULD NOT BE USED AS AN EXACT LAND USE REFERENCE. CONDITIONS MAY VARY IN THE FIELD.



**CITY OF VERONA
2028 DEVELOPMENT PLAN
FIGURE 3.2
SOIL SUITABILITY MAP**

HYDROLOGY



NOTE: FOR PLANNING PURPOSES ONLY



CITY OF VERONA
2028 DEVELOPMENT PLAN
FIGURE 3.3
HYDROLOGY



CAPACITY FOR GROWTH

The Built Environment

Existing Land Use

The land of Verona is predominantly vacant/agricultural. About 56% of the land acreage is used in this fashion. The developed land is split among residential (28%) and non-residential uses (16%). Site-built single-family homes are the predominant development, comprising about 23% of the land.

Another method of analyzing trends related to land development is to look at the developed areas in terms of parcels of land. Excluding public right-of-way, Verona is comprised of 1011 separate lots-of-record. Single-family site-built dwellings make up just over half (526) the available lots, with 61 additional lots used for other residential uses (two-family, multi-family and mobile homes). A total of 587 (58%) parcels are devoted to residential housing. Non-Residential uses cover 107 of Verona’s available parcels. The remaining 317 parcels are currently undeveloped or devoted to limited agricultural use.

Fig. 3.4 Existing Land Use

Type of Use	# of Acres	% of Total	# of Parcels	Avg. Lot Size (Acres)
Residential				
Single-Family Dwellings	445.0	22.8	526	0.85
Two-Family Dwellings (Duplex)	13.6	0.7	23	0.59
Multi-Family Dwellings (Apartments)	26.7	1.4	15	1.78
Manufactured Housing	56.3	2.9	23	2.45
Residential Sub-Total	541.6	27.7	587	
Non-Residential				
Commercial	94.6	4.8	71	1.33
Industrial	36.7	1.9	11	3.34
Public/Semi-Public Places	185.6	9.5	25	7.42
Public Right-of-Way	166.2	8.5	n/a	--
Non-Residential Sub-Total	316.9	16.2	107	
Vacant or Agricultural	1095.5	56.1	317	3.46
Total	1954.0	100%	1011	

Notes:

1. The Council of Governments conducted a survey of Verona to classify and map the existing use of the land. This land use inventory was prepared in November 2007 and was accomplished through the use of a windshield survey of properties as well as examination of aerial photographs and tax maps.
2. Public/Semi-Public Places consists of property owned by the State, City of Verona, or Lee County (excluding that property used as dedicated public Right-of-Ways), utility companies, churches, cemeteries, and similar uses.

Data Sources: Council of Governments Field Surveys, November 2007; aerial photography and tax maps provided by the Lee County Tax Assessor’s office. Aerial photography flown in December 2004.

Substandard Structures

Many of Verona’s neighborhoods are blemished by the sight of substandard or dilapidated structures. In all, 72 parcels (7.1% of all parcels in the city) are occupied by dilapidated or decaying buildings. Abandoned or neglected housing, as well as unmaintained commercial/retail buildings have an immediately negative impact on public safety and welfare. The predominance and high profile locations of substandard structures in Verona constitute one of the most significant hindrances to the future growth of the city.



CAPACITY FOR GROWTH

Existing Infrastructure Systems

Water System

The City of Verona provides water service through deep wells located within the municipality. Water service is provided for all municipal customers. The water network consists of a central spine of 10-inch lines running east and west from downtown, radiating outwards to service the city through a network of 6-inch and 4-inch service lines. Additional 2-inch and smaller lines spur from these main service lines to provide redundancy and maintain consistent water pressure throughout the municipality.

This system has a design capacity of 625,000 gallons per day and extends throughout the city, offering all residents an opportunity to receive public water. In 2007, the average daily use was recorded at 318,629 gallons per day with a peak usage of 409,118 gallons per day. Verona's water system is currently operating at 66% of design capacity.

Fig. 3.5 Existing Water System

Line Size	Length (in feet)
¾ inch	2,396
1 ½ inch	2,145
2 inch	30,969
2 ½ inch	2,851
4 inch	14,456
6 inch	73,156
8 inch	3,282
10 inch	5,054
TOTAL	138,677

Fig. 3.6 Water Well System

Location	Date Installed	Design Capacity
Raymond Rd.	1960	220 GPM
Hwy 45	1970	250 GPM
Mattox Rd.	1975	250 GPM
Herron Dr.	1997	250 GPM

Fig. 3.7 Elevated Water Tank System

Location	Date Installed	Design Capacity
Martin Luther King, Jr. Avenue	Unk.	160,000
West Tenth Street	Unk.	50,000

Notes:

1. GPM refers to "gallons per minute".
2. Capacity of water tanks is measured in gallons.

Sewer System

Sewer service is available to all municipal customers. The system relies primarily upon a network of 8-inch gravity lines, with a minimum of sewer pumps. A system of 6-inch pressure lines ultimately deposits the wastewater to the sewage lagoon on the southwest side of the city.

In 2007, Verona's sewer system recorded an average use of 264,462 gallons per day. Peak usage was recorded at 339,568 gallons per day.

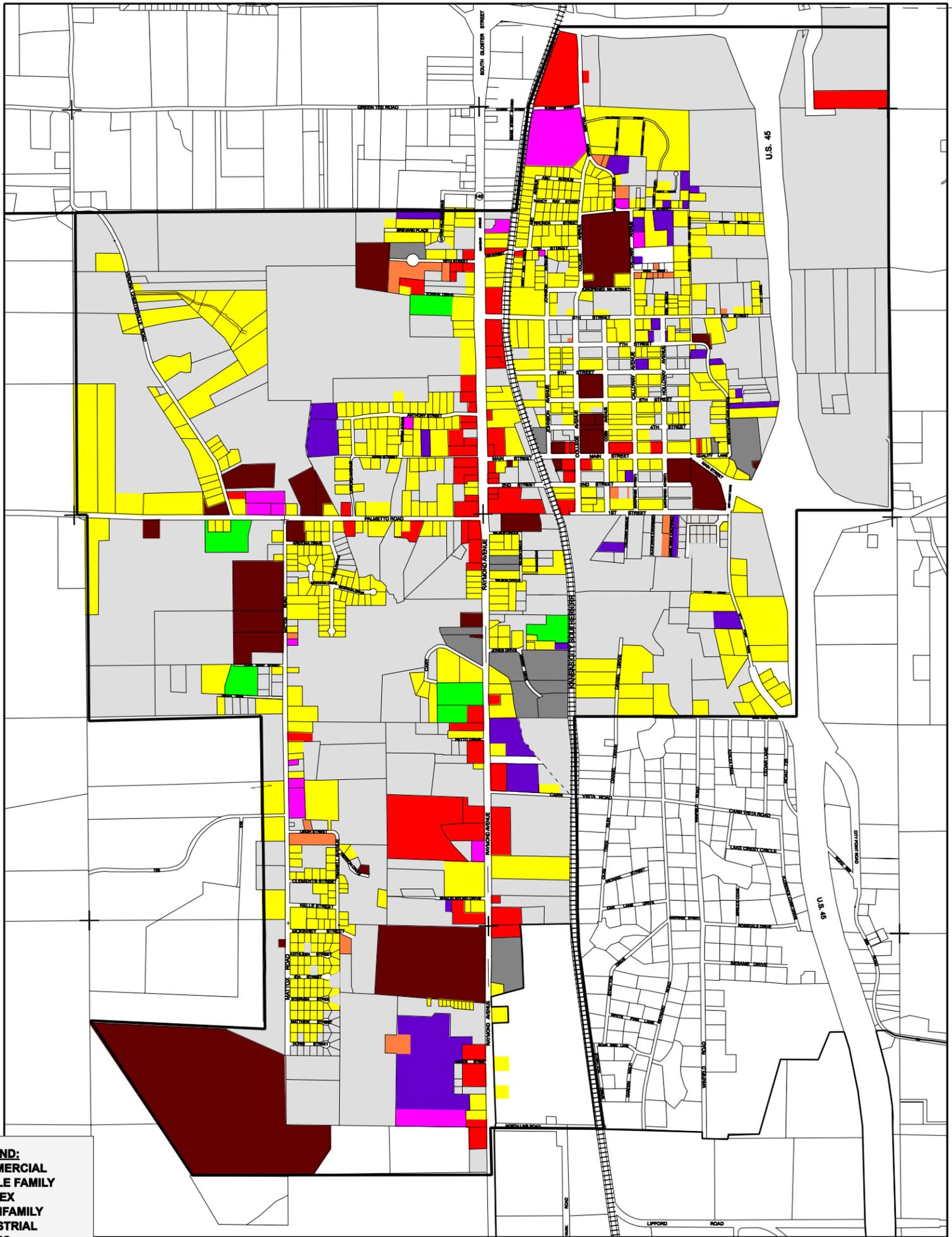
A seventy-five acre treatment lagoon and sand filtration facility is located at the southwestern edge of the city. This treatment lagoon has a design capacity of 1,050,000 gallons per day and is currently operating at 32% capacity.

Date Source: City of Verona Gas & Water Department, January 2007.

Fig. 3.8 Existing Sewer System

Type of Line	Length (in feet)
Gravity Line (4 inch)	1,668
Gravity Line (8 inch)	118,063
Gravity Line (10 inch)	8,558
Pressure Line (various sizes)	9,367
TOTAL	137,654

EXISTING LANDUSE



- LEGEND:**
- COMMERCIAL
 - SINGLE FAMILY
 - DUPLEX
 - MULTIFAMILY
 - INDUSTRIAL
 - PUBLIC
 - AGRICULTURE
 - VACANT
 - MOBILE HOME

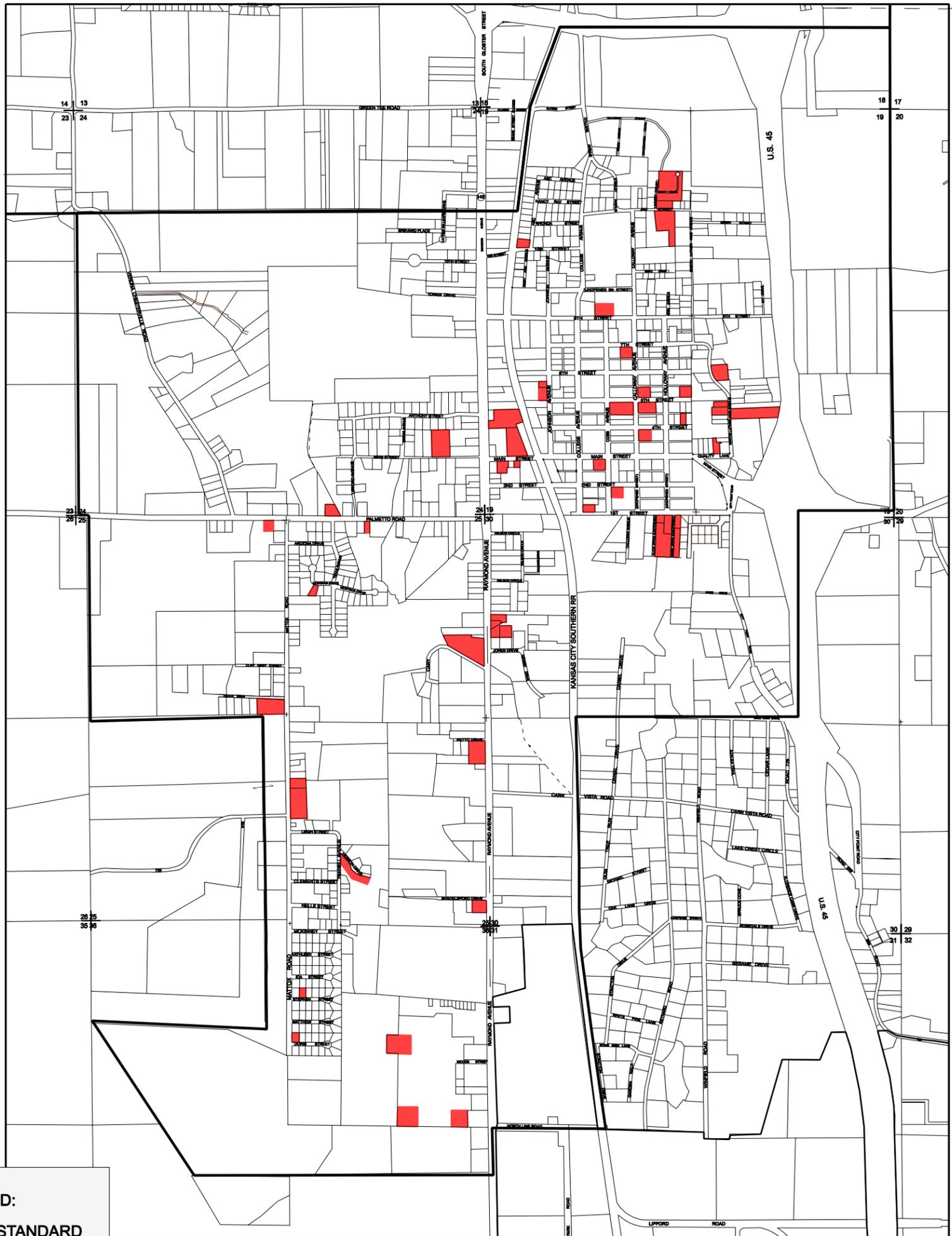
NOTE: FOR PLANNING PURPOSES ONLY

1500' 0 1500' 3000'



CITY OF VERONA
2028 DEVELOPMENT PLAN
FIGURE 3.9
EXISTING LAND USE

SUBSTANDARD STRUCTURES



LEGEND:
● SUBSTANDARD STRUCTURE

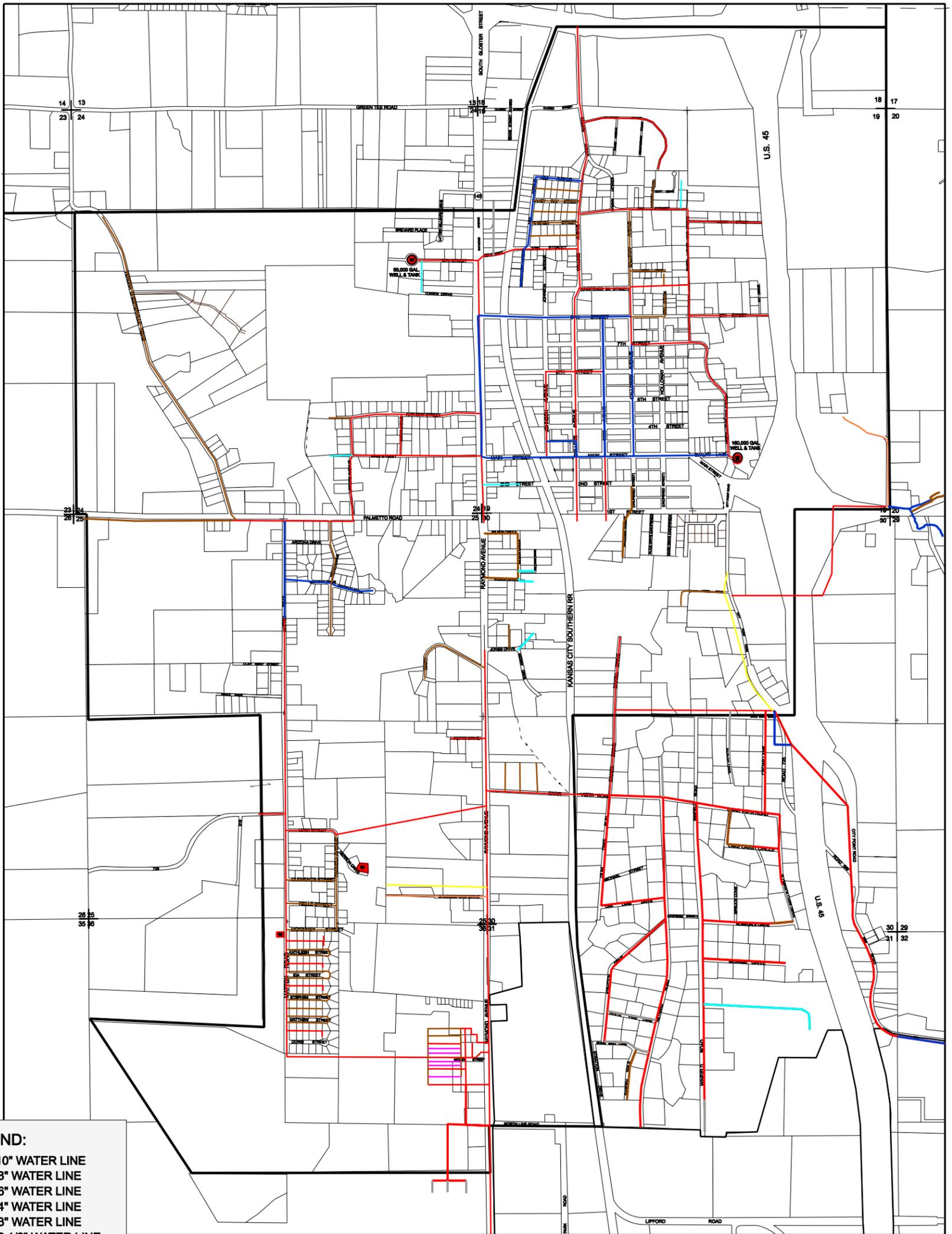
NOTE: FOR PLANNING PURPOSES ONLY

1500' 0 1500' 3000'



CITY OF VERONA
2028 DEVELOPMENT PLAN
FIGURE 3.10
SUBSTANDARD HOUSING

EXISTING WATER SYSTEM



LEGEND:

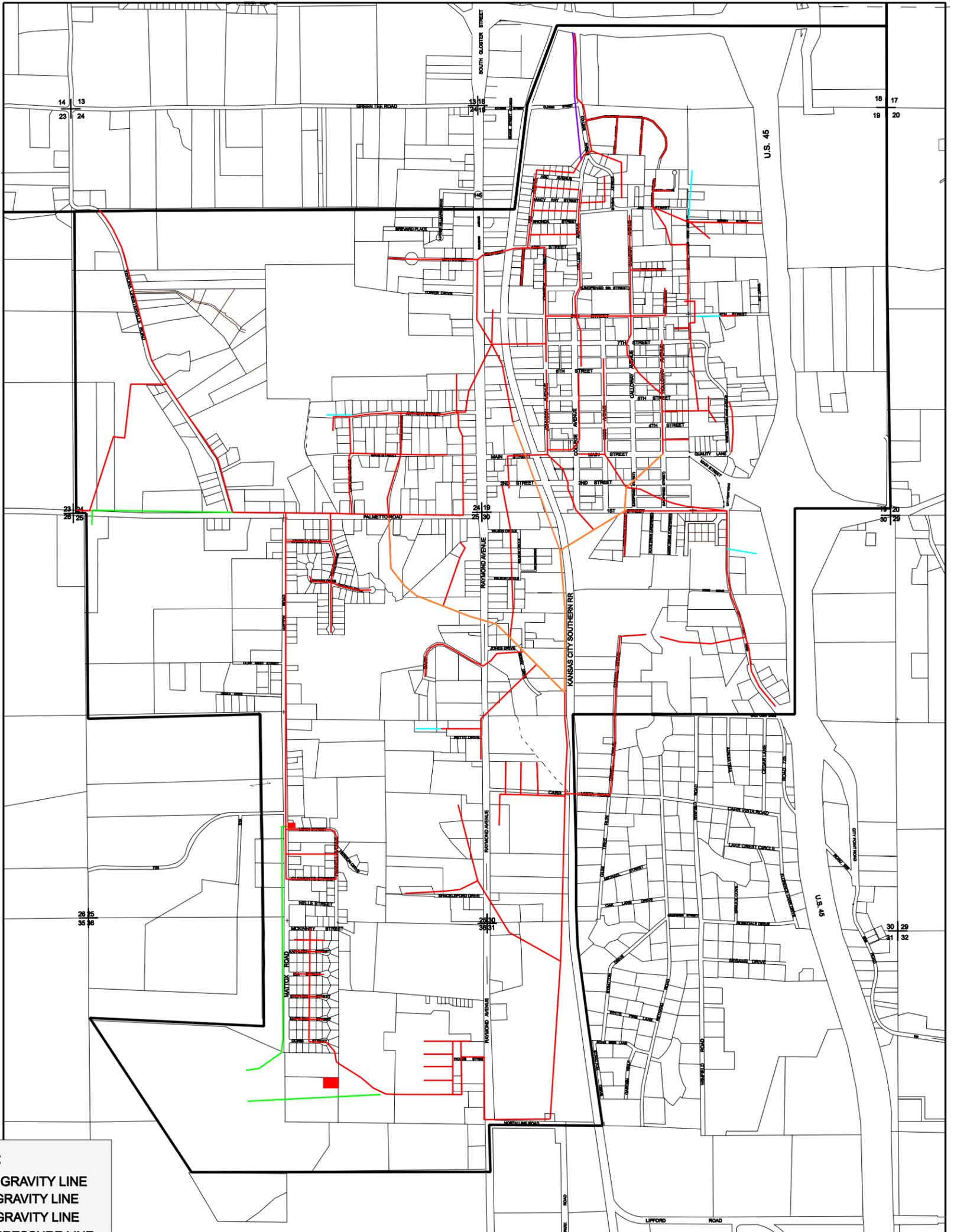
- 10" WATER LINE
- 8" WATER LINE
- 6" WATER LINE
- 4" WATER LINE
- 3" WATER LINE
- 2 1/2" WATER LINE
- 2" WATER LINE
- 1 1/2" WATER LINE
- 3/4" WATER LINE

NOTE: FOR PLANNING PURPOSES ONLY



CITY OF VERONA
 2028 DEVELOPMENT PLAN
 FIGURE 3.11
 EXISTING WATER SYSTEM

EXISTING WASTEWATER SYSTEM



NOTE: FOR PLANNING PURPOSES ONLY



CITY OF VERONA
2028 DEVELOPMENT PLAN
FIGURE 3.12
EXISTING WASTEWATER SYSTEM



CAPACITY FOR GROWTH

Street System

Verona is served primarily by US 45, but is located within 8 miles of US 78 (Interstate 22). The access to this federal transportation system provides Verona easy accessibility in any direction. US 45 provides limited and full access 4-lane service to Jackson, Tennessee, and Meridian, Mississippi. US 78 provides limited access 4-lane service to Memphis, Tennessee, and Jasper, Alabama.

At the local access level, US 45 serves as a bypass around the town, while MS 145 (Raymond Rd.) provides full access arterial service north and south. Palmetto Road provides full access arterial service to the west. Main Street provides full access arterial access to the east. All of these arterial streets are in good condition.

The overall condition of the existing local streets is good, with adequate right-of-way for arterial and collector street widths, based upon traffic projections. Verona has addressed the width of future streets through the implementation of subdivision regulations.

Classification of Existing Streets

Streets are classified based upon their ultimate function, regardless of present traffic volume. The amount of traffic generated in an area is based primarily upon the amount and types of activities that occur nearby. There are four major categories of streets. These categories are described by function with a list of existing streets that fall into the category below:

Highways - Highways are intended to serve interstate or high speed, high volume urban traffic with limited access.

- US 45

Arterial streets - The primary function of arterial streets is to provide for high traffic volumes with safe, convenient, and direct flow between major points of development within the municipality. These arterials provide full access for development.

- MS 145 (Raymond Road)
- Main Street
- Palmetto Road

Collector streets - The primary function of collector streets is to serve as a transition street between arterial and local streets, by collecting minor streets' traffic and carrying them into arterials or dispersing arterial traffic into local streets.

- Carr Vista Road
- Citypoint Road
- College Avenue
- Mattox Road
- West Road

Local streets – The primary function of local streets is to provide for low traffic volumes and direct access to adjacent properties as well as to provide easements for all types of neighborhood utilities. Moving traffic is a secondary function of these streets. The remaining public streets are considered local streets.



CAPACITY FOR GROWTH

Existing Public Facilities

Education

Verona Elementary School is a part of the Lee County School District, and provides K-4 grade education for the city and the surrounding area. While a complete assessment of the entire school district is beyond the scope of this plan, the facilities located directly within Verona are presented for informational purposes.

Enrollment

Verona Elementary School reported a total enrollment of 623 during the 2007-2008 school year. Enrollment by grade is provided for informational purposes.

Fig. 3.13 School Enrollment

Verona Elementary School			
K-1 st	132	5 th	61
2 nd	83	6 th	65
3 rd	62	7 th	58
4 th	57	8 th	54

Existing Facilities

Verona Elementary School (Grades K-8), a Level

3/Successful school is located at 212 College Avenue in Verona. The school consists of 10 buildings and can accommodate approximately 600 students. Each classroom is equipped with a computer and internet access. The school opened a new parent center in November, 2004. The instructional program in the elementary grades embraces performance-based learning with a strong emphasis on reading and mathematics. A computerized reading lab of 11 computers is available to students with reading difficulties, ELL students, and resource students. A new 30 computer station Title I reading lab has recently been installed and is available to all elementary students. The Accelerated Reading program is also being emphasized in grades 2-4. The Accelerated Math program was implemented in January, 2005 for grades 1-4. All elementary students participate in art, music, and physical education.

Fig. 3.14 Existing Education Facilities

Facility	Year Built	Structural Condition	Enrollment
Verona Elementary School	Unknown	Good	623

Existing Personnel

The Verona Elementary School currently employs 44 full-time equivalent teachers.

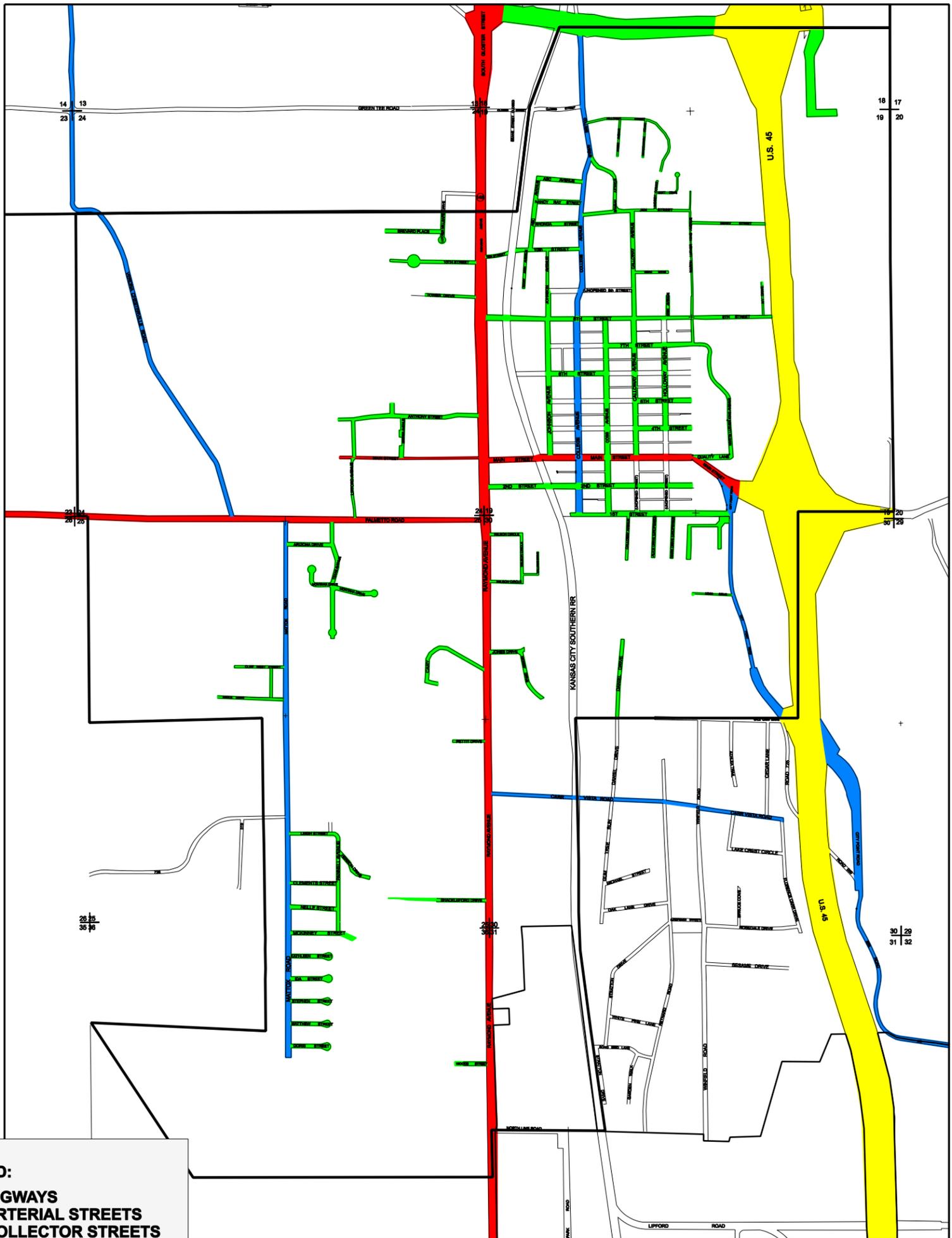
Existing Level of Service

Verona Elementary School currently has a student/teacher ratio of 14.2 to 1. The State average is 18.2 to 1.

The Lee County School District is rated "Superior" by the MS Department of Education with a 90.3% graduation rate. 32.8% of graduating seniors continue to a college or university.

Data Source: Lee County School District, 2007-2008.

EXISTING STREET CLASSIFICATION



LEGEND:

- HIGHWAYS
- ARTERIAL STREETS
- COLLECTOR STREETS
- LOCAL STREETS

NOTE: FOR PLANNING PURPOSES ONLY



CITY OF VERONA
 2028 DEVELOPMENT PLAN
 FIGURE 3.15
 STREET CLASSIFICATION



CAPACITY FOR GROWTH

Fire Protection

Existing Operation and Facilities

Fire protection in Verona is provided by a part paid and part volunteer fire department. The department operates from one fire station and with 19 personnel. Services include fire control, rescue, and prevention; vehicle extraction; and basic medical treatment.

The Verona Fire Department is located in downtown Verona on Main Street, across the street from City Hall. The facility is a 5,000 square foot building with five truck bays. Interior accommodations consist of an office, kitchen, gym, sleeping accommodation for five, and a restroom.

Existing Major Equipment

The City currently operates with four engines, three of which impact the City's fire rating. The fourth, an early-70's model, is used primarily for parade functions.

Fig. 3.16 Existing Fire Equipment

Vehicle	Model	Estimated Replacement Date
Custom Pumper	1973	1988
Dodge D350	1990	2010
International Fire Truck	1993	2008
International Fire Truck	1994	2009
Central States Pumper	2002	2017

Existing Personnel

Fig. 3.17 Existing Fire Personnel

Line Positions	
Fire Chief	1
Asst. Chief	1
Firefighter	17
TOTAL	19

Existing Level of Service

The State of Mississippi Fire Rating Bureau currently rates Verona as a level 7 on a 1 to 10 scale, with 10 being the lowest ranking, and 1 being the highest, or best, rating. This rating is determined through a complex evaluation process, but general factors are water supply available, fire equipment, personnel, alarm and paging equipment and the type of property in the community. Level 7 ranking means, briefly, that the Verona Fire Department is capable of delivering up to 250 gallons of water per minute within five minutes of arrival at a fire scene, for a minimum of two-hour duration, without interruption.

Data Source: City of Verona Fire Department, March 2008.



CAPACITY FOR GROWTH

Police Protection

Existing Operation and Facility

The City currently operates one police station with a staff of 7 full-time employees and 4 part-time employee. The Verona Police Department currently occupies 1,300 square feet of City Hall on Main Street. Services include patrol, traffic control, investigations, prevention, and drug intervention.

Existing Major Equipment

Fig. 3.18 Existing Police Equipment

Vehicle	Model	Estimated Replacement Date
Ford Crown Victoria	2005	2010
Ford Crown Victoria	2006	2011
Ford Crown Victoria	2007	2012

Existing Personnel

Fig. 3.19 Existing Police Personnel

Position	Number
Police Chief	1
Assistant Chief	1
Dispatcher	1
Officer (Full-Time)	8*
Officer (Part-Time)	7*
Reserve	3
TOTAL	

Note: At this time of this analysis, Verona's officer roster showed 5 full-time and 3 part-time officer positions available. For the purposes of this study a full police roster is assumed.

Existing Level of Service

Verona currently has the equivalent of one full-time officer per 225 residents.

Data Source: City of Verona Police Department, March 2008.

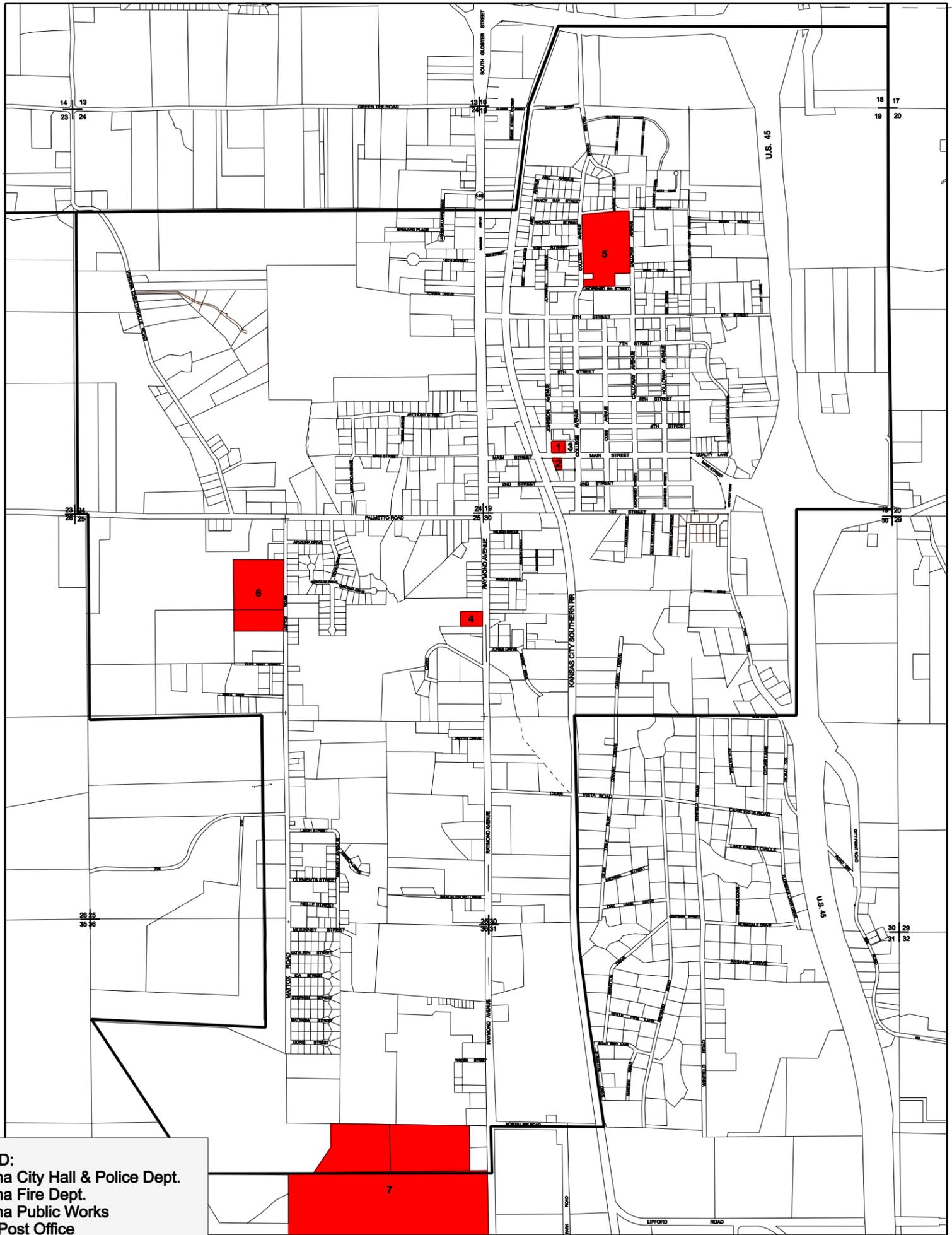
Parks and Recreation

Existing Operation and Facility

The City operates one park. The park and recreation system is operated through the use of volunteers and the municipal clerk staff. Park maintenance is performed by the Public Works Department staff. The existing park occupies 50 acres of land with two baseball fields, a t-ball field, two tennis/basketball courts, one football/soccer field, two playgrounds, a walking track, one restroom facility, a 1,200 square foot community center, three pavilions, and a concession building.

Data Source: City of Verona, March 2008.

PUBLIC FACILITIES



- LEGEND:**
- 1. Verona City Hall & Police Dept.
 - 2. Verona Fire Dept.
 - 3. Verona Public Works
 - 4. U.S. Post Office
 - 5. Verona Elementary School
 - 6. Verona City Park
 - 7. Lee County Agri-Center

NOTE: FOR PLANNING PURPOSES ONLY



CITY OF VERONA
 2028 DEVELOPMENT PLAN
 FIGURE 3.20
 PUBLIC FACILITIES



CAPACITY FOR GROWTH

City Hall

Existing Operation

The City operates from City Hall, located on Main Street. Constructed in 1974, this 4,000 square foot facility contains office space, and a meeting room (50-person capacity) and serves as the offices of the Mayor and Municipal Clerk, the Police Department, billing office for the Water Department, the location of all board meetings, as well as the Municipal Court. City Hall operates with a full-time Mayor, Municipal Clerk, Deputy Clerk, and Court Clerk.

Existing Personnel

Fig. 3.21 Administration Staff

Position	Personnel
Mayor	1
Municipal Clerk	1
Deputy Clerk	1
Court Clerk	1
TOTAL	4

Data Source: City of Verona, January 2007.

Public Works Department

Existing Operation and Facility

The City maintains a public works department. The Public Works Department currently has a staff of six full-time employees and occupies a 6,720 square foot office building on Main Street. The Department maintains all public facilities, and performs minor street repair.

Existing Major Equipment

Fig. 3.22 Public Works Department Equipment

Vehicle	Model	Estimated Replacement Date
Ford TS110 Tractor	1997	2017
F700 Dump truck S5	2004	2024
INT 4700 Bucket Truck	1994	2014
JD 310 Back Hoe	1993	2013
Dodge Ram 1500	2001	2016
Dodge 2500	2006	2021
Chevy Silverado	2003	2018
JD 850 Tractor	1983	2003
JD1120 Tractor	2002	2022



CAPACITY FOR GROWTH

Existing Personnel

Fig. 3.23 Gas & Water Department Personnel

Position	Personnel
Superintendent	1
Laborer	3
Total Personnel	4

Data Source: City of Verona Public Works Department, January 2007.



GROWTH DEVELOPMENT PLAN

Goals and Objectives

The City of Verona has commissioned this planning process to create coordinated action to accommodate the physical, social, and economic needs of its citizens. This plan makes the most of opportunities, addresses areas of public concern, ensures the wise use of public funds, and maximizes returns on the tax dollar. The Mayor and Board of Aldermen recognized the economic opportunities and enhancement of quality of life through recognition of undeveloped lands for future growth, improved public infrastructure and services, and property maintenance standards for private and public properties.

The following goals and objectives were developed to enhance the quality of life in the City of Verona:

GOAL: The City seeks to promote and maintain compatible patterns of land use that meets the demands of all types of land use and maximizes the overall use of land within the city.

- Updated zoning regulations would continue to preserve undeveloped and developed land for its best use.

GOAL: The City seeks to promote growth and enhance quality of life through the improvement of public infrastructure, facilities, and services.

- Subdivision regulations should be evenly enforced to ensure quality built public infrastructure to new developments within the city.
- A capital improvement infrastructure plan that coordinates water, sewer, and transportation systems would be developed and implemented.
- The City would develop a capital improvement plan for major equipment and public facilities.

GOAL: The City seeks to conduct transportation measures that would improve the quality of the street infrastructure, promote growth and address safety issues.

- The Verona Thoroughfare Plan would be developed and implemented in cooperation with the Mississippi Department of Transportation and the Lee County Board of Supervisors to address local traffic congestion and public safety issues.
- The Plan would be developed in conjunction with the Regional Thoroughfare Improvements Program.

GOAL: The City seeks to promote housing growth.

- Future land use projections would identify the undeveloped lands suitable for residential use.
- The public infrastructure improvements created out of the above mentioned objectives would encourage the development of housing.
- The City would promote and support the Verona School System's efforts to raise the level of excellence within the community's public schools.

GOAL: The City seeks to promote commercial growth.

- The development of future land use projections would identify the undeveloped lands suitable for commercial use.
- The public infrastructure improvements created out of the above mentioned objectives would encourage commercial development.



GROWTH DEVELOPMENT PLAN

GOAL: The City seeks to promote industrial growth.

- The development of future land use projections would identify the undeveloped lands suitable for industrial use.
- The public infrastructure improvements created out of the above mentioned objectives would encourage industrial development.
- The City would develop incentive plans for industrial developments.

GOAL: The City seeks to preserve flood prone areas, agricultural uses, and open space needs.

- The development of future land use projections would identify the undeveloped lands suitable for open space or agricultural uses.
- Updated zoning regulations would continue to preserve the land use of these areas.
- Continued vigilance in enforcement of the Floodplain Management Ordinance would continue to promote preservation of flood prone areas.

GOAL: The City seeks to preserve property maintenance standards and to raise maintenance standards on public property and street right-of-ways.

- Aggressive code enforcement would be conducted in a systematic fashion to mitigate all substandard structures identified in this document.
- Beautification plans would be developed and implemented for public property and public street right-of-way.
- Maintenance plans would be developed and implemented to insure annual maintenance on public property and public street right-of-way.



GROWTH DEVELOPMENT PLAN

Future Land Use

The City of Verona serves as a bedroom community to the City of Tupelo. Over the next twenty years, this role will increase the growth potential of the city. The improvements to the Mississippi highway system and increasing telecommunication technology will increase the attraction of living in a small city. Growth will directly be impacted by the public infrastructure and service improvements made by the City. Also, people do not want to live in a dirty or deteriorating city. The City should adopt a proactive stance to re-energize the downtown area and remain committed to an aggressive property maintenance program.

Agricultural & Open Space

Establish small neighborhood parks throughout the city.

After review of the capacity for growth within the city, approximately 33.5% (654 acres) of the municipality should to be maintained as agricultural and/or open space because of land constraints, limited infrastructure and/or flooding potential. The areas are located along creeks, and the slopes in the northeast corner of the city. This proposed future land use may need to be reviewed with improved infrastructure to the area adjacent to US 45. The City needs to review the establishment of small neighborhood parks within existing and future subdivisions around the city. The flood prone areas should continue to be preserved through enforcement of zoning and flood plain management regulations.

Fig. 4.1 Future Land Use

Type of Use	# of Acres	% of Total
Residential	750.80	38.4%
Commercial	179.52	9.2%
Industrial	84.87	4.3%
Public Right-of-Way	166.22	8.5%
Public/Semi-Public	118.58	6.1%
Vacant or Agricultural	654.02	33.5%
TOTAL		100.0%

Residential

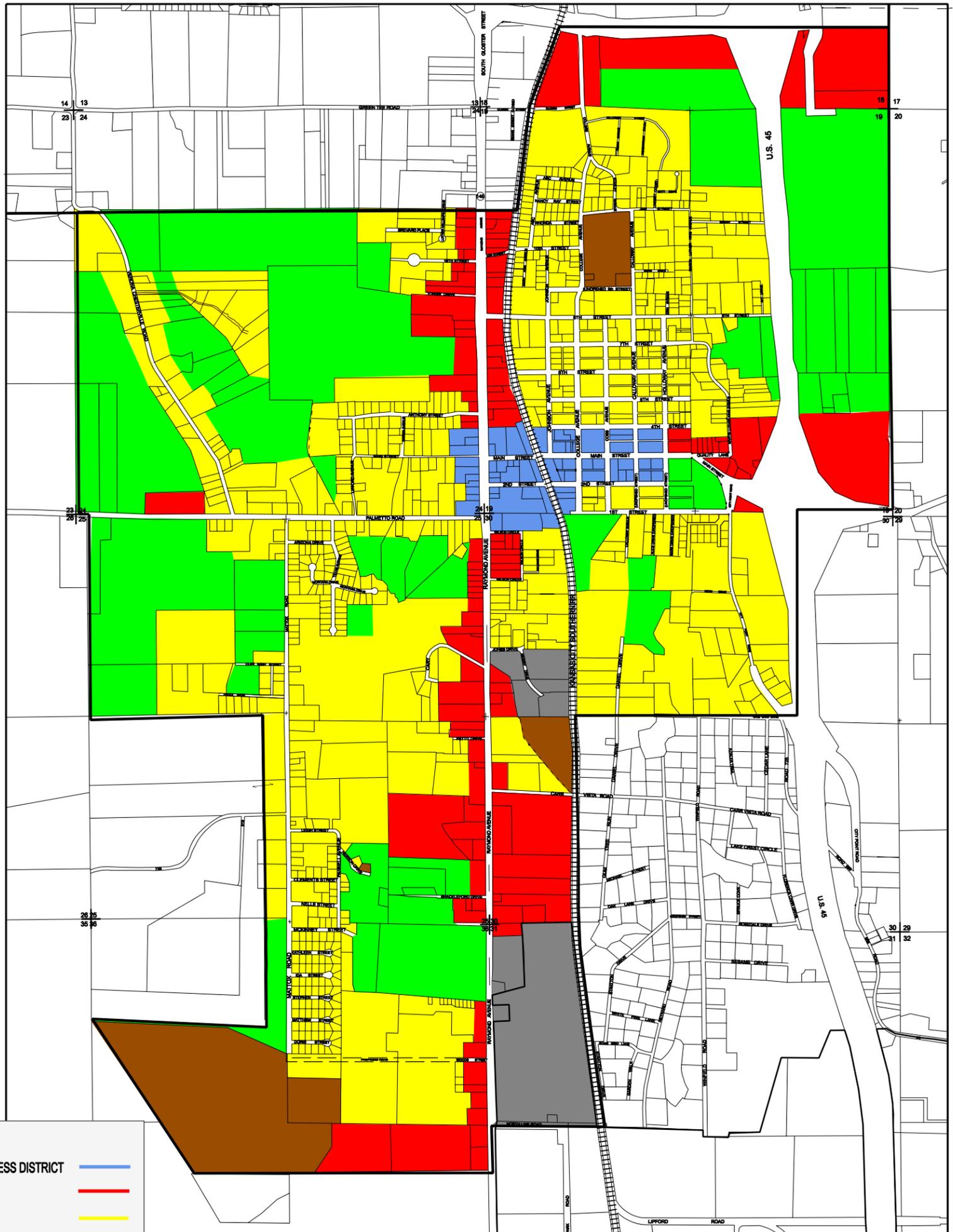
Property maintenance standards should be aggressively enforced.

There is approximately 208 acres of residential growth potential within the city. These areas are scattered throughout the city, but the areas between Maddox Rd. and MS 145 (Raymond Rd.), seem to have the most development potential. This area has large tracts of undeveloped land that is suitable for residential uses. Public infrastructure improvements are needed in these areas to encourage the development of housing and to reduce service constraints. Property maintenance standards should be aggressively enforced to enhance the quality of existing residential areas.



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FUTURE LAND USE



LEGEND:

CENTRAL BUSINESS DISTRICT	—
COMMERCIAL	—
RESIDENTIAL	—
INDUSTRIAL	—
GREENSPACE	—
PUBLIC USE	—

NOTE: FOR PLANNING PURPOSES ONLY



CITY OF VERONA
2028 DEVELOPMENT PLAN
FIGURE 4.2
FUTURE LAND USE



GROWTH DEVELOPMENT PLAN

Commercial

Planned commercial development can increase tourism and retail growth.

US 45 offers two highly developable commercial areas within the city. The first area is located at the southwestern corner of US 45 and Green Street; the second is located at the northeast and southwest corner of US 45 and Verona-Plantersville Rd (CR 814). The northeast and southwest corner of US 45 and Verona-Plantersville Rd (CR 814) offers the only two deep commercial development opportunities in the city. While this second area is currently beyond the municipal limits, services should be coordinated as development occurs. There are opportunities for these areas to be developed in planned unit developments with deep box retail commercial, lodging establishments, and potentially, even multi-family housing.

A third area for limited commercial growth has been identified in the western portion of the city on Palmetto Road. This area could potentially be developed for light retail and service establishments for the residents west of the city and adjacent to the Maddox Road area.

Fig. 4.3 US 45 Commercial Corridor Sites (North).





GROWTH DEVELOPMENT PLAN

Industrial

Engage your corporate citizens.

While most of the industrial growth potential is located outside the city within Tupelo-Lee Industrial Park South to the southeast, 69.2 acres of land immediately adjacent to this Industrial Park and within the city limits, possess high industrial growth potential. This site is well served through public utilities, has both street and rail access, and could be easily developed into light manufacturing/industrial.

The City should focus on maintaining positive relations with its existing industries by developing partnerships to enhance the street landscaping, property maintenance, and incentive plans.

Future Infrastructure Systems

Capital improvement infrastructure plans that coordinate water, sewer, and street systems are needed to insure capacity for future growth. The City can then prioritize and budget for these improvement projects over a longer period of time. Through this coordinated effort, improvements made to these infrastructure systems would meet the demands of the future.

Water System

Additional capacity is needed to meet future growth.

The City has thirty-three percent (33%) growth capacity remaining within their system. While the supply of water would be adequate for future growth, the water line system and water storage capacity is not. A comprehensive study needs to be completed that identifies an implementation plan to improve both of these areas of the water system. Additional elevated storage capacity, as well as a large distribution water line connecting to the water wells, tanks, and major growth area east of US 45 would improve the system's capacity and fire protection.

Sewer System

Prepare to provide services to the primary growth areas.

The current system is sufficient to handle anticipated growth and could be a major contributor for future growth. The city's treatment facility is located in the extreme southwestern portion of the city while the city's major growth area is in the northeast portion of the city, however. Needed distribution wastewater lines, pumping systems, and line bores under US 45 to serve this growth area could be very expensive but a major factor of commercial development in this area.



GROWTH DEVELOPMENT PLAN

Transportation

Develop a major thoroughfare plan.

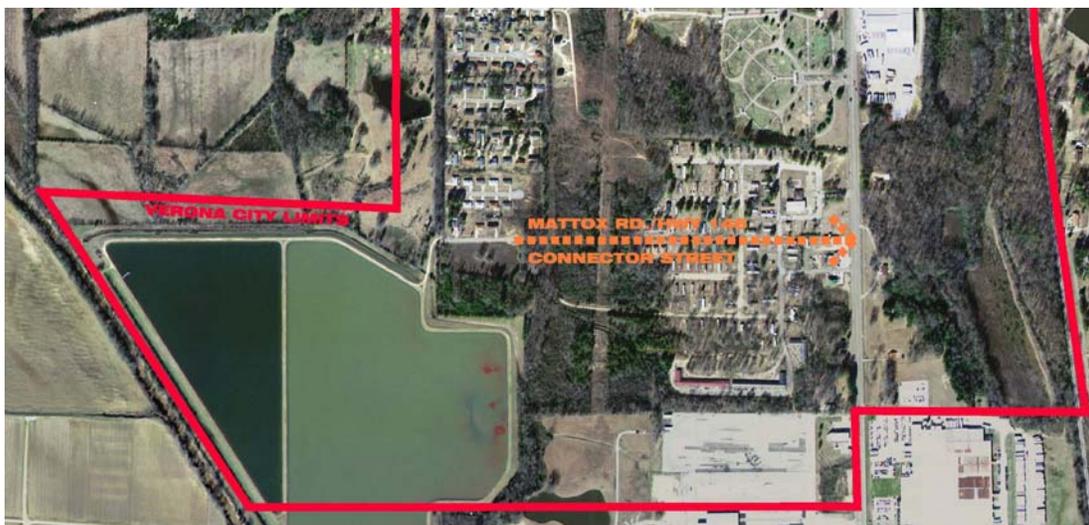
A Major Thoroughfare Plan should be developed and implemented to address traffic congestion and safety issues. The plan would be developed as a joint regional effort and implemented through the cooperation of the Mississippi Department of Transportation and the Lee County Board of Supervisors. Development growth and increased traffic on US 45 are contributing factors of increasing congestion and safety problems. The Plan would address, but not be limited to, the following:

- Improvements to the intersections of MS 145 (Raymond Rd.) and Main Street, Palmetto Rd. and Main Street; as well as other congested intersections throughout the city.
- The development of a collector street joining Maddox Road to MS 145 (Raymond Rd).
- The development of a US 45 east side access road from Verona-Plantersville Road (CR 814) north towards Green Street.
- The development of a local access street extension of First Street to MS 145 (Raymond Rd).
- Street widening improvements to collector and local access streets, as necessary to accommodate projected growth.

Fig. 4.4 First Street Extended



Fig. 4.5 Maddox Road – Raymond Road (MS 145) Connector





GROWTH DEVELOPMENT PLAN

Future Public Facilities

City Hall

Additional parking should be made available while court is in session.

The existing City Hall is conveniently located in the downtown area. The structure is in good condition, having just had a significant renovation. Ample parking is provided for employees, but significant parking issues are common when Municipal Court is in session. Additional parking should be made available at these times. This may require the relocation of Public Works from the downtown area. ADA compliant parking spaces are in conformance with federal requirements.

Education

Provide incentives to attract additional qualified teachers to the area.

The quality of the Lee County School System, which serves as the public school system for the City of Verona, is potentially one of the most significant factors for the city's housing growth. While additional classrooms are available to meet the expected population growth over the next 20 years, the demand for qualified teachers will need to be addressed. The City of Verona should work with Lee County officials in implementing incentives to attract additional qualified teachers to the school district.

Fire Protection

Develop a capital improvements program for the next 5 years.

The Fire Department is well equipped and trained; however, it needs to continue to focus on meeting the demands of future growth. A rotation plan for Class A Pumpers should be developed and maintained so that it does not place a financial burden on the City.

Currently, two of the city's three Class A Pumpers are nearing the end of their operation cycle. The Mississippi State Fire Ratings Bureau requires that all pumpers be no more than 15 years old, to positively impact a local fire rating. The city should take immediate steps to replace these aging pumpers to maintain their current Class 7 Rating.

Plans should be implemented to reduce the city's Class 7 fire rating over the next ten years.

The implementation of a water system improvement plan will be a major factor in improving the city's fire rating classification. Larger water lines and additional fire hydrants should be installed.

Over the next 20 years, the City will need to review the need and develop a transition plan from a part paid/part volunteer department to a fully paid department. This review should be based off of increasing response calls, attendance of volunteers, response time, financial means, and the level of service the Mayor and Board of Aldermen wish to provide to its citizens.

Another fire station should be considered for the west side of the city, since there is no grade crossing separation to the railroad, and response time could be significantly lengthened should the crossings and other intersections be blocked.



GROWTH DEVELOPMENT PLAN

Police Protection

Develop a community-oriented approach to law enforcement

The Police Department has some significant obstacles that must be addressed to be able to meet the demands of both current and future growth. The city needs to continue its efforts to fully staff the police department with well-trained and certified officers. A community action team should be appointed to aid local leadership and law enforcement in developing a priority list of safety concerns. This, combined with proactive patrol and public visibility, will greatly enhance the image of both the city and community.

Establishing standard operation guidelines for areas ranging from proper dress, to pursuit, complaints, and other procedures would greatly improve the efficiency of current efforts.

Additional funding for needed patrol vehicles, body armor and other basic equipment needs to be addressed, through the assistance of state and federal grant programs.

Parks and Recreation

Increase parklands and develop a proactive management plan.

While a review of the current programs is necessary to determine the need for a full-time Parks and Recreation Director, the city should, at a minimum, provide funding for a part-time director. The director would be responsible for development of an annual program of activities and events for all ages, in order to maximize the use of its present facilities. These programs could include child and adult league baseball, softball, soccer, football and tennis.

The Director should also develop a capital improvements plan to address the additional maintenance and future amenities to the park, as well as expansion of the existing park facilities to meet demands in other areas of the city.

There is a need for small neighborhood parks with playground equipment, park benches, and picnic tables within residential areas throughout the city, specifically in the northeastern portion of the city, and a small green space in the downtown area. These parks can enhance the aesthetics of neighborhoods, if they are maintained. The maintenance and financial burden of these parks should be reviewed before being developed.

Public Works Department

Develop proactive service and maintenance programs.

The Public Works Department is well equipped, but has insufficient space for future growth. A new facility for Public Works should take into account the minimum storage and office space needed to accommodate future growth. A viable sight would preferably be located away from the downtown area, to make more land available for commercial development. Financial constraints will also be a major factor, but grants are available to assist the city.

A rotation plan for the major equipment, such as maintenance trucks, should be developed and maintained.

While major maintenance of the city's streets and roads is performed by Lee County, the City should consider developing a routine monthly maintenance checklist, as well as a thoroughfare improvements program. This would create a proactive, systematic approach of maintaining and



GROWTH DEVELOPMENT PLAN

improving public property, streets, and right-of-way. This proactive approach would detect deficiencies or potential problems before they occur, which would reduce the cost of repairs, as well as create priorities for improvements that would serve to aid Lee county in scheduling of improvements and major maintenance. Regarding improvements, many of the city's public streets and roads need widening, curbside maintenance, and in some cases, sidewalk installation.

Areas of Interest

Downtown Revitalization

Implement an active Main Street Program.

A significant effort is required of the City to revitalize and improve the historic downtown area. The City should develop a Main Street Program, as well as encourage the development of mixed-use developments of commercial, with residential apartments on the above-ground floors. The Main Street approach should advocate local empowerment, and the rebuilding of Verona's traditional downtown commercial district based upon its unique assets: distinctive architecture, pedestrian-friendly environment, personal service, local ownership, and a renewed sense of community.

A Downtown Revitalization Plan should be developed, addressing open space, infill development opportunities, and mitigation of dilapidated properties, standardized lighting and signage, as well as other amenities. Incentives may be offered to assist landowners in improving their properties. Such initiatives do not normally produce immediate results, but have an incremental impact over time. Long-term, active attention by the city will serve to energize development interest.

Code Enforcement

Develop a systematic approach with clearly defined standard operating procedures.

The current efforts of municipal code enforcement appear uncoordinated. A clear set of operating guidelines and checklists should be developed, and further initiative to educate the public on the value of property maintenance should be a priority. With many substandard properties in the city, a systematic approach to mitigating dilapidated structures is necessary, beginning with those located within view of high-traffic areas, and near downtown. Additional staff will be necessary to address this problem sufficiently. This additional staff should be made available either through appointment from within local law enforcement, or the hiring of an additional enforcement officer. Additional training of those officers is also needed, particularly regarding administration and due process.

Public Outreach/Communication

Maintain high levels of community involvement; engage the public in civic affairs.

Because of limited resources, the City should turn to its citizens for aid in City leadership. Including the public in future initiatives is critical. Integration of the public into these processes will bolster a public sense of pride within the City and give them a sense of ownership of public projects. This can be achieved by having project oriented community meetings. Smaller groups of chosen representatives from within the City should be chosen to lead City projects.



GROWTH DEVELOPMENT PLAN

Furthermore, the City leadership should take a more active role in communicating with the citizens. This interaction will give the community a stronger sense of trust in the City leadership therefore making community projects easier to accomplish.



APPENDIX

Authority of the Plan

Excerpt

***Title 17, Chapter 1, Sections 1 and 11
Mississippi Code of 1972, Annotated***

The governing authority of each municipality may provide for the preparation, adoption, amendment, extension and carrying out of a comprehensive plan for the purpose of bringing about coordinated physical development in accordance with present and future needs. This Comprehensive Plan, a statement of public policy for the physical development of the entire municipality, adopted by resolution of the governing body, consists of the following elements as a minimum:

Goals and objectives for the long-range (twenty to twenty-five years) development of the municipality. Required goals and objectives shall address, at a minimum, residential, commercial and industrial development; parks, open space and recreation; street or road improvements; public schools and community facilities.

A land use plan which designates in map or policy form the proposed general distribution and extent of the uses of land for residences, commercial, industry, recreation and open space, public/quasi-public facilities and lands. 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 such land use codes. Projections of population and economic growth for the area encompassed by the plan may be the basis for quantitative recommendations for each land use category.

A transportation plan depicting in map form the proposed functional classifications for all existing and proposed streets, roads and highways for the area encompassed by the land use plan and for the same time period as that covered by the land use plan. Functional classifications shall consist of arterial, collector and local streets, roads and highways, and these classifications shall be defined on the plan as to minimum right-of-way and surface width requirements. These requirements shall be based upon traffic projections. All other forms of transportation pertinent to the local jurisdiction shall be addressed as appropriate. The transportation plan shall be a basis for a capital improvement program. A community facilities plan is the basis for a capital improvement program including, but not limited to, the housing, schools, parks and recreation, public buildings and facilities and, utilities and drainage.