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Appendix A: General Features, Demographic and Economic Overview …….. A-1

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APPENDIX A
GENERAL FEATURES, DEMOGRAPHIC AND ECONOMIC OVERVIEW

General Features

The City of Brookhaven is located within the middle reaches of the Pearl River Basin. This basin begins in Neshoba County, travels southwest to capture the Jackson area and then travels southeast and then east to the Mississippi Sound. Major rivers within this basin include the Pearl River, the Bogue Chitto River, the Strong River and the Yockanookany River.

The City of Brookhaven is located within the Bogue Chitto sub-basin near the headwaters of the Bogue Chitto. The East and West Bogue Chitto come together south of the City of Brookhaven to form the Bogue Chitto. The Bogue Chitto sub basin of the Pearl River basin is approximately 840 square miles and includes parts of Lincoln, Pike and Walthall Counties in Mississippi. The streams in this sub-basin are characterized as having a fast deep base flow with fair to good water quality.[1]

The City of Brookhaven is located within an area identified as the piney woods. The geology of this area includes clays, sands and gravels from the late tertiary age and the predominant formation within Lincoln County and Brookhaven is the Citronelle Foundation. The soils within this area are acid based soils and the topography includes rolling hills to areas with steep-sided ridges and valleys. Much of the vegetation is characterized as hardwoods with a mix of loblolly and shortleaf pine.

The soils within this area are acid in nature and include ultisols. Entisols are located along stream drainage ways. Utisols soils lend themselves to forestry activities and are stable for construction activities and urban development. Ultisol soils are poorly suited to agriculture, unless mixed with lime or fertilizers. Since the soils swell very little, they are well suited to be built upon.

Population and Employment

Brookhaven is a city which seems much larger than demographic information alludes to. This is a statement made again and again about the City. In fact, Census data indicates that Brookhaven's population has remained stable over the past thirty years. However,

[1] Mississippi Department of Environmental Quality. Pearl River Basin Status Report, 2000, p. 5.

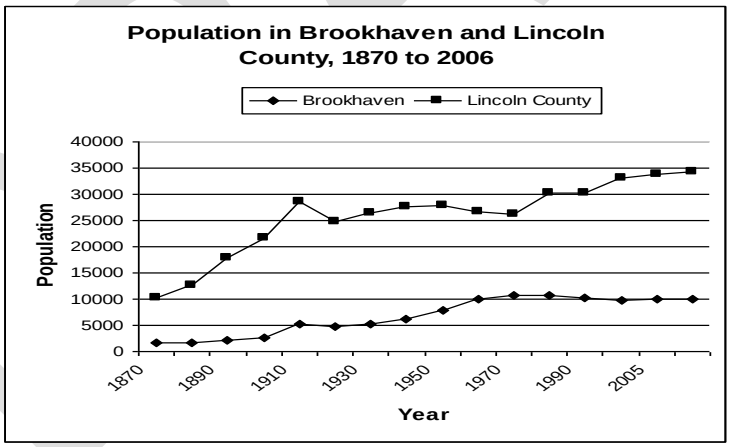
economic statistics indicate that the City has become a more important part of the region. Economic statistics indicate that employment is growing in the City and that retail sales continue to increase. Anecdotal information illustrates that the City is a regional center for health care, retail trade and employment.

And while Brookhaven continues to serve the region, it is also subject to some of the regional issues facing the region. Statistics indicate that while there is economic growth in the region, this growth has occurred at a slower rate than the rest of the State of Mississippi. For example, the per capita income and household income of residents of Brookhaven have grown slower than the average for the State of Mississippi, and while employment in Brookhaven and Lincoln County has increased, it has grown at a slower rate than the State of Mississippi, however, the employment growth in Brookhaven and Lincoln County leads the region.

Historic Population

The City of Brookhaven was chartered and became a Mississippi municipality on November 15, 1858. Research into demographic trends indicated that the City of Brookhaven was not the only community in the history of Lincoln County, In fact in the 1800's several communities existed along major waterway trade routes within Lincoln County. But in the late 1850's the railroad between New Orleans and Jackson was completed and the City of Brookhaven was established, and grew over the next one-hundred and fifty years, eclipsing the economic activity of other communities in Lincoln County that were based upon water trade. Today, Brookhaven is the only incorporated municipality within Lincoln County.

Figure A1.



Source: U.S. Department of Commerce, Bureau of the Census, 2000

The estimated population of the City of Brookhaven in 2000 was 9,861 people. Population has been relatively stable within the City since 1960. Before that, the population of the City grew steadily since 1890, with a decrease in population occurring only twice within its history. Census data indicates that Brookhaven had decreases in population between 1910 and 1920 and between 1980 and 1990. These dates are consistent with other communities across Mississippi. Between 1910 and 1920 many people left farms and moved into cities, as the Country's economy shifted from an agrarian economy to a manufacturing economy.

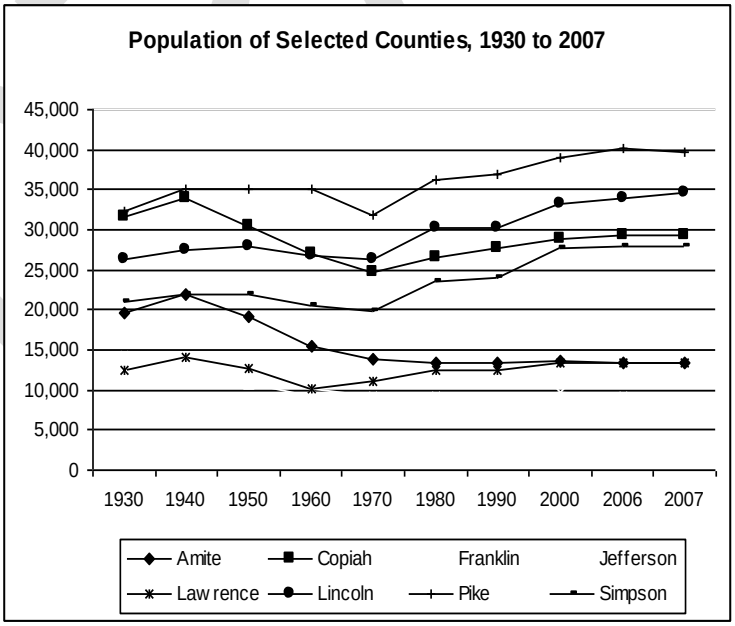
Table A1. Historic Population for Brookhaven and Lincoln County, 1870 to 2000

Year	Brookhaven	Lincoln County
2007	**9,979**	**34,529**
2006	**9,983**	**34,404**
2005	**9,890**	**33,832**
2000	9,861	33,166
1990	10,243	30,278
1980	10,800	30,174
1970	10,700	26,198
1960	9,885	26,759
1950	7,801	27,899
1940	6,232	27,506
1930	5,288	26,357
1920	4,706	24,652
1910	5,239	28,597
1900	2,678	21,552
1890	2,142	17,912
1880	1,615	12,547
1870	1,614	10,184

Source: U.S. Department of Commerce, Bureau of the Census, 2000

Growth rates within the City of Brookhaven started slowing between 1980 and 1990. The population of the City of Brookhaven experienced a decline in population between 1980 and 1990, this signaled a slow down of the double-digit growth that characterized the City. Since 2000, Census has indicated a slight population growth of about 1.1% annually after two decades of declining population growth.

Figure A2.



Source: U.S. Department of Commerce, Bureau of the Census, 2000

Population within all counties within the region slowed slightly since 1960, indicating that the slowing population is a regional characteristic. But comparatively, Lincoln County and Pike County appear to have the strongest rate of growth within the region, with a higher population than other regional counties, a higher population growth rate and a consistent positive growth rate since 1940.

Population Growth

Currently about 40% of the County's population lived within the City limits of Brookhaven. The City has become a larger percentage of the population of Lincoln County. Near the turn of the twentieth century, most of the population within Lincoln County lived in the rural areas of the county. Only about 12.4% of the population lived within the City of Brookhaven. As the economy changed, shifting from an agrarian economy to a manufacturing economy, people moved from the rural areas of the County into Brookhaven. In 1970, about 40% of the population of Lincoln County lived within the City of Brookhaven. Since 1970, the County's population has continued to increase, while the City's population each decade has decreased or only increased slightly. This trend may be a response to housing trends in the 1970's and 1980's for larger homes located within subdivisions which offered larger lots. Often times these subdivisions were built in areas just outside the City's corporate limits where there were large tracts of available vacant land.

Population growth within cities occurs due to three reasons; migration, the number of births exceeding the number of deaths, and annexation.

Historically, the City of Brookhaven has been a significant center of population within the region since its incorporation. New residents migrated to Brookhaven in the 1850's and 1860's to work for the railroad and railroad related industries. During the next several decades, the County's population as well as the City's population, swelled as people migrated into the City and County to work in the forestry industry. The City of Brookhaven captured new residents as they moved from farming into other economic and industrial ventures at the turn of the century and in the next two or three decades after the turn of the century.

Between 1985 and 2000, it appears in-migration became a primary factor in the growth of population within the City of Brookhaven. Census data indicated that between 1985 and 1990, about 15.4% of the residents of the City of Brookhaven, over the age of 5 had moved into the City of Brookhaven from locations outside of Lincoln County.

Table A2. Migration into Brookhaven, 1990

	City of Brookhaven		Lincoln County	
	Number	% of Population over the age of 5	Number	% of Population over the age of 5
Population 5 +	9,555		28,449	
Same house in 1985	5,775	60.4%	18,543	65.2%
Different house in 1985	3,780	39.6%	9,906	34.8%
Same county	2,355	24.7%	6,183	21.7%
Different county	1,425	14.9%	3,657	12.9%
Same state	791	8.3%	1,764	6.2%
Different state	584	6.1%	1,893	6.7%
Elsewhere in 1985	50	0.5%	66	0.2%

Source: U.S. Department of Commerce, Bureau of the Census, 1990

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By comparison, Census data indicated that between 1995 and 2000 about 26.4% of the residents of the City over the age of 5 had migrated into the City of Brookhaven from a location other than Lincoln County. By comparison to Lincoln County and the State of Mississippi, the City of Brookhaven appears to have a higher in-migration rate.

Table A3. Migration into Brookhaven, 2000

	City of Brookhaven		Lincoln County	Mississippi
	Number	% of Population over the age of 5	% of Population over the age of 5	% of Population over the age of 5
Population 5 +	9,126			
Same house in 1995	4,605	50.4%	60.6%	58.5%
Different house in 1995	4,521	49.6%	39.9%	40.6%
Same county	2,114	23.2%	22.7%	22.5%
Different county	2,316	25.4%	16.3%	18.0%
Same state	1,458	16.0%	10.6%	9.4%
Different state	858	9.4%	5.6%	8.6%
Elsewhere in 1995	91	1.0%	0.4%	1.0%

Source: U.S. Department of Commerce, Bureau of the Census, 2000

Potential reasons for the migration of population into Brookhaven include the successful recruitment of several large businesses into the City's Industrial Park, as well as people wanting to move to the "Homeseeker's Paradise" because of the quality of life. The City offers an active cultural scene, excellent medical facilities, quality schools, a variety of shopping, a variety of neighborhoods and small town charm. Additionally, the City is a certified Retirement Community by the Mississippi Development Authority which offers a high quality of life at an affordable cost for senior residents.

Population growth due to the number of births exceeding the number of deaths is not a likely source for population growth within the City of Brookhaven. In fact reviewing vital statistics gathered by the Mississippi State Department of Health for the City of Brookhaven and Lincoln County, only once between 1995 and 2006 did the number of births to residents of Brookhaven exceeded the number of deaths of Brookhaven residents. Summarily, both the City of Brookhaven and Lincoln County had lower birth rates than the State of Mississippi. However, statistics from 2007 indicate that the number of births in Brookhaven appear to be on an upward trend and in 2007, the number of births to Brookhaven residents exceeded the number of deaths of Brookhaven residents.

Besides natural growth and migration into the City of Brookhaven, the City increased its land area and population through annexation. The City has annexed land adjacent to the City limits on six occasions dating from 1954. These annexations occurred in 2008, 1976, 1975, 1974, 1969, 1965 and 1954. On at least two occasions, the City of Brookhaven annexed areas with little or no population. In each case, the city annexed land in response to and in anticipation of the consistent population growth or economic growth which the City experienced.

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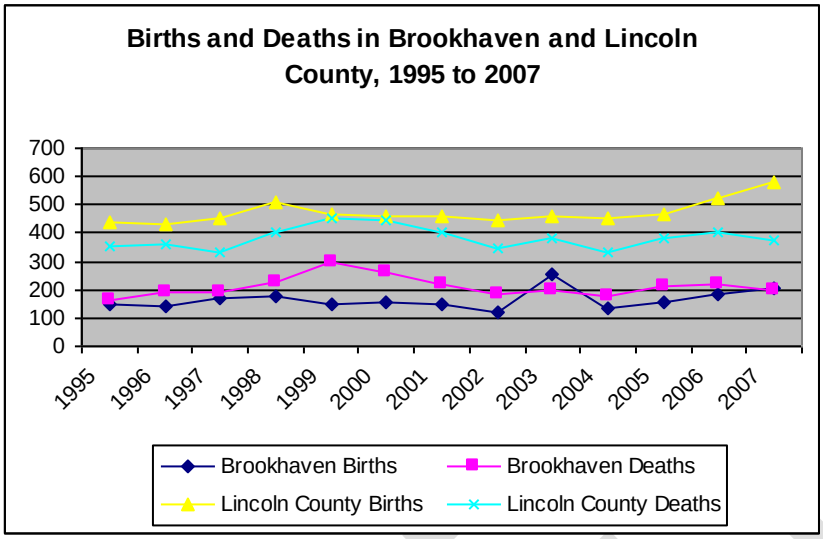
Figure A3.



Source: Mississippi Department of Health, Vital Statistics, 1995 to 2007.

Population growth within the City of Brookhaven has slowed in the last two decades. It appears the two major components of the population growth within the City are due to migration into the City and the City gained population through annexation. Comparatively, this slowing of population growth is not unique to the City of Brookhaven, but is consistent throughout the region.

Population Living in Group Quarters

The City of Brookhaven had a significant number of people who lived in group quarters or dormitories. These facilities include schools, rehabilitation facilities, nursing homes and the Lincoln County Jail.

The Mississippi School of the Arts is a high school for students in grades 10 through 12. The school is a public facility, operated by the Mississippi Department of Education and provides dormitory facilities for approximately 300 residential students.

The Juvenile Rehabilitation Center in Brookhaven is managed by the Mississippi Department of Mental Health. The facility offers residential rehabilitation services for juveniles with developmental disabilities. The facility can provide services to a maximum of 140 residential clients.

Four nursing homes in Brookhaven provide 320 beds and three personal care homes offer an additional thirty-seven beds.[2]

The Lincoln County jail is located in the City of Brookhaven, and houses an average of 65 to 70 inmates.

[2] Mississippi State Department of Health, Report on Health Care Facilities. January 2008.

There is the potential for about 875 people to live within group quarters within the existing group facilities within the City of Brookhaven.

As a center for health care within the region, Brookhaven has seen an increase in the number of people in group quarters since 1990. In fact, in 1990 it was estimated that there were 192 residents in nursing care facilities and 255 people in other non-institutionalized facilities. By 2000, there were 318 residents in nursing care facilities, 67 in correctional institutions and 165 people in other types of group quarters. In the decade between 1990 and 2000 the number of people in group quarters in Brookhaven increased from 255 in 1990 to 477 in 2000.

Existing Population

In 2007, the City of Brookhaven expanded the city limits through an annexation. That annexation added approximately 14.4 acres to the municipal limits of the city and a population of 3,276 people, documented by the 2000 Census.

In 2000, the City of Brookhaven within its newly incorporated boundaries would have approximately 13,137 people living inside the City limits. It is estimated that the City's population was approximately 13,321 people in 2007. This estimate is based upon the existing population estimates developed by the Census Bureau, and it assumes the same growth rate of 0.2% per year for the City of Brookhaven and the recently annexed area.

Population Projections

Planners developed population projections for the City of Brookhaven. The projections are based upon an apportionment method. This method defines the relationship of the population growth between the City of Brookhaven and Lincoln County and determines the population of the City as a proportion of the projected growth for Lincoln County.

Planners utilized population projections for Lincoln County developed by the Mississippi Institutions of Higher Learning, Center for Policy Research and Planning. The projections for Lincoln County were developed in September 2008. These projections predict that by 2010, the population of Lincoln County will be 35,156 people, by 2020 the population of Lincoln County will be 37,146 people, and by 2030 the population of Lincoln County will be 39,264.

Utilizing these projections for County growth and the historical rate of growth of the City within the County, it was determined that the population for the City of Brookhaven will be 13,570 people by 2010, 14,018 people by 2020 and 14,480 people by 2030.

Table A4. Population Projections for the City of Brookhaven

	2010	2020	2030
Brookhaven	13,570	14,018	14,480

Source: Slaughter and Associates, PLLC based upon data from Office of Research and planning, Board of Trustees of State Institutions of Higher Learning from data from the State Board for Community and Junior Colleges.

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Population is projected to grow by approximately 3.3% each decade between 2000 and 2030. The city may anticipate a projected rate of population growth of approximately 6.7% between 2010 and 2030.

Assumptions upon which the population projections are made include:

The population of people living within group quarters within the City will increase slightly.

Most of the growth in population within the City will be due to people moving into or migrating into the City of Brookhaven.

Birth rates will begin to exceed death rates within the City of Brookhaven.

The population within the City of Brookhaven will gradually become a lower percentage of the Lincoln County population. But this change will be very gradual. It is anticipated in 2030, the population within the City of Brookhaven will about 37% of the population of Lincoln County, down from about 40% in 2000.

Population projections are subject to uncertainty. The assumptions that form the basis of these projections are historical trends, which may or may not be replicated within the future. Therefore, the limitations of the projections should be kept in mind when making decisions based upon the population projections. From time to time, decision-makers should review and revise these projections. For example, additional enrollment at the Mississippi School of the Arts or at the Mississippi Rehabilitation Center, or the construction and population of a fourth nursing care facility could create the need to modify and update these population projections.

Age

The age of the population of the City of Brookhaven has shifted slightly in the decade between 1990 and 2000. There appears to be more families within the city, indicated by a larger percentage of the population in both the under 18 population grouping and in the 25 to 49 population grouping. Families appear to be moving to and staying in the City of Brookhaven.

In general, the population in the City of Brookhaven is composed of children and middle age/working age residents. Figure 4. illustrates the breakdown of age by sex of the population of the City of Brookhaven. The graphic which represents age and sex in Brookhaven is moderately reflective of an expansive population. There tends to be a high proportion of the population under 18, but also a significant proportion of the population over the age of 65.

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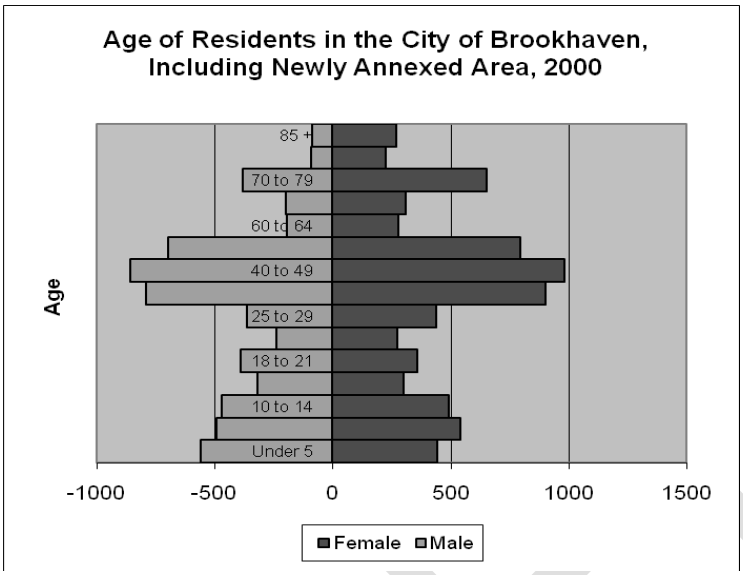
Figure A4.



Source: U.S. Department of Commerce, Bureau of the Census

Figure A4 explains some of the slow growth which the City has experienced due to natural growth, but the City will continue to experience a significant portion of their growth from in-migration—from families and individuals recruited to the City of Brookhaven either for employment or in response to retirement community recruitment activities.

The City's youthful population will continue to grow. The demographic information utilized is from 2000, and, therefore, does not illustrate the additional Under 18 population living in the City of Brookhaven at the Mississippi School of the Arts or the Mississippi Rehabilitation Center.

In 2000, about 27% of the population of the City of Brookhaven was under the age of 18. The City had a higher proportion of the population under the age of 18 than the State of Mississippi did. The proportion of people under the age of 18 will likely increase over the next decade as full enrollment in the Mississippi School of the Arts is realized.

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Table A5. Percentage of Population by Age within the City of Brookhaven, including the Newly Annexed Area, 2000

	Brookhaven		Lincoln County		Mississippi
	Number	Percentage of Total City Population	Number	Percentage of Total County Population	Percentage of Total State Population
Under 5	1,002	7.5%	2342	7.1%	8%
5 to 9	1,033	7.7%	2486	7.5%	5%
10 to 14	960	7.2%	2408	7.3%	5%
15 to 17	620	4.6%	1607	4.8%	6%
18 to 21	749	5.6%	1841	5.6%	8%
22 to 24	513	3.8%	1312	4.0%	5%
25 to 29	803	6.0%	2153	6.5%	8%
30 to 39	1,694	12.7%	4488	13.5%	8%
40 to 49	1,842	13.7%	4827	14.6%	17%
50 to 59	1,493	11.2%	3739	11.3%	12%
60 to 64	474	3.5%	1338	4.0%	5%
65 to 69	508	3.8%	1283	3.9%	4%
70 to 79	1,035	7.7%	2139	6.4%	6%
Over 80	664	5.0%	1204	3.6%	4%

Source: U.S. Department of Commerce, Bureau of the Census

Approximately 16.5% of the population of the City of Brookhaven was age 65 or older in 2000. Comparably, 14% of the State's population in 2000 was age 65 or older. The City of Brookhaven had a significantly higher population of senior adults compared to the State of Mississippi. The quality of life offered within the City and the designation as a Certified Retirement Community are likely reasons for the higher proportion of senior adults.

Table A6. Percentage of Population by Age Group in the City of Brookhaven, Lincoln County and the State of Mississippi, 2000

	Under 18	18-24	25-49	50-64	65 and Over
2000					
City of Brookhaven (Current corporate limits)	27.0%	9.4%	32.4%	14.7%	16.5%
Lincoln County	26.7%	9.5%	34.6%	15.3%	13.9%
Mississippi	24.0%	13.0%	33.0%	17.0%	14.0%
1990					
City of Brookhaven	27.6%	8.6%	31.9%	13.9%	18.8%
Lincoln County	28.3%	9.5%	33.7%	13.8%	15.0%
Mississippi	29.0%	11.0%	34.0%	13.0%	13.0%

Source: U.S. Department of Commerce, Bureau of the Census

Between 1990 and 2000, the percentage of residents within key working age categories increased, as did the number of jobs within Lincoln County. Between 1990 and 2000, the civilian labor force in Lincoln County increased by 13%, and the number of jobs within the county increased by 24%. Correspondingly, some households likely moved into Brookhaven to be closer to their source of employment.

Race and Ethnicity

The population within the City of Brookhaven has grown more diverse over the past two decades. In 2000, slightly more than half of the population within the City of Brookhaven

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was African-American, and slightly less than one-half of the population was white. Additionally, about 1.6% of the population was of another race which was not Hispanic and about 0.8% of the population of the City of Brookhaven was Hispanic.

Table A7. Race and Ethnicity in Brookhaven, Mississippi Over Time

	2000		1990		1980	
	Number	%	Number	%	Number	%
White, Non-Hispanic	4,689	47.1	5,607	54.6	6,392	59.2
African-American, Non-Hispanic	5,020	50.5	4,599	44.8	4,358	40.4
Other races, Non-Hispanic	158	1.6	37	0.4	50	0.4
Total Hispanic, All races	78	0.8	20	0.2	49	

Source: U.S. Department of Commerce, Bureau of the Census

Data from the 2000 Census indicates that Brookhaven's population is generally more diverse in race than that for the State of Mississippi. Census data from 2000 indicated that approximately 61.4% of the State population was White, 36.3% of the population was African-American and 2.3% of the population represented other races. Census data also indicated that 1.4% of the population of the State of Mississippi were Hispanic or Latino.

Educational Attainment

According to the 2000 Census, 17.8% of the residents over the age of 25 within the City of Brookhaven had a bachelor's degree or higher degree, while about 67.1% of the population over the age of 25 had graduated from high school or achieved a high school equivalency. Comparatively, the City of Brookhaven exceeds the average for the State of Mississippi, having a higher percentage of residents over the age of 25 that have achieved a bachelor's, masters, professional or doctorate degree. However, a lower percentage of residents within the City had attained a high school diploma or equivalency compared to the average for the State of Mississippi.

Estimates from Decision Data Resources and Applied Geographic Solutions indicate the percentage of residents in Brookhaven with a bachelor's degree or higher increased to 19.7% of the population over the age of 25 by 2006.

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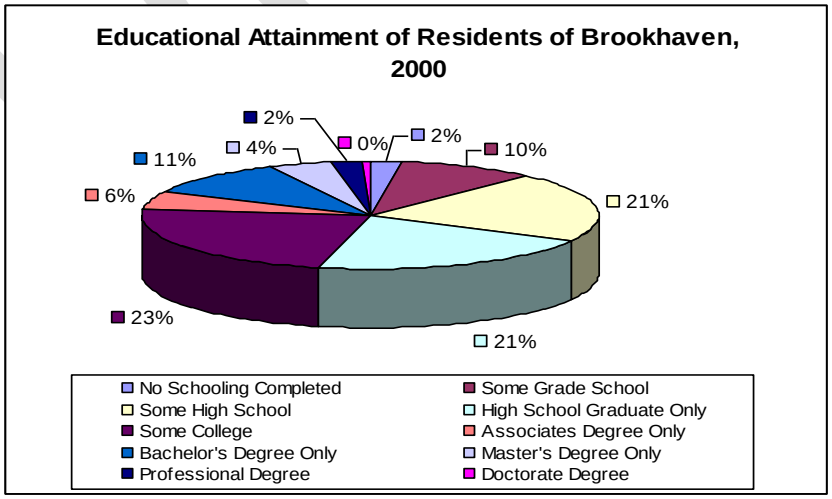
Table A8. Percentage of Population with High School Diploma or Equivalency and with Bachelor's Degree or Higher for Selected Places and Counties, 2000

	% of Population High School Graduates or Equivalency	% of Population Bachelor's Degree or Higher
Cities and Places		
Brookhaven	67.1	17.8
McComb	70.9	14.5
Natchez	75.0	21.1
Canton	55.6	12.1
Columbia	68.1	16.3
Magee	69.2	13.7
Crystal Springs	65.1	12.8
Counties		
Lincoln County	72.0	12.4
Hinds County	80.4	27.2
Rankin County	81.8	23.8
Simpson County	68.8	10.9
Pike County	70.3	12.5
Covington County	67.2	11.4
Adams County	73.4	17.5
Mississippi	72.5	16.9
United States	80.4	24.4

Source: U.S. Department of Commerce, Bureau of the Census

A significantly higher percentage of the population of the City of Brookhaven had earned a Bachelor's degree or higher, compared to the population of other regional cities, Lincoln County and the State of Mississippi. According to 2000 Census data, approximately 17.8% of the population within the City of Brookhaven had achieved a Bachelor's degree, Masters degree, graduate degree or professional degree. Nationally, about 24.4% of the population achieved a Bachelor's degree, graduate degree or professional degree, and within the State of Mississippi 16.9% of the population achieved such a degree.

Figure A5.



Source: U.S. Department of Commerce, Bureau of the Census

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Data from the 2000 Census indicated that about 33% of the residents of Brookhaven, age 25 or older had limited educations, indicating that they had not attended or completed grade school or high school. About 23% of the population had attended college, but had not achieved a degree and only about 10% had finished high school but had not sought higher education. Approximately 6% of City residents had achieved an Associates degree as the highest level of educational attainment. About 11% of the residents within the city had achieved a Bachelor's degree as their highest level of educational attainment and about 6% had achieved a professional or graduate degree. Nearly 52% of the people with a Master's or graduate or professional degree in Lincoln County lived within the corporate limits of Brookhaven.

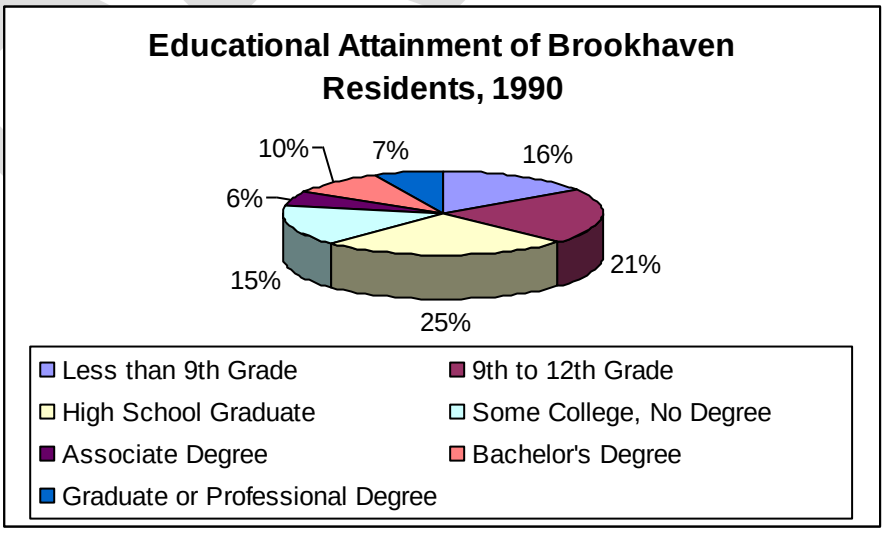
Table A9. Educational Attainment for the Population Aged 25 and Older in the City of Brookhaven, Lincoln County, and the State of Mississippi, Over Time

	Brookhaven	Lincoln County	Mississippi
2000	67.1%	72.0%	72.9%
1990	62.8%	63.0%	64.3%
1980	58.2%	54.8%	63.9%
2000	17.8%	12.4%	16.9%
1990	16.8%	11.6%	14.7%
1980	16.3%	10.1%	14.4%

Source: U.S. Department of Commerce, Bureau of the Census

Between 1990 and 2000, a higher percentage of the population within the City of Brookhaven achieved a high school diploma or equivalency. According to Census data, in 1990 about 37.2% of the population had not graduated from high school or attained an equivalency. By 2000, less than one-third of the residents had not achieved a high school equivalency or a diploma.

Figure A6.



Source: U.S. Department of Commerce, Bureau of the Census

In the decade between 1990 and 2000, a higher percentage of residents within the City of Brookhaven attended college, but the same percentage of residents had achieved bachelor or graduate level degrees. In 1990, about 15% of the City population attended college but had not graduated, compared with 23% in 2000.

Households and Income

In 2000, there were 3,810 households within the City of Brookhaven. Between 1990 and 2000, the number of households within the City of Brookhaven decreased by 1.3%. During this same decade, population within the City decreased by about 3.9%. While the number of households decreased, it did so at a rate less than the decrease in population, indicating that households within the City were getting smaller. Census data indicated that in 1990, the average household size was 2.65 people per household, compared to 2.44 people per household in 2000. In 2000, about 65.1% of the households within the City of Brookhaven were family households. This was a decrease from 1990, when about 70% of the households were family households. In 2000, census data indicated a growing number of single-person households within the City.

Median Household Income

Data collected from the 2000 Census indicated that both the per capita income of residents of the City of Brookhaven and the median household income of residents within the City was not growing as quickly as the State per capita income, but both the per capita income and the median household income in Brookhaven and Lincoln County were among the highest within the region.

The per capita income measures the average amount of income generated by all residents within the boundaries of the city from all sources of income including wages and transfer payments. The 2000 Census indicated that the per capita income in the City of Brookhaven was $13,695 and the per capita income for Lincoln County was $13,961. Only the Cities of McComb and Natchez, among regional cities, had a higher per capita income of residents.

The median household income is a measure of the amount of income generated by all members of a household from all sources of income including wages and transfer payments. The median indicates that the same number of households earn an income below and above this median. The median household income within the City of Brookhaven in 2000 was $24,632, and the median household income in Lincoln County was $27,279. Both the City of Brookhaven and Lincoln County had a median household income that was lower than that for the State of Mississippi. The median household income within the City of Brookhaven was about 78% of that for the State of Mississippi and that median household income within Lincoln County was slightly higher at 87% of the median household income for the State of Mississippi.

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Table A10. Comparison of Income, 2000

	2000 Per Capital Income	2000 Median Household Income	1990 Per Capital Income	1990 Median Household Income
Brookhaven	$13,695	$24,632	$10,188	$16,955
McComb	$13,790	$22,644	$8,539	$14,579
Natchez	$16,868	$25,117	$10,387	$16,579
Crystal Springs	$12,111	$23,846	$6,854	$12,857
Hazelhurst	$11,839	$25,008	$9,298	$15,402
Canton	$12,643	$24,237	$7,372	$16,722
Magee	$11,257	$20,779	$8,390	$16,558
Lincoln County	$13,961	$27,279	$9,134	$18,193
Copiah County	$12,408	$26,358	$7,815	$16,583
Pike County	$14,040	$24,562	$8,119	$15,149
Lawrence County	$14,469	$28,495	$8,294	$17,519
Adams County	$15,778	$25,234	$8,284	$19,053
Simpson County	$13,344	$28,343	$9,469	$17,214
Mississippi	$15,853	$31,330	$9,648	$20,136
United States	$21,857	$41,994	$17,240	$30,056

Source: Burea
u of the Census, U.S. Department of Commerce

Census data from 1990 indicated that the per capita income of residents of the City of Brookhaven was $10,188 and the median household income was $16,955. Both the per capita income and the median household income of residents of the City of Brookhaven and Lincoln County were among the highest within the region. In fact, in 1990, the per capita income in Brookhaven was higher than the average for the State of Mississippi, and the median household income of Brookhaven residents was about 84% of the State median household income.

Between 1990 and 2000, the per capita income of residents statewide in Mississippi grew by 64%. The median household income of State residents grew by 55.6%. Within the City of Brookhaven, during this same timeframe, the per capita income grew by 34.0% and the median household income grew by 45.0%.

Table A11. Median Household Income of Households in Brookhaven and Lincoln County

	Brookhaven		Lincoln County	
	1990	2000	1990	2000
Median Household Income	$16,955	$24,632	$18,193	$27,273
Percent Change		45%		50%

Source: Bureau of the Census, U.S. Department of Commerce

In summary, income within the City of Brookhaven continues to grow, but at a slower rate than the overall Mississippi economy. Compared to other regional cities and counties, economic growth of residents and households within the city is growing at a rate consistent with or faster than regional communities, but in the past decade the economic well-being of Lincoln County residents has grown somewhat faster than that of Brookhaven residents. This is due to several reasons. Larger homes were being built in

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the unincorporated county. Little developable property was left within the city limits. Recently, the boundaries of the City were expanded through an annexation, and it is likely that the median household income within the city will grow at a faster rate.

Poverty

About 26.9% of the individuals that lived within the City of Brookhaven and 19.6% of the residents of Lincoln County had an income below the poverty level in 2000, according to the Census Bureau. Within the region, the percentage of the population that lived below the poverty in Brookhaven was the lowest among cities and towns within the region, and the percentage of population that lived below poverty in Lincoln County was the lowest among counties within the region.

Between 1989 and 1999 the number of people living below poverty in the City of Brookhaven decreased and the percentage of residents living below poverty decreased slightly from 27.5% to 26.9%. Census data from 2000 indicated that 33.8%, or 588 children under the age of 18 lived below the poverty level and 25.0%, or 364 senior residents that were age 65 or older lived below the poverty level. In 1990, 1,122 children under the age of 18, lived below the poverty level and about 349 senior residents lived below the poverty level in 1989. These statistics indicate a growing number of residents of working age living below poverty, however, the number of children living below poverty were drastically reduced.

Percent of Income Spent on Housing

Housing within the City of Brookhaven tends to be affordable. Approximately 42.4% of the homeowners within the City of Brookhaven paid less than 15% of their monthly household income on housing, which is comparable with the State of Mississippi.

Table A12. Selected Monthly Owner Costs as a Percentage of Household Income in 1999

	Brookhaven		Lincoln County	
	Number	Percent	Number	Percent
Less than 15%	898	42.4%	2,549	44.2%
15 to 19 %	354	16.7%	995	17.2%
20 to 24%	167	7.9%	534	9.2%
25 to 29%	130	6.1%	395	6.8%
30 to 34%	170	8.0%	379	6.6%
35% or more	382	18.0%	853	14.8%
Not computed	18	0.8%	68	1.2%

Source: Bureau of the Census, U.S. Department of Commerce

The U.S. Department of Housing and Urban Development determined that households are cost-burdened if the household pays 30% or more of their household income for housing. Across the State of Mississippi, approximately 21.0% of the owner households spent more than 30% of their monthly income on housing. Within the City of Brookhaven, about 26.0% of the homeowners spent more than 30% of their monthly income on housing. Census data from 2000 indicated that 552 owner households spent more than 30% of their monthly income on housing. This may indicate that some

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homeowners may defer some maintenance on their homes since they pay a larger percentage of their income on owner related costs.

Nearly as many households in Brookhaven did not have a mortgage on their home as did have a mortgage on their home according to 2000 Census data. Approximately 49.3% of homeowners in Brookhaven did not have a mortgage on their home in 1999, compared to 50.7% of homeowners that did have a mortgage. A higher percentage of homeowners within the City of Brookhaven did not have mortgages compared with homeowners in Lincoln County and homeowners across the state. About 62.1% of homeowners in Mississippi carry a mortgage and about 37.9% of homeowners in Mississippi do not carry a mortgage. Again this likely indicates that newer homes are being built in the unincorporated area of Lincoln County for new householders and homeowners.

Table A13. Mortgage Status of Brookhaven and Lincoln County Households, 1999

	Brookhaven		Lincoln County	
	Number	Percent	Number	Percent
With a Mortgage,	1,075	50.7	3,031	52.5
Without a Mortgage	1,044	49.3	2,742	47.5

Source: Bureau of the Census, U.S. Department of Commerce

Approximately 29.7% of the renting households within the City of Brookhaven paid more than 35% of their household income on housing, while 27.1% of Lincoln County's renter households paid more than 35% of their household income for housing and 27.6% of renter households across the State of Mississippi paid more than 35% of their household income for housing. In general, renting households within the City of Brookhaven paid about 26% of their income on housing. On average, Mississippi renting households paid about 25.0% of their income on housing.

Table A14. Gross Rent as a Percent of Housing Income in 1999

	Brookhaven		Lincoln County	
	Number	Percent	Number	Percent
Less than 15%	310	21.5	474	17.9
15 to 19%	180	12.5	278	10.5
20 to 24%	128	8.9	210	7.9
25 to 29%	124	8.6	206	7.8
30 to 34%	117	8.1	182	6.9
35% or more	429	29.7	717	27.1
Not computed	155	10.7	578	21.9
Median	26.0		26.7	

Source: Bureau of the Census, U.S. Department of Commerce

In summary, the population within the City of Brookhaven was approximately 13,321 people in 2008. The City's population is anticipated to grow by about 3% each decade over the next twenty-five years. The City Brookhaven has a growing percentage of the population under 18 and over the age of 65. Most population growth appears to be due to migration into the City and through annexation. The City of Brookhaven leads the region in the percentage of the population with a bachelor's degree or master's degree. The per capita income and the median household income of residents within the City of

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Brookhaven are the highest among regional cities. However, the growth of income in the region has not kept pace with the rate of income growth within the State of Mississippi. Still, both the number of people and the percentage of people within the City of Brookhaven that live below the poverty level declined between 1989 and 1999.

Employment

It is important for any community to understand the predominant occupations and employment industry sectors in which residents of the community work. This can help a community understand how the community may be affected by changes within the national and regional economy, understand the types of markets for housing, goods and services that would appeal to residents and to determine the types of community service needs including transportation needs the community may have. And it can also help policy makers determine actions to increase the household and per capita income of residents, or reduce the burden on residents.

Significant findings include:

- The civilian labor force within Lincoln County increased by 10% between 1990 and 2007.
- Most working residents that live within the City Of Brookhaven and Lincoln County are employed in private wage jobs.
- A comparable percentage of residents of Brookhaven are employed in government jobs and self-employed as compared to percentage for the State of Mississippi.
- The percentage and the number of residents employed in management and professional occupations increased between1990 to 2000, indicating that professional and managers are likely to live within the City of Brookhaven.
- Employment in the education, health care and social services employment sector is increasing. This is consistent with the expansions of the King's Daughters Medical Center, the Mississippi School of the Arts and the establishment so the Mississippi Rehabilitation Center.
- While the percentage of residents employed in sales and in manufacturing decreased between 1990 and 2000, these sectors are still significant employment sectors of city residents.

Labor Force

Slightly more than one-half of the residents of Brookhaven aged 16 and older, about 51.1% of the population, were part of the civilian labor force in 2000 according to Census data from 2000. Approximately 73.4% of the civilian labor force was employed as private wage and salary workers, about 18.9% of the city's civilian labor force were employed by government organizations and 6.4% of the city's civilian labor force was employed within their own unincorporated business.

Compared with information gathered for the State of Mississippi,

A lower percentage of residents of the City of Brookhaven were in the civilian labor force than the percentage within the State of Mississippi.

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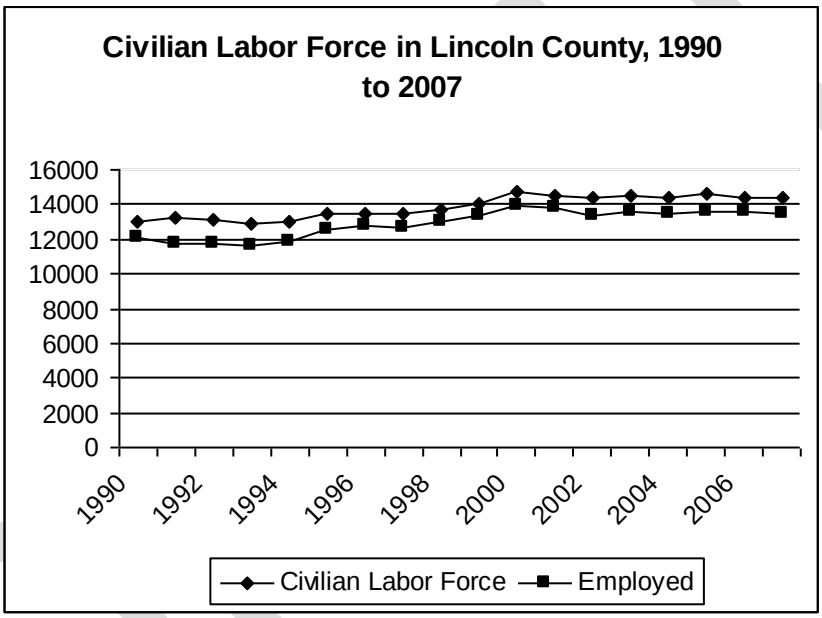
A comparable percentage of residents of the City of Brookhaven and the State of Mississippi were employed by private wage employers.

A comparable percentage of residents of the City of Brookhaven and the State of Mississippi were employed by government organizations.

About 56% of the residents of Lincoln County, aged 16 and older, were part of the civilian labor force in 2000. The civilian labor force in Lincoln County was 14,163 people in 2000. Similar to the City of Brookhaven, about 76.9% of the civilian labor force in Lincoln County was employed in private wage jobs. About 14.0% of the labor force was employed with government organizations and about 7.8% of the labor force was self-employed in unincorporated businesses.

Figure A7.



Source: Mississippi Department of Employment Security

The Mississippi Department of Employment Security indicated that 14,400 Lincoln County residents were part of the civilian labor force in 2007, and 13,450 residents were employed. Data from the Mississippi Employment Security Commission indicated that the civilian labor force increased by 10% between 1990 and 2007 and employment in Lincoln County residents increased by 11.7% since 1990. Since 2000, the number of people in the civilian labor force has decreased slightly, while the number of people employed has remained relatively stable. A higher number of Lincoln County residents were employed in 2000, between the time frame of 1990 to 2007.

Occupations

About three-quarters of the employed residents of the City of Brookhaven over the age of 16 worked within three occupational categories in 2000. These employment categories included the (a) management, professional and related occupations, (b) sales

and office occupations and (c) production, transportation and material moving occupations.

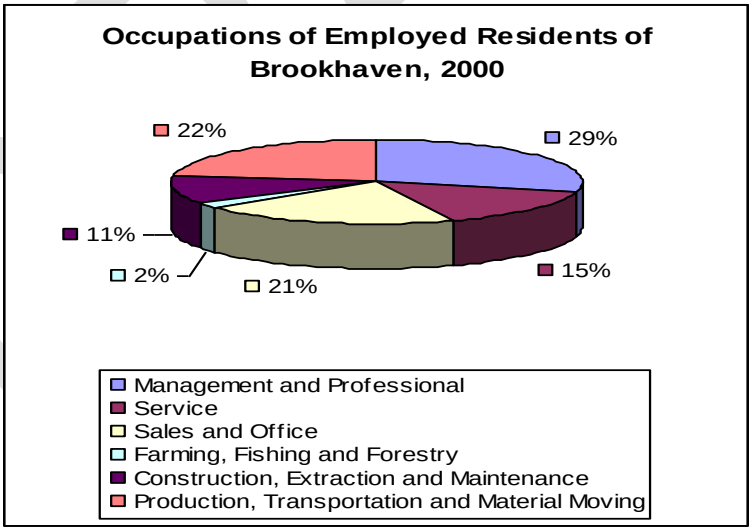
Table A15. Employment of Brookhaven Residents 16 Years of Age and Older, by Occupation, 2000

	Brookhaven		Lincoln County		Mississippi
	Number	Percent	Number	Percent	Percent
Management, professional & related occupations	1,007	29.0	3,177	24.0	27.4%
Service occupations	526	15.0	1,835	14.0	14.9%
Sales & office occupations	720	21.0	2,966	23.0	24.9%
Farming, fishing & forestry occupations	62	2.0	303	2.0	1.2%
Construction, extraction & maintenance occupations	395	11.0	2,007	15.0	11.2%
Production, transportation & material moving occupations	781	22.0	2,845	22.0	20.4%

Source: U.S. Department of Commerce, Bureau of the Census

Employment of Brookhaven residents compares similarly with employment of residents across the State of Mississippi. Nearly three-quarters of residents across the State of Mississippi were employed within the same three sectors, in which Brookhaven residents were employed. However, a greater percentage of Brookhaven residents were employed in management, professional and related occupations, and in the production, extraction and material moving occupations. Additionally, there was a greater percentage of Brookhaven residents employed in the farming, fishing and forestry occupations, than state-wide. One of Brookhaven's natural resource based industries is forestry production.

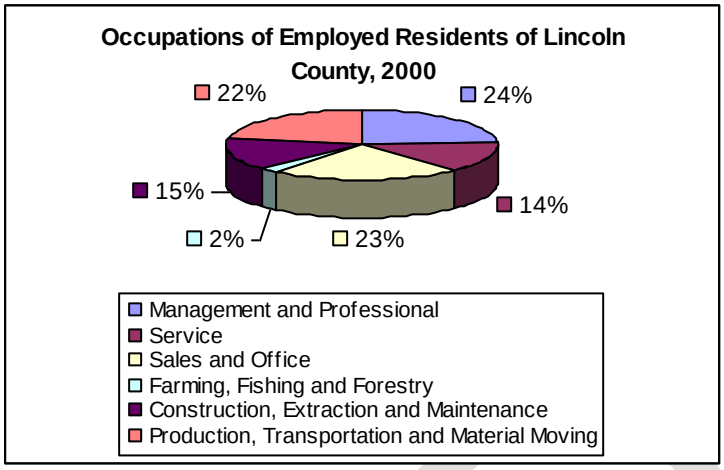
Figure A8.



Source: U.S. Department of Commerce, Bureau of the Census

In the past fifteen years, Brookhaven has grown as a distribution hub in the southeast. The city's accessibility has lent itself to be identified as a regional central distribution hub for several retailers and manufacturers.

Figure A9.



Source: U.S. Department of Commerce, Bureau of the Census

The occupations of Lincoln County residents were very similar to that of Brookhaven residents. This is not unusual, as all of the major employers in Lincoln County are located in Brookhaven. Other likely employment centers of Brookhaven and Lincoln County residents include the cities of McComb, Jackson and Wesson- the main campus of the Copiah-Lincoln Community College.

Residents of Brookhaven are more likely than Lincoln County residents to be employed in management and professional occupations. Census data from 2000 indicated that about 24% of the Lincoln County population was likely to be employed in management or professional occupations, while 29% of the Brookhaven population was likely to be employed in management or professional occupations. A higher percentage of Lincoln County residents were likely to be employed in construction, extraction or maintenance occupations, compared to residents of the City of Brookhaven. In 2000, about 15% of the County population was likely to be employed in construction, extraction or maintenance occupations, compared with about 11% of Brookhaven residents.

Between 1990 and 2000 there were a few subtle shifts in the types of occupations in which Brookhaven residents were employed. Generally, between 1990 and 2000, the percentage of residents employed in sales and clerical occupations and in service occupations decreased. However, the percentage of residents employed in management and professional occupations and in the production, transportation and material moving occupations increased.

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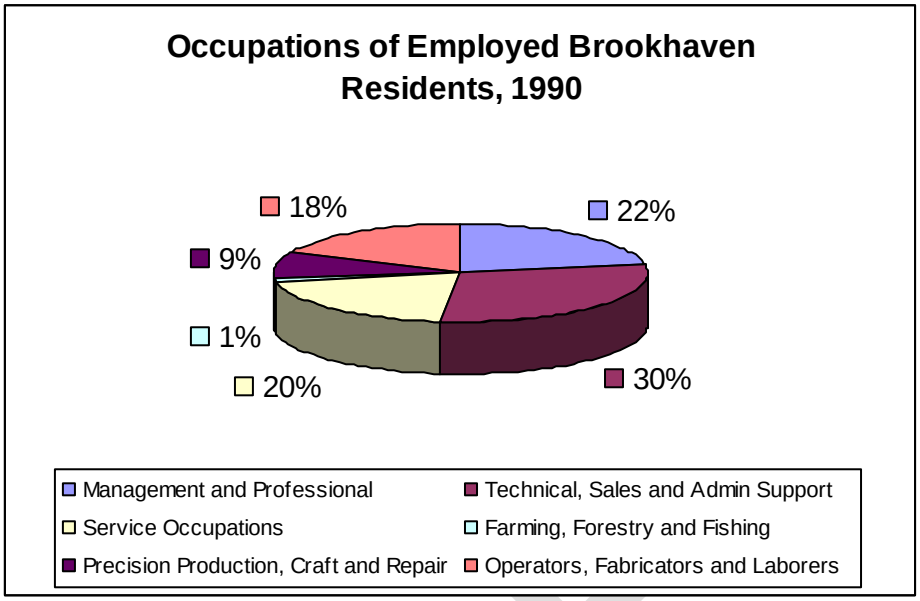
Figure A10.



Source: U.S. Department of Commerce, Bureau of the Census

It should be noted that nationally, there was a decrease in the percentage of residents employed in the transportation, production and material making occupations. However, within the City of Brookhaven, between 1990 and 2000, the percentage of residents employed within these occupations increased from about 18% in 1990 to 22% in 2000. And the percentage of residents employed in professional and management occupations increased. In 1990, about 22% of the residents of the City of Brookhaven were employed in professional and management occupations and in 2000, about 29% of the population was employed in these occupations.

Residential Employment by Industry

Like residents across the State of Mississippi, Brookhaven residents are most likely to be employed in the following industrial employment sectors, (1) education, health and social services, (2) retail trade and (3) manufacturing. Census data indicates that in the decade between 1990 and 2000, the employment sectors employing Brookhaven residents diversified. In 1990, nearly two-thirds of the residents within the City of Brookhaven were employed in these three industrial sectors. By 2000, slightly less than one-half of the population was employed within these three industrial sectors.

Brookhaven's stature as a regional center is illustrated by the higher percentage of employment in the education, health and social services and retail employment sectors. It is likely the employment in the education, health and social services employment sector will continue to increase, with the opening of the Mississippi School of the Arts and the opening of the regional rehabilitation center in Brookhaven.

Census data from 2000 indicated that 25% of the residents of the City of Brookhaven were employed within the education, health care and social services industries. Approximately 11% of the residents of Brookhaven were employed within the manufacturing industries. Approximately 13% of the residents of the City of Brookhaven were employed within the retail trade industry. Together these three industrial sectors accounted for about 49% of the employment of Brookhaven residents.

Table A16. Employment of Residents age 16 Years of Age and Older of Brookhaven, Lincoln County and Mississippi, by Industry, 2000

	Brookhaven		Lincoln County		Mississippi
	Number	Percent	Number	Percent	Percent
Agriculture, forestry, fishing and hunting & mining	158	5%	1056	8%	3.4%
Construction	313	9%	1339	10%	7.6%
Manufacturing	390	11%	1653	13%	18.3%
Wholesale trade	145	4%	510	4%	3.4%
Retail trade	444	13%	1810	13%	11.8%
Transportation & warehousing	225	6%	754	6%	5.4%
Information	44	1%	240	2%	1.8%
Finance, insurance, real estate, & rental & leasing	123	4%	471	4%	4.8%
Professional, scientific, management, administrative, & waste management	139	4%	643	5%	5.2%
Educational, health & social services	867	25%	251	18%	20.1%
Arts, entertainment, recreation, accommodation & food services	261	7%	764	6%	8.3%
Other services (except public administration)	244	7%	943	7%	4.8%
Public administration	141	4%	493	4%	5.1%

Source: U.S. Department of Commerce, Bureau of the Census

Fifty-one percent of City residents were employed within the following sectors:

- 9% were employed in the construction industry.
- 7% were employed in the arts, entertainment, recreation, accommodations and food services industry.
- 7% were employed in the other services industry.
- 6% were employed in transportation and warehousing.
- 5% were employed in agriculture, forestry, fishing and mining industries.
- 4% were employed in professional, scientific, management, administrative and waste management industries.
- 4% were employed in finance, insurance, real estate and rental and leasing industries.
- 4% were employed in the public administration industry.
- 4% were employed in the wholesale trade industry.
- 1% was employed in information industry.

Resident employment by industry sector within the City of Brookhaven experienced some minor shifts in employment sectors during the ten years between the 1990 and the 2000 Census. But notably, the employment of residents within the City diversified in the decade between 1990 and 2000. In 1990, the top three industrial sector resident employers accounted for 72% of employment compared to 49% in 2000.

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Between 1990 and 2000 the percentage of residents of Brookhaven employed within education, health care and social services sector jobs remained consistent, at 25% of the resident population. Employment by Brookhaven residents in the manufacturing sector decreased from 15% in 1990 to 11% in 2000. Resident employment also decreased in the retail sector from 24% in 1990 to 13% in 2000. Both of these trends are not unique to Brookhaven, but consistent with other communities across Mississippi. Employment in each of the other industrial sectors experienced minor percentage increases in employment between 1990 and 2000.

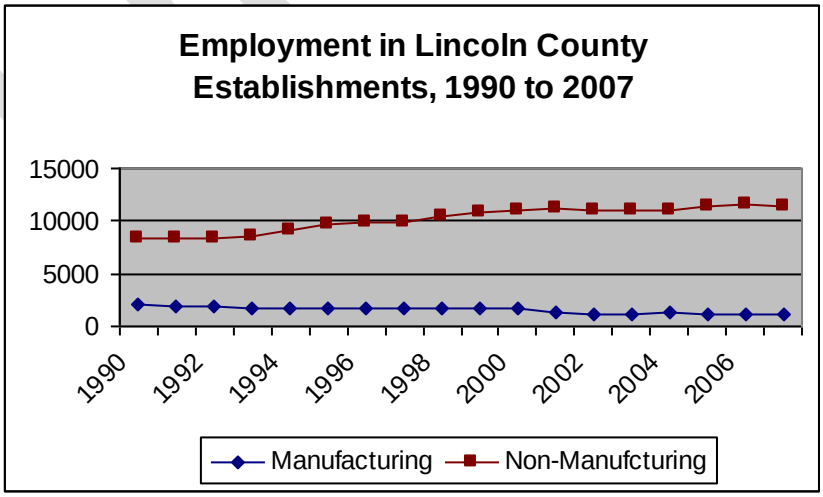
Major Industries

Establishment-based employment defines the employment at businesses located within Lincoln County and the City of Brookhaven. Employment at these businesses may provide jobs for residents of the city, the county, but they also provide employment to people that live throughout the region. Brookhaven and Lincoln County adopted a regional approach to economic development. Their joint Chamber and Industrial Development Foundation partners with the City of Brookhaven and Lincoln County to create employment that increases the income for residents within the city and county, thereby, creating access to a better quality of life.

Employment by Industry Grouping

Over the past sixteen years, the County's establishment based employment increased from 11,360 jobs to 12,520 jobs, an increase of 10.2%. Not surprisingly, and consistent with national and regional trends, manufacturing employment decreased as a percentage of total employment within Lincoln County. Still Lincoln County's job loss in manufacturing was less than that for the State of Mississippi and for the region. And service type employment increased both in the number of jobs and as a percentage of total employment.

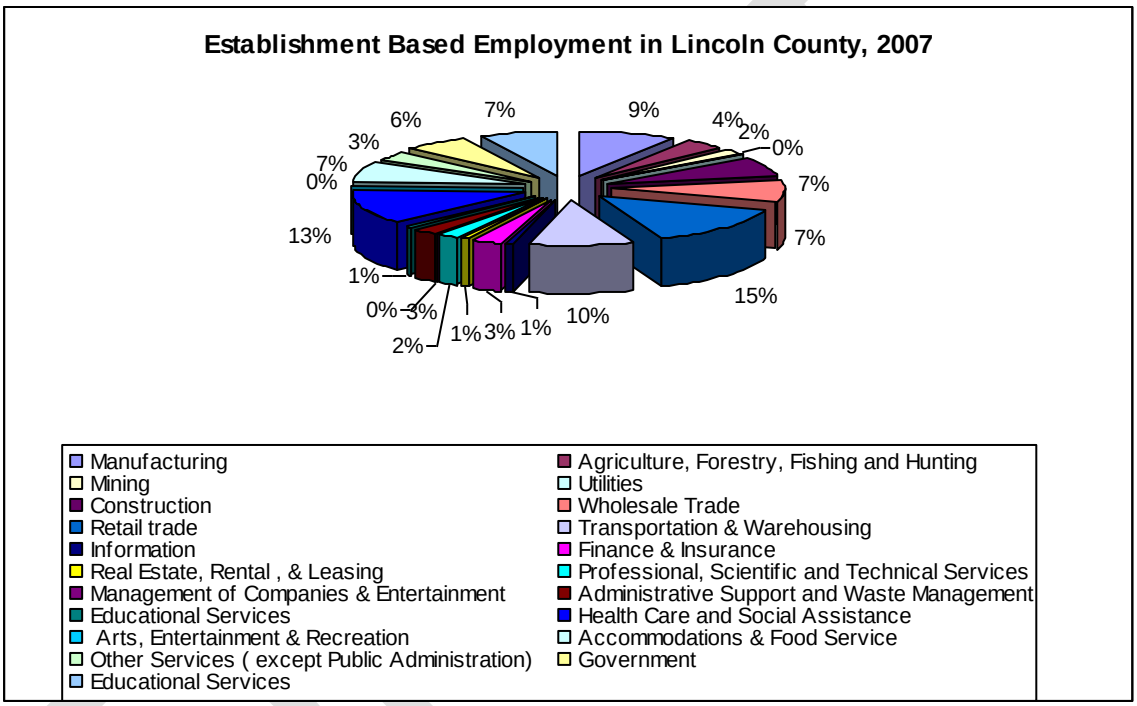
Figure A11.



Source: Mississippi Department of Employment Security

In 1990, manufacturing jobs accounted for 17.8% of establishment based employment in Lincoln County. Sixteen years later manufacturing employment accounted for about 9.3% of establishment based employment. Employment in this sector dropped from 2,020 jobs in 1990 to 1,160 jobs in 2007. In 2000, manufacturing establishments in Lincoln County employed 1,740 people—the highest manufacturing employment and in 2006, the non-manufacturing sector employed 11,500 people—the highest non-manufacturing employment so far.

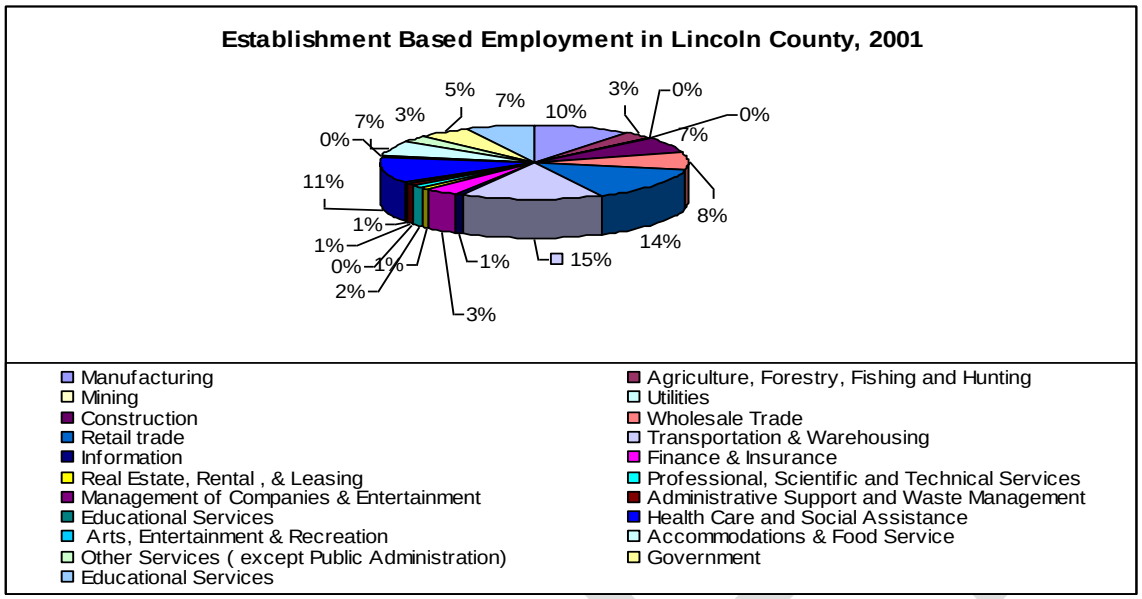
Figure A12.



Source: Mississippi Department of Employment Security

While manufacturing employment steadily declined over this seventeen year period, non-manufacturing employment steadily increased. Non-manufacturing employment increased by about 36.2% over the seventeen year timeframe, from 8,340 establishment based jobs in 1990 to 11,360 establishment based jobs in 2007. In 2006, non-manufacturing establishments in Lincoln County employed 11,500 people.

Figure A13.



Source: Mississippi Department of Employment Security

Establishment based service employment increased significantly in Lincoln County between 1990 and 2007. In 1990, the Mississippi Department of Employment Security estimated there were 1,850 establishment based service jobs in Lincoln County. This was about 17.8% of all employment within the County. By 2007, service employment accounted for about 28.9% of all employment and included employment in (a) health care and social assistance, (b) accommodations and food service, (c) professional, scientific, technical services, and (d) educational services. Employment in services increased from 1,850 jobs to 3,620 jobs between 1990 and 2007.

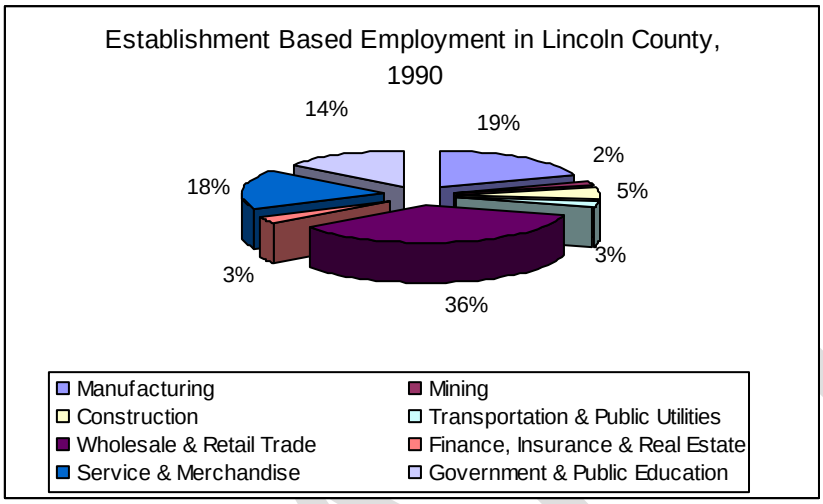
Table A17. Establishment Based Employment in Lincoln County, 1990 and 2007

Sector	2007	1990
Manufacturing	1,160	2,020
Government	810	670
Retail Trade and Wholesale Trade	2,750	3,690
Services	3,620	1,850
- Information	--120	--
- Professional, Scientific, Technical Services	--240	--
- Management of Companies	0	--
- Administrative Support and Waste Management	--320	--
- Educational Services	--70	--
- Health Care and Social Assistance	--1,590	--
- Accommodations and Food Service	--910	--
- Other Services	--370	--
Education	910	790
Transportation and Public Utilities	1,210	330
Finance, Insurance, and Real Estate	570	320
Construction	920	510
Agriculture, Forestry, Fishing and Hunting	450	--
Mining	240	190

Source: Mississippi Department of Employment Security

Employment in the transportation and warehousing sector also grew significantly between 1990 and 2007. Establishment based employment grew from 330 jobs in 1990 to 1,210 jobs in 2007 as several major companies established distribution centers in the Brookhaven Industrial Park.

Figure A14.



Source: Mississippi Department of Employment Security

Manufacturing decreased as both a percentage and in terms of real jobs in Lincoln County between 1990 and 2007. In 1990, manufacturing employment accounted for 19.4% of the establishment based employment in Lincoln County, and in 2007, manufacturing employment accounted for only 9.0% of establishment employment in Lincoln County. The number of manufacturing jobs decreased from 2,020 in 1990 to 1,160 in 2006.

Two industrial parks exist in Lincoln County and both are located within the City of Brookhaven. The list of major employers in Brookhaven includes many of the manufacturers and warehouses that exist within the manufacturing based park. This list is identified as Table 18.

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Table A18. Major Employers within the City of Brookhaven, 2007

Name of Business	Employees
Wal-Mart Distribution Center	1,100
Delphi Automotive	360
Brookhaven School District	522
McLane Southern	460
King's Daughter's Medical Center	450
Dickerson & Bowen	225
City of Brookhaven	160
Lincoln County Government	135
Columbus Lumber Company	150
Keystone-Seneca Wire Cloth Co.	120
Commtech	100
Gatlin Corporation	72
Lincoln Lumber Company	55
Ability Works	50
Cortez Byrd & Co.	50
The Daily Leader	48
Smith's Machine & Welding	43
Continental Carbonic	35
May Fabricating	33
Logical Link Inc.	30
Pepper's machine & Welding	27
Phillips Bark Processing	26
Epco	20
Gordon Redd Lumber Co	18
Hartley Gove Sons	18
B & O Welding and Machine	17
Casco Products	14
Southern Diversified Technology	13
Smith Sawmill	12
Chemstar Products	10
Sola Fide, Inc.	10

Source: Lincoln County-Brookhaven Chamber of Commerce

The City of Brookhaven, the Lincoln County Board of Supervisors and the Brookhaven-Lincoln County Industrial Development Foundation work together to recruit and develop businesses in Lincoln County. A majority of the existing infrastructure for major businesses exist within the City. This partnership has made a significant contribution to increasing the number of jobs within the county, creating an identity for Brookhaven as a regional distribution point, and has increased the income within the county from private wages.

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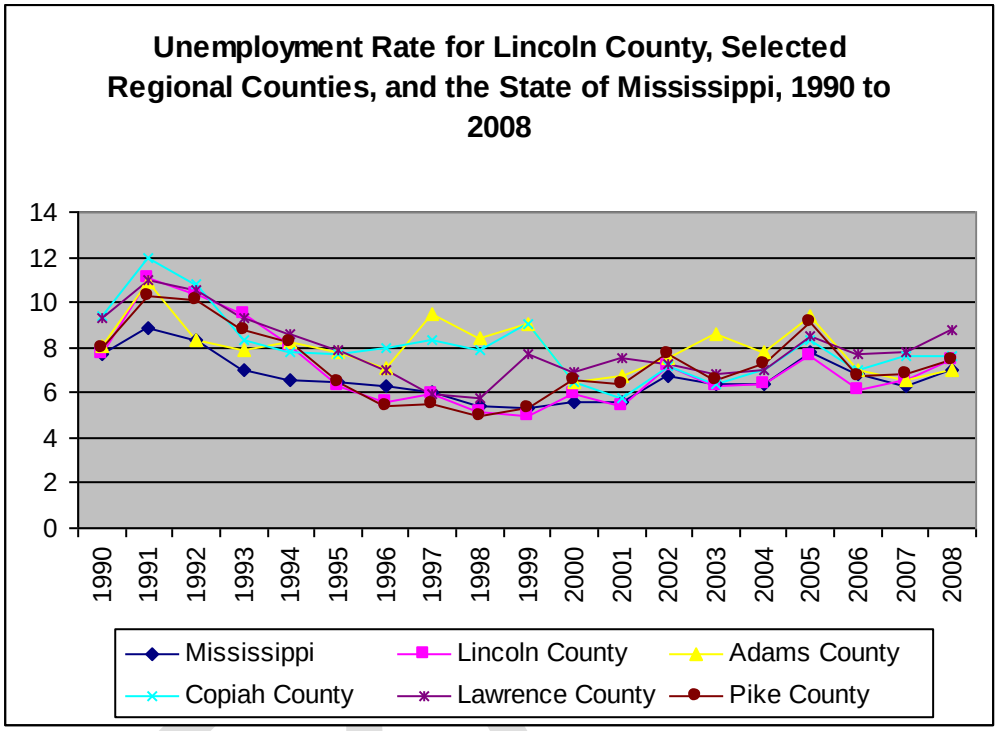
Unemployment Rate

Since 1995 the unemployment rate in Lincoln County has been slightly lower that the unemployment rate for the State of Mississippi. And in fact, since 1995, the unemployment rate in Lincoln County has been the lowest within the region.

Figure A15.



Source: Mississippi Department of Employment Security

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Table A19. Annual Average Unemployment Rate for Lincoln County and Selected Regional Counties and the State of Mississippi, 1990 to 2007

	Lincoln County	Lawrence County	Copiah County	Adams County	Pike County	State of Mississippi
2008	7.4	8.8	7.6	7.0	7.4	7.0
2007	6.6	7.8	7.6	6.6	8.0	6.3
2006	6.1	7.7	7.0	7.0	10.3	6.8
2005	7.6	8.5	8.3	9.4	10.1	7.8
2004	6.4	7.0	7.0	7.8	8.8	6.4
2003	6.3	6.8	6.4	8.6	8.2	6.4
2002	7.2	7.3	7.2	7.5	6.5	6.7
2001	5.4	7.5	5.8	6.7	5.4	5.6
2000	5.9	6.9	6.5	6.5	5.5	5.6
1999	5.0	7.7	9.0	9.0	5.0	5.3
1998	5.1	5.8	7.9	8.4	5.3	5.4
1997	5.9	5.9	8.3	9.5	6.6	6.0
1996	5.6	7.0	8.0	7.1	6.4	6.3
1995	6.3	7.9	7.7	7.8	7.7	6.5
1994	8.1	8.6	7.8	8.2	6.6	6.6
1993	9.5	9.3	8.3	7.9	7.3	7.0
1992	10.9	10.5	10.8	8.3	9.1	8.3
1991	11.1	11.0	12.0	10.9	6.7	8.9
1990	7.7	9.3	9.4	8.1	6.8	7.7

Source: Mississippi Department of Employment Security, Labor Market Information

In Summary, Lincoln County still maintains a base of manufacturing employment. Most of these jobs are located in the Brookhaven Industrial Park. While Lincoln County did lose manufacturing jobs in the past two and half decades, the decline in manufacturing employment was not as great in Lincoln County as it was in the region and throughout Mississippi. Overall, employment in Brookhaven establishments grew by about 10.2% between 1990 and 2007, and an increase in service employment supplemented the loss of manufacturing employment. Service employment in Lincoln County grew from 1,850 jobs in 1990 to about 3,620 jobs in 2007. Service employment was about 17.8% of all employment in 1990, and in 2007 service employment was about 28.9% of total employment.

Brookhaven residents were likely to work within their community. Nearly two-thirds of city residents worked in Brookhaven, according to Census data from 2000. And residents were likely to be employed in management, professional and related occupations, sales and office occupations, and service occupations. Two-thirds of Brookhaven's residents were employed in these three occupations. About 25% of working residents within the City of Brookhaven in 2000 were employed in the education, health and social services industrial sector. Thirteen percent of the population was employed in the retail trade industrial sector and 11% were employed in manufacturing. Over the past two decades, the unemployment rate in Lincoln County was consistent with or lower than that for the State of Mississippi, and the was lowest within the region.

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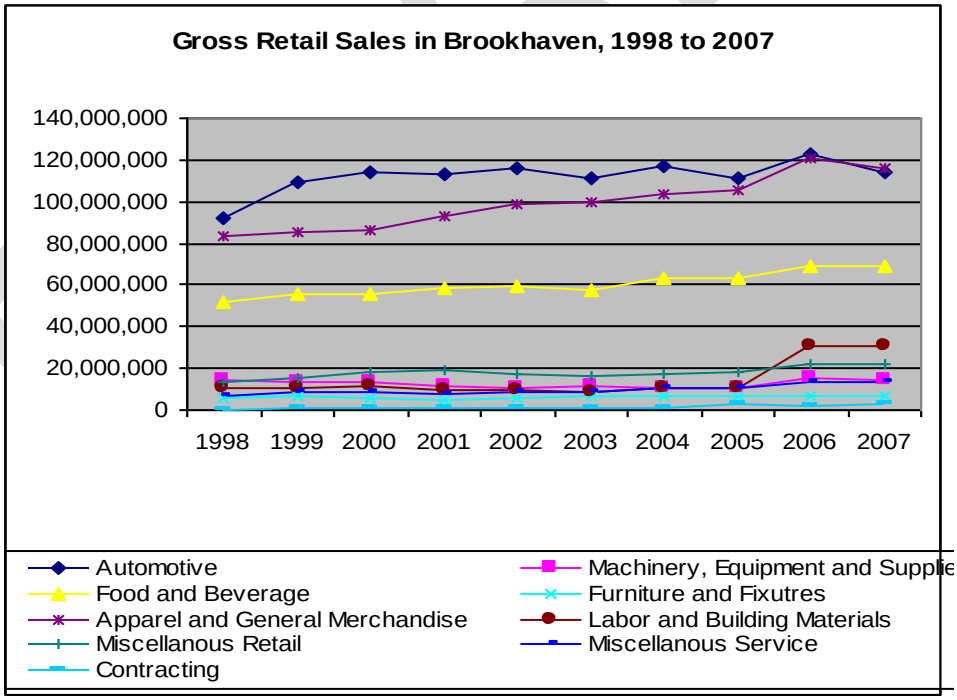
Retail Sales

In 2008, total retail sales from 598 retail establishments located within the City of Brookhaven created gross sales of $451,309,338. Between 1998 and 2008, gross sales increased by about 55.8%.

Up until 2006, the Automotive sales sector was the largest contributor of retail gross sales within the city. However, in 2007, the Apparel and General Merchandise sales sector eclipsed Automotive sales as the largest contributor of retail gross sales. Both sectors accounted for slightly more than one-quarter of all sales. The Apparel and General Merchandise sales sector provided sales of $116,450,199 or about 28.3% of total sales from Brookhaven establishments. Automotive gross sales, accounted for 27.7% of Gross Sales, producing sales of $114,039,692 in 2007. In 2008, Automotive sales sector once again provided more gross sales than any other sector. In 2008, 26.5% of all gross sales in the City of Brookhaven were generated by automotive sales. Apparel and General Merchandise sales accounted for another 24.7%.

Food and Beverage sales gross sales historically have been the third highest producer of retail sales in Brookhaven. In 2007, Food and Beverage sales accounted for 16.8% of Gross Sales. In 2008, Food and Beverage Sales accounted for 16.5% of all sales. These three categories accounted for nearly two-thirds of Gross Sales revenues in Brookhaven.

Figure A15.



Source: Mississippi State Tax Commission

Between 1998 and 2008, most retail sales categories experienced an increase in sales; only one category seemed to indicate a trend towards decreasing sales, until 2008 sales

figures were reviewed. Between 1998 and 2007, The Machinery, Equipment and Supplies sales category experienced about a 1% decrease in sales over the past decade. However, in 2008 sales in this category nearly tripled.

While the Automotive sales, General Merchandise and Apparel sales, and Food and Beverage sales categories consistently account for the greatest percentage of sales revenues generated within the City.

Several categories of sales had tremendous growth in revenues. These categories of sales include Lumber and Building Supplies, Miscellaneous Services and Miscellaneous Retail.

> Lumber and Building Supplies accounted for only 7.4% of all sales in 2007, however, this category of sales experienced a 201% increase in sales between 1998 and 2007. Sales in Lumber and Building Supplies increased from $10,144,042 in 1998 to $30,538,200 in 2007. Lumber sales continued to increase in 2008.
>
> Sales of Miscellaneous Services increased by 175% between 1998 and 2008. In 1998, sales from Miscellaneous Services accounted for 2.1% of all sales, with total sales of $6,245,859. In 2008 sales from Miscellaneous Services amounted to $17,205,747 and were 3.8% of total sales within the City of Brookhaven.
>
> Miscellaneous Retail sales increased by 75.5% between 1998 and 2008. Miscellaneous Retail sales increased from $13,318,474 to $23,368,703. Sales in this category accounted for 4.6% of total sales in 1998 and 5.2% in 2008.

Retail sales generated in establishments located within the City of Brookhaven have increased to nearly 80% of total sales generated in all Lincoln County establishments. Yet only about 63% of all retail establishments in Lincoln County are located in Brookhaven. The retail establishments that are located within Brookhaven tend to have a regional draw. City of Brookhaven is a regional retail center for Lincoln County and several surrounding counties.

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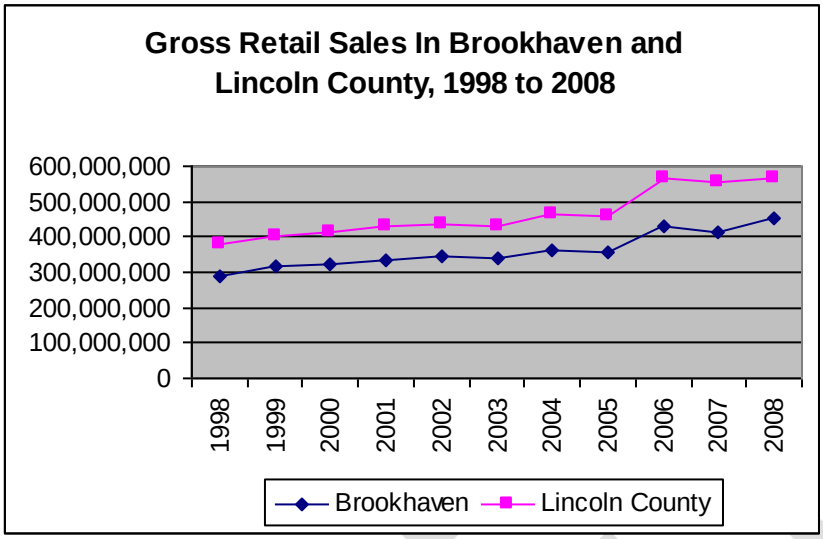
Figure A17.



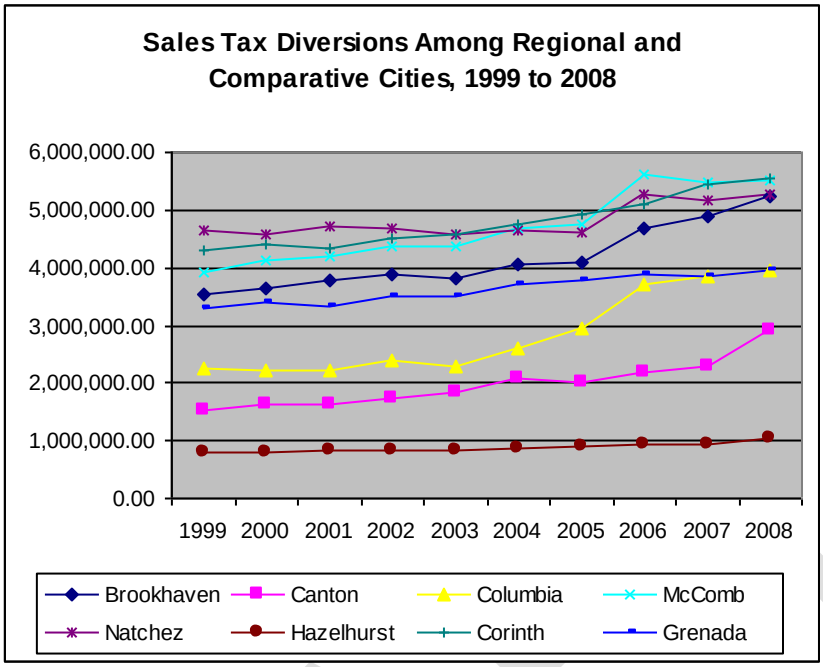
Source: Mississippi State Tax Commission

By comparison to other cities within the region, the City of Brookhaven has had sales and sales growth consistent with many of the other cities within the region. Brookhaven and McComb both appear to have had a greater rate of sales growth than the City of Natchez. However, the City of Natchez, which is about twice the size of Brookhaven, has a greater amount of sales than the City of Brookhaven.

A study completed for the Lincoln County Economic Development organizations examined the "pull" and "leakage" within the Lincoln County and Brookhaven retail sectors. "Pull" signifies the amount of sales retailers within a jurisdiction attract, and leakage recognizes the amount of sales retailers within a jurisdiction might lose to another community. The unpublished document utilized a pull factor analysis method to determine the relative strength of the retail sector, based upon a comparison of state and local per capita sales[3]. In general, the study found that Brookhaven businesses had a strong regional pull, likely to be somewhere between two and half to nearly three times the population of the City of Brookhaven.[4]

[3] Unpublished report by John Brandon. Pull factors for Lincoln County and the City of Brookhaven, no date, p 1
[4] Ibid, p.2.

Figure A18.



Source: Mississippi State Tax Commission

Sectors with particularly strong retail sales were Automotive Sales and Apparel and General Merchandise Sales. It is likely that the market area served by these retail sectors was nearly five times the population of the City of Brookhaven. Other strong sectors included the Food and Beverage Sector which drew a market nearly three times the population of Brookhaven, and the Lumber and Building Supplies Sector which served a market of nearly two and half times the population of Brookhaven[5].

The study cited opportunities for growth in the Furniture and Fixtures Retail Sector, the Miscellaneous Retail Sector and the Miscellaneous Services Sector. These industries were identified as pulling a market that included an area larger than the City of Brookhaven, however, less than the overall pull across all retail sectors within the City.[6]

The study identified leakages in the Contracting Sector and Recreation Sector within the City of Brookhaven, as well as in Lincoln County.[7] A leakage in sales would indicate that residents of Brookhaven would usually utilize a contractor from an area other than the City of Brookhaven or Lincoln County, and would generally spend their recreation funds in areas other than the City of Brookhaven and Lincoln County.

[5] Ibid, p. 2.
[6] Ibid, p. 3.
[7] Ibid, p. 3.

CHAPTER FIVE
EXISTING LAND USE STUDY AND EXISTING LAND USE MAP

Introduction

The Existing Land Use Study is an important element of a Comprehensive Plan providing the base data for developing a functional plan for the orderly growth of the City of Brookhaven. The land use inventory along with input from the Citizen Advisory Committee, city staff and elected officials will be combined to provide the framework for a future land use map that will guide development and re-development patterns and will be used as the basis for zoning and subdivision regulations. Figure 7. Existing Land Use of the City of Brookhaven follows this chapter.

Land Use Methodology

A land use survey was performed by planners of the land area within the City of Brookhaven. The intent of the land use survey was to determine how the land was utilized. To accomplish this task, planners first mapped land uses coded by the Lincoln County Tax Assessor and Collector which are utilized for tax purposes. These codes provided a general overview of the types of land uses which were likely to occur within the City of Brookhaven.

Then planners utilized these maps to perform a visual field survey of key areas subject to development, subject to land changes, land uses which were commercial in nature and all parcels in the City's Industrial Park. This survey was completed over two days in August, 2008. Planners then transferred the data gained while in the field into a Geographic Information System (GIS) based upon parcel data.

The information that was collected and mapped defines current conditions and development trends and is a basis for establishing the Future Land Use, Community Facilities and Transportation Plans.

Inventory

The purpose of the land use plan is to understand how land is utilized and how land uses are allocated within the City of Brookhaven. Analysis of the land use inventory identified patterns of development within the city, patterns of growth and the analysis revealed existing land development deficiencies and how they might effect future development. Analysis of existing land use also assisted the project team to determine changes that may need to be made to the

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Future Land Use Plan and/or the Zoning Ordinance, based upon the long term goals of the City of Brookhaven.

The land use survey divided the uses within the City of Brookhaven into land use categories. These land uses were entered into a relational database, which allowed these land uses to be tied to a map through a Geographic Information System (GIS), and also allowed these land uses to be tallied by the number of acres and by the location of the parcel.

Following is an explanation of the categories of land use within the City of Brookhaven.

Agricultural— Agricultural areas exhibit some indication that the land is used for crop production, raising livestock or tree harvesting. Grazing pastures without animals and land with agricultural structures were also grouped in this category of land use.

Church or Institution- Church uses entail a public or semi-public function, reserved for specialized spiritual or religious structures that may have large assembly areas, stages and choirs, classrooms, bells, bell towers, steeples and may include residential quarters on site. This category of land use can also include cemeteries that serve a public or semi-public function, reserved for the internment of human or animal remains. Cemeteries usually include open space and may include monuments and statuary.

Commercial – Commercial land uses include the provision of products and services for profit. Such land uses may include retail stores, gas stations, restaurants and mini-storage facilities.

Industrial – Industrial land uses involve the processing, manufacturing or distribution of materials or products.

Medical Facility- Medical land uses have a primary function of the conduct of medical treatment. This category of land uses includes medical clinics, hospice, but not medical offices, nor nursing homes.

Nursing Home- The land uses in this category serve a primary function to provide for the habitation of people in group quarters that may need medical assistance during their day-to-day activities.

Offices- Office land uses are those in which the primary use was the conduct of a business where professional services were provided, such as accounting, engineering, legal, medical or real estate services.

Public and Semi-Public Facility- Areas of public function such as local, county, state and Federal governmental offices, meeting halls, libraries, and post offices and National Guard Armories. This category also includes semi-public organization offices and meeting rooms, as well as semi-public clubs, which can include the VFW, American Legion, and Masonic Halls. This category includes public school buildings, auditoriums, public school recreation fields and support land uses such as school bus parking areas. This land use does not include parks and recreation facilities that are owned or managed by a local government, a public or private organization other than a school, or by a private vendor.

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Parks and Recreation- This land use includes facilities, open lands and land courses that are utilized for passive and active recreational pursuits. These land uses can include city, county and state parks, parks owned and organized by non-profit organizations, as well as recreational facilities of private clubs and fee based recreation. Riding stables are not included within this category, although city or county owned multi-purpose arenas would be.

Single-Family Residential – A residential land use is identified by a detached, site-built house on an individual lot, regardless of the size or the ownership of the dwelling unit or the size or the ownership of the lot.

Manufactured Home or Housing – A land use identified as a manufactured housing land use is a residential land use but has one or more factory-built dwelling units, including mobile homes ("trailers") and manufactured homes either on individual lots or within a subdivision or mobile home park.

Duplex- A duplex land use is a residential land use which is defined as a structure containing two (2) dwelling units under a shared roof or roofline.

Other Multi-family Residential – A multi-family land use is a residential land use defined as a structure or structures containing three (3) or more dwelling units, including single-family dwelling conversions, townhouses, condominiums and apartments. These units will share a common roof or roofline.

Vacant or undeveloped – Vacant or undeveloped land uses are vacant lots in developed areas as well as wooded areas not associated with agriculture or recreation.

The information gathered in the land use survey is described in the paragraphs below.

Agricultural
Approximately 1,209.10 acres of land or nearly 10% of the land area in the City of Brookhaven were in agricultural land uses. Most of the agricultural land was located in the southern third of the City of Brookhaven, between U.S. Highway 84 and Natchez Street and between U.S. Highway 84 and Funches Street. Another more moderate area of agricultural land uses existed in the northwest corner of the City of Brookhaven. Cropland and pasture lands were identified as the primary agricultural land uses.

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Table 18. Land Use within the City of Brookhaven, 2008

	Acres	Percent of Total land Area
Agricultural	1,209.10	9.98
Commercial	981.02	8.10
Offices	15.70	0.13
Industrial	285.26	2.34
Medical	33.33	0.28
Nursing Home	24.11	0.20
Public/Semi-Public Facility	567.30	4.68
Church/Institutional	200.10	1.65
Residential- Single Family	4,996.83	41.26
Residential- Manufactured Homes	502.00	4.14
Residential- Duplexes	10.15	0.08
Residential- Multi-Family	78.98	0.65
Parks and Recreation	303.01	2.50
Vacant	2,904.85	23.98
Total	12,111.74	99.97

Source: Lincoln County Tax Assessor and Slaughter and Associates, August 2008

Vacant or Undeveloped

Vacant or undeveloped land covered approximately 2,904.85 acres or nearly one-quarter of the land inside the city limits. These parcels varied in size from lots within the established neighborhoods and lots within subdivisions to large tracts of vacant land in the Industrial park and near the City's corporate limits.

In a subsequent section of this chapter is a discussion of the development constraints on the vacant land identified during the land use survey, the approximate amount and location of constrained vacant land.

Residential (Single-family, Multi-family, and Manufactured)

Residential land uses totaled 5,587.96 acres or about 46.14% of the acreage in the City of Brookhaven. The majority of residential land uses (4,996.83 acres) were used for single-family residential development, but which did not include manufactured homes. Manufactured homes were located on 502 acres within the City of Brookhaven, on approximately 208 parcels of land. Duplexes were located on 10.15 acres of land and multi-family housing was available on 78.98 acres of land within the City of Brookhaven.

A partial listing of duplexes and other multi-family housing complexes that existed in the City of Brookhaven as of 2008 include:

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Table 19. Apartment Complexes in Brookhaven, 2008

The Brooks Apartments	48 units	Old Wesson Road
Brookhaven Apartments	48 units	635 Industrial park Road NE
Inez Apartments	30 units	104 East Monticello
Lakeview Arms Apartments	64 units	300 Magee
Kingsborough Apartments	70 units	502 Silver Cross Drive
Lincoln Apartments	48 units	410 Old Wesson Road NE
North Haven Apartments Ltd.	80 units	1362 Union Street Extension NE
Smith Apartments		220 East Minnesota
Jackson Square Apartments	32 units	730 North Jackson
Country Village Apartments	48 units	1265 Field Lark Lane NE
Brookhaven Housing Authority	429 units	501 Brookman Drive (4 complexes throughout the City)

Of the multi-family units within the City of Brookhaven, several are market rate apartments, providing rents with no subsidies. Approximately 329 units were managed by the Public Housing Authority of the City of Brookhaven, and another 101 units were assisted units, allotting a subsidy based upon income for a specified number of units. Additionally, senior citizens are able to access 70 affordable unit apartments at Kingsborough Apartments.

Apartment complexes are generally located in places that offer convenience and access to employment and services. Four of the complexes located within the City of Brookhaven are located in areas adjacent to the Interstate 55 Interchanges. Three complexes are located within close proximity to each other and to the City's northern interchange and Lakeview Arms, a market rate apartment complex, is located adjacent to the City's middle Interstate 55 interchange. This complex is also located near shopping and employment.

The City is seeing an increase in apartments in the downtown area. Currently, there are three apartment complexes of various sizes located in downtown or adjacent to the downtown area. One complex of public housing is also located adjacent to the downtown and several developers have proposed building or renovating apartments on second and third stories of buildings located in downtown. Mixed uses provide an opportunity for utilization of upper floors and offer opportunities for increased retail and service needs in the downtown area.

Additionally several units of multi-family housing were located within neighborhoods on the east side of Brookhaven. These complexes were located in moderate to high density neighborhoods, close to schools and neighborhood retail and services, but not necessarily close to employment opportunities. Smaller scale complexes, or large-scale complexes integrated into the neighborhood design may allow the multi-family units to be more complimentary of existing neighborhoods.

Land uses identified as manufactured housing consisted of mostly scattered-site single and double-wide manufactured homes. Two manufactured home parks are located within the City of Brookhaven. Manufactured and mobile homes were located on 502.00 acres of land within the City that accounted for approximately 4.14 % of land within the City. As of 2008, scattered site mobile homes and manufactured homes were located on 206 lots within the City. Manufactured and mobile homes are predominantly in areas zoned agriculturally and in areas which allow greater residential densities.

The Pinehaven Trailer Park was located on Union Street in Brookhaven and a second Park is located in an area recently annexed into the City, adjacent to the Industrial Park.

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Commercial

Commercial land uses within the City of Brookhaven comprised 981.2 acres of land or 8.10% of the City's land area. There are several distinct and notable commercial service centers in Brookhaven. Generally, these commercial service centers are located upon major access routes through the City, at crossroads of significant collector roadways and in neighborhoods as neighborhood service areas. These major routes and significant collector roadways include Brookway Boulevard, U.S. Highway 51, U.S. Highway 84, parts of Union Street, Monticello Street, the downtown area, Main Street near the Industrial Park, and Congress and Union Church Streets.

Location and access influenced the characteristics that the commercial districts developed. Following is description of the notable commercial areas within the City of Brookhaven.

Brookway Boulevard (west of Highway 51)

One of the most commercially intensive areas within the City of Brookhaven is Brookway Boulevard, between Interstate 55 and U.S. Highway 51. These commercial uses favor automobile traffic and feature large retail centers, gasoline service stations, both drive-through and sit down restaurants, hotels and banks. These businesses rely on regional traffic, and the retail shopping area offers customers choices in goods and price ranges. Within this area, easy access utilizing the automobile is very important.

There is little undeveloped land left within this section of Brookway Boulevard. Development is beginning to expand northward from Brookway and along Brookway Boulevard west of the Interstate 55 Interchange. Spillover development is also beginning to occur along U.S. Highway 51 south of Brookway Boulevard.

Brookway Boulevard (east of Highway 51)

This segment of highway is another intensive commercial area within the City of Brookhaven. Businesses along this segment of Brookway Boulevard include specialty retail and specialty services. These businesses and services have a potential regional draw, but the customers that are seeking these businesses are seeking the specialty service or retail item offered by these businesses. There is no vacant land and few vacancies within the shopping centers within this area. Access within this area may be enhanced by providing sidewalks and safe walking access points between the businesses to encourage customers to visit more than one specialty retail or service business within this area.

Highway 51

U.S. Highway 51 and Monticello Street were likely the City's first major roadways that developed as a response to the car. U.S. Highway 51 and Monticello Street lost their prominence as major commercial boulevards as by-passes to the City were developed. As U.S. Highway 84 developed, Monticello Street, which was populated with drive-in's catering to travelers and local alike, became obsolete. Likewise, the importance of U.S. Highway 51 was diminished as Interstate 55 was developed. Travelers could make trips faster on Interstate 55 than on U.S. Highway 51.

As the importance of U.S. Highway 51 diminished as a travel route, so did the intensity of businesses along there. Instead, commercial and service businesses located along that route served local clientele and needed more accessibility, i.e. curbcuts and driveways. Currently, U.S. Highway 51 between North Jackson Street and Natchez

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Drive has several very important anchors. These include King's Daughter's Medical Center and the intersection between Highway 51 and Brookway Boulevard. These anchors provide additional consumer traffic for businesses located on Highway 51.

There are several underutilized commercial properties on U.S. Highway 51. U.S. Highway 51 will likely experience some spillover as development continues to intensify along Brookway Boulevard. Additionally, intensification of medical offices and rehabilitation services to support the King's Daughter's Medical Center may further enhance commercial and service development along U.S. Highway 51. Many construction type businesses and farm support businesses have located along Mississippi Highway 51.

Downtown Brookhaven

Downtown Brookhaven is an important part of the community. The downtown area of the community is the home to City and County government, the Chamber of Commerce and Lincoln County Industrial Development Foundation and most of the major banks within the region. The Mississippi School of the Arts is located in downtown in historic buildings that for decades housed institutions of higher education. Downtown was the first major commercial center after the City was officially chartered, with the railroad linking the City of Brookhaven to major trade centers. Downtown developed around the train station and the rail lines which accessed the City.

Downtown Brookhaven serves as an economic, cultural and governmental center for the City. Both specialty retail and general merchandise stores exist in downtown. Several restaurants and a coffee shop operate in downtown. Many professional offices are located in the downtown area to be close to the Courthouse and to the banking community. And several developers have begun developing residential development in the downtown area again, to fill the floors above the retail and service businesses. There is a desire to see that downtown Brookhaven retains its eminence as the economic, cultural and social center of the City.

Monticello Street

This one-time major thoroughfare was the major connector between the City of Brookhaven and communities to the east. Indeed, many of the buildings along Monticello Street are reflective of the drive-through restaurants that existed in the 1950's and early 1960's before the by-pass routes were completed. Over time, as MS Highway 84 was upgraded, traffic along Monticello Street has decreased, and commercial activities along the street now primarily serve the neighborhoods bordering on Monticello Street. Additionally, there needs to be a better mix of retail within this area to serve the neighborhoods along Monticello Street.

U.S. Highway 84

U.S. Highway 84 is a significant roadway in the future of the City of Brookhaven. Highway 84 runs between Natchez and Waynesboro, through Laurel. U.S. Highway 84 is a multi-lane divided highway. This roadway offers significant regional access throughout Lincoln County. Development which occurs along this roadway will have exceptional north-south access from both Interstate 55 and U.S. Highway 51.

Adjacent to the Interstate 55 Interchange and along U.S. Highway 84 between U.S. Highway 51 and Railroad Street, commercial development exists. Additionally, the

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National Guard Armory and a Church complex, which includes a sanctuary, school, offices and meeting complex have located within this area. These two facilities likely relocated to this area due to the accessibility and availability of large land areas. It is likely that commercial uses, needing the same qualities will also relocate to this area. Efforts should be made to ensure that access remains unhindered, but also that buffers are established to protect several significant subdivisions that are located near U.S. Highway 84.

Union Street
Union Street west of Industrial Boulevard is undergoing a transition from residential development to commercial development. Commercial development exists on the south side of Union Street adjacent to the Interstate 55 interchange. It is likely that as more development occurs within the Industrial Park, that there will be additional traffic to warrant commercial development on the north side of Union Street, west of Industrial Boulevard.

Farther east on Union Street, several small businesses exist. While these businesses should be maintained, business development on Union Street south of Jennifer Street should be minimized in order to maintain the character of existing residential neighborhoods.

Main Street
Main Street, east of Clara Street, has a distinctly commercial character. This area includes a mix of commercial and industrial uses. The function of this commercial area supports the Industrial Park activities, and provides a location for smaller industrial businesses.

Main Street, west of Clara Street, has several smaller commercial areas that exist at intersections within the residential areas. While these businesses likely benefit from the location near the Industrial Park, these businesses also likely serve the residential neighborhoods that they exist near, and employ neighborhood residents.

Congress Street
There are a growing number of commercial and service based businesses electing to operate along a segment of Congress Street from the intersection of Congress Street and Union Church Street to the intersection of Congress Street and Monticello Street. Businesses are operating within older homes. This area is attractive to businesses and close to both Downtown and the specialty office and shopping area along Brookway Boulevard. This area may act as an incubator for new businesses, but offers a less visual location for businesses than downtown and Brookway Boulevard.

Neighborhood Commercial Areas
Neighborhood commercial centers exist within or near almost every neighborhood within the City of Brookhaven. These neighborhoods businesses are important to the community, providing convenience within walking distance in the more urban neighborhoods and providing an accessible stop on the way home in the City's more rural or suburban neighborhoods. Typically, these neighborhood businesses should be located at or adjacent to intersecting secondary roadways to insure accessibility, but to also ensure that the use supports the neighborhood instead of detracts from the neighborhoods by encouraging additional vehicular or pedestrian traffic.

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Office
Office land uses were identified on 15.7 acres of land within the City of Brookhaven or on about 0.13% of the total land area within the City of Brookhaven. These areas were located in areas along Brookway Boulevard, U.S. Highway 51, and in the downtown area of Brookhaven. Office land uses include professional services, such as doctors, dentists, attorneys and accountants. The largest concentration of offices was in the downtown area, although there was also a concentration of offices near the Kings Daughters Hospital.

Medical Land Uses
Approximately 33.33 acres of land was devoted to medical land uses. This equates to about 0.28% of all land within the City of Brookhaven. Nearly all of the land identified as medical land uses was located along U.S. Highway 51 as part of the Kings Daughter Hospital or as clinics located immediately adjacent to the hospital.

Nursing Home Land Uses
About 24.11 acres of land within the City of Brookhaven were devoted to land uses associated with nursing homes and personal care homes. Five nursing home facilities and three personal care homes were identified within the City of Brookhaven. These facilities were generally located in areas which had higher residential densities. Several of these facilities were located within residential neighborhoods near the hospital, while two others were located in areas of high residential density but with few services.

Churches and Related Uses
Approximately 200.1 acres of land within the City of Brookhaven were devoted to land uses related to churches and related church uses. The land uses included sanctuaries, churches, support facilities, cemeteries and residential housing owned by Churches or Church organizations and utilized for a parsonage, but not rental apartments or shelters. While the churches provide spiritual services, many churches also have auxiliary facilities that support a strong spiritual life. These facilities may include gymnasiums, classrooms, family centers, meeting rooms and offices for support services.

Several churches exist within the City's downtown area. Other churches exist within the established neighborhoods within the City. While churches provide for the spiritual needs of residents of the community, they are also increasingly serving the social needs as well, providing opportunities for parishioners to worship, learn, socialize, and recreate together, and also allowing the church and its parishioners to provide needed social services to the community. As churches serve greater needs they also require greater space. Therefore, there has been a trend in the past two decades for churches to build larger spiritual centers which serve a greater number of parishioners and provide a greater number of services. This trend is apparent in Brookhaven, where several churches have moved to locations with greater accessibility and more land available for development. Most notably churches with regional followings have located to Mississippi Highway 84, near the City's southern Interstate 55 Interchange, Magee Street, near the City's middle Interstate 55 Interchange, along U.S. Highway 51, north of Union Street and on South First Street.

City Buildings, County Buildings and Other Governmental Buildings
Approximately 567.3 acres of land were devoted to local governmental offices, government work yards, the City's wastewater treatment plant and landfill, and the airport within the City of Brookhaven. School facilities, grounds and sports fields were included within this category of

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land use. City and County buildings, school facility and other governmental buildings accounted for 4.68% of the land use within the City of Brookhaven.

Parks and Recreation
About 303.01 acres or about 2.5% of the land area within the City of Brookhaven were devoted to recreational land uses. These land uses included city and county parks, a country club facility and gold course, a park operated by the Exchange Club and a private recreational facility.

Industrial
Industrial land uses occupied 285.26 acres or 2.34% of the land within the City of Brookhaven. These land areas included production, processing, transportation and warehousing activities, metal fabrication activities, and mechanical repair activities. The City of Brookhaven owns an Industrial Park in the northeastern corner of Brookhaven. A majority of the City's industrial activities take place in this area. The Industrial Park is serviced by rail, and vehicular accessibility, including truck traffic is eased through the provision of overpass over the railroad tracks and rail yard to insure that traffic can continue to move. Adjacent to the Industrial Park is the public airport.

The Industrial Park is home to most, if not all, of the processing and warehousing businesses in Brookhaven. There are several manufacturers located in an area immediately adjacent to the industrial park. Other than these smaller industries, all industrial activities are contained in the City's industrial park.

Development Constraints on Vacant Land
The City Of Brookhaven was recently expanded its corporate limits, annexing approximately 14.4 acres of land to the north, south, east and west of the former corporate limits. The City leaders contemplated this boundary expansion to not only provide services to a development occurring adjacent city limits, but also because the city had very little vacant land left for development. An analysis of the existing locations of vacant land within the City is discussed in the previous section.

There may be natural constraints to the development of vacant land. Such constraints may include steep slopes, wetlands, endangered species or habitats, or the property may be located within a floodway or floodplain. A site assessment of each specific parcel would be required to determine if any of these features are present on the site or would affect the proposed development.

The emphasis of this section is not to provide a specific site assessment, but to identify possible development constraints within general areas, not site specific parcels. A review of data and information regarding Brookhaven indicates that there are several flood hazard areas identified within the corporate limits of the City of Brookhaven. These flood hazard area are adjacent to the West Bogue Chitto River, the East Bogue Chitto River, several streams associated with the East Bogue Chitto River and the Halbert Branch. These flood hazard areas are designed as "A" or "AH" flood zones by the Federal Emergency Management Agency. An "A" flood zone is defined as having a 1% chance in any given year of exceeding stream banks. In the case of an "A" flood zone, detailed studies have been completed to determine the base flood elevation.

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"An "AH" flood zone, as determined by FEMA, has a 1% annual chance of shallow flooding, with ponding of water at an average depth of one to three feet.

In general, properties designated as lying within an "A" flood zone are developable properties, however, developers would be required comply with the local government's floodplain ordinance, which would not allow fill to be placed in floodways, require that the structure is elevated above the base flood. Properties utilizing federally insured loans would be required to carry flood insurance.

Approximately 24 parcels of vacant property identified in the land use survey may be required to comply with the City's floodplain ordinance, since part of the property may be located within an "A" or "AH" flood zone.

Neighborhood Conservation

The health and vitality of neighborhoods is not only important to the residents that live in the neighborhood, but it is also important to the health of the city. Existing neighborhoods are a base upon which to grow a community. City services exist within these neighborhoods and full build out of these areas offers city's the opportunity to realize effective service utilization. Additionally keeping these neighborhoods healthy and attractive may reduce the amount of new service lines needed to connect new subdivisions that build further away from existing service lines.

Brookhaven offers several types and scales of residential development within the corporate limits. There are distinct neighborhoods that are encapsulated by transportation routes. Perhaps the oldest and grandest of these neighborhoods exists south of downtown and west of the rail lines. This neighborhood includes many historic homes, on gracious grounds. Due to the character of this neighborhood, this neighborhood is one of the healthiest neighborhoods within the City.

Several neighborhoods may be undergoing some level of decline in health. Planners looked at several indicators to determine the relative health of the neighborhoods. These included (a) the age of the housing stock and (b) the percentage of renters in the neighborhood. To assess the neighborhoods, planners relied upon census block groups, not necessarily the boundaries perceived by people living within the neighborhood, and relied upon Census data from 2000.

> Planners measured the age of the housing stock within the census block groups by mapping the percentage of the housing stock built before 1960.
>
> Planners measured the percentage of renters within the neighborhoods, including renters in multi-family units, duplexes, mobile homes and single family units.

Based upon these criteria, planners identified four neighborhoods of particular concern. These neighborhoods are:

> Census block group 9505.5 which is bounded on the south by West Congress, on the east by North Jackson, on the north by Montgomery to Ingram Street to Love Street and on the west by U.S. Highway 51 to Union Street to Hartman Street and back to West Congress Street.

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Census block group 9506.2 is bounded on the south by East Minnesota Street to South Washington Street to Beauregard Street . It is bounded on the east by South Hamilton Street. It is bounded on the north by Monticello Street. And it is bounded on the west by the railroad tracks.

Census block group 9506.1 is bounded on the south by East Monticello Street to Dr. Martin Luther King, Jr. Drive, then south along Dr. Martin Luther King, Jr. Drive to East Washington Street, then east on East Washington Street to Lewis Drive. The southern boundary is Lewis Drive to the area the east Bogue Chitto, and then north along the old corporate city limit, to Williams Street, then west Along Williams Street to Penn Street, then north on Penn Street to East Independence Street. The western boundary of this block group is the railroad.

Census block group 9505.4 is bounded by Census block group 9506.1 on the south, the old corporate city limits on the east. The railroad tracks on the north and the railroad tracks on the east.

Efforts to stabilize these neighborhoods may include enhanced code enforcement regarding property maintenance and life safety. Communities across the country have adopted code enforcement programs that inspect all structures throughout the city on a rotating basis for infractions to life safety codes. Often these programs are coordinated with maintenance programs offered through social agencies and non-profit organizations to help homeowners address those issues cited by inspectors. Several communities have also adopted rental property inspection programs and mobile home inspection programs to ensure that life safety codes are met by rental housing. Additionally, programs aimed at renovating homes for affordable homeownership, or building new homes on vacant lots can assist in the revitalization of neighborhoods.

Analysis and Summary

The history of the City of Brookhaven is illustrated in its development pattern. The City was established as regional point of commerce, first on the river, then on the railroad and then by car and truck. The City still serves this function, as a regional supplier of retail goods and as a regional health care center. Economically, the City has leveraged its hub distribution location to also serve a regional distribution point for retail suppliers and manufacturers.

A comparison of Brookhaven with other small cities indicates that the City is generally consistent with other small cities in terms of the distribution of land use. General standards for land use were developed through the Harris Study (August 1992). Harris utilized data from small cities under 100,000 in population. Based upon this analysis, on average, about 52% of the land use of small cities was in residential land uses, 10% of the land use was in commercial land uses, 7% of the land use was in industrial land uses, and 31% of the land use was in public use. On average about 15% of the land was utilized for civic activities and about 16% of the land was utilized for rights-of-way.

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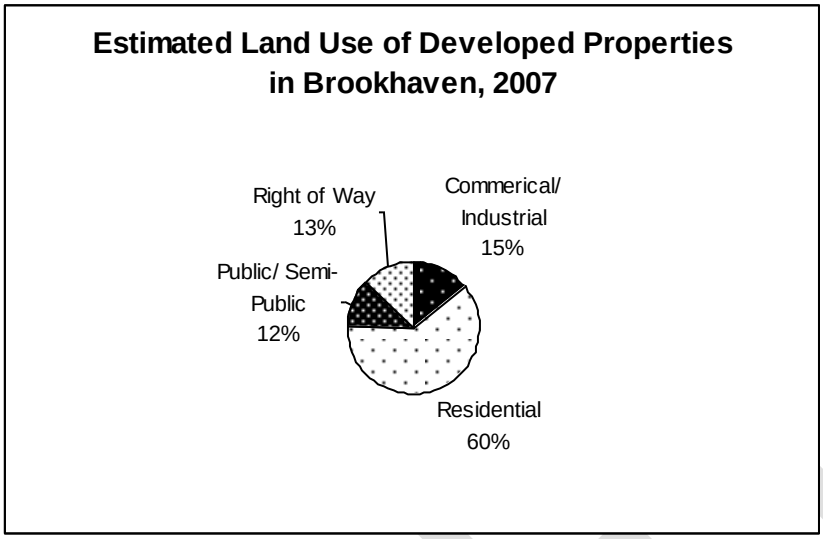
Figure 6.



Based upon the acres of developed land within the City of Brookhaven, approximately 15% of the City's developed land is in commercial or industrial development. Based upon this analysis it is likely that the City can entertain additional commercial and industrial development.

Based upon the acres of developed land within the City of Brookhaven, approximately 60% of the City's developed land is developed in residential uses. This is higher than that experienced by many communities studied by Harris. The City may consider efforts to redevelop and revitalize residential neighborhoods to increase the value of homes within existing neighborhoods.

Based upon the acres of developed land within the City of Brookhaven, approximately 12% of the City's developed land is developed in public and semi-public land uses. These land uses may include parks, recreational facilities, governmental buildings and church facilities. The City of Brookhaven has a lower than average number of acres in the public and semi-public land use category. The City and County have worked together to develop several governmental facilities, from buildings to parks to ensure an efficient use of public funds.

Commercial endeavors, service agencies, and industrial development within the City serve a region greater than just the City of Brookhaven. A retail analysis performed by the Brookhaven Chamber of Commerce indicated that the retail businesses within the City of Brookhaven, likely served an area two and one-half times the population of the City of Brookhaven. Brookhaven is the commercial center of Lincoln County. Therefore, it is important to continue to encourage retail development within the City limits to remain the primary location for the purchase of goods and services within the region. Likewise it is important to continue to support industrial development within the City to maintain a strong employment base.

It is important to protect neighborhoods to ensure quality housing and housing values are maintained. Quality housing and neighborhood security are a primary factor in the determination of the quality of life of a community. Neighborhoods in several areas of the city are subject to circumstances that accelerate the deterioration of the neighborhood. These circumstances include a decline in homeownership and an increase in rental housing, delayed

maintenance of residences due to many reasons, infiltration of commercial development, repeated shallow flooding, and increased vehicular traffic.

The City may consider efforts to protect existing healthy neighborhoods from deterioration, but also may consider a long term strategy to reduce the deterioration of neighborhoods within the City of Brookhaven.

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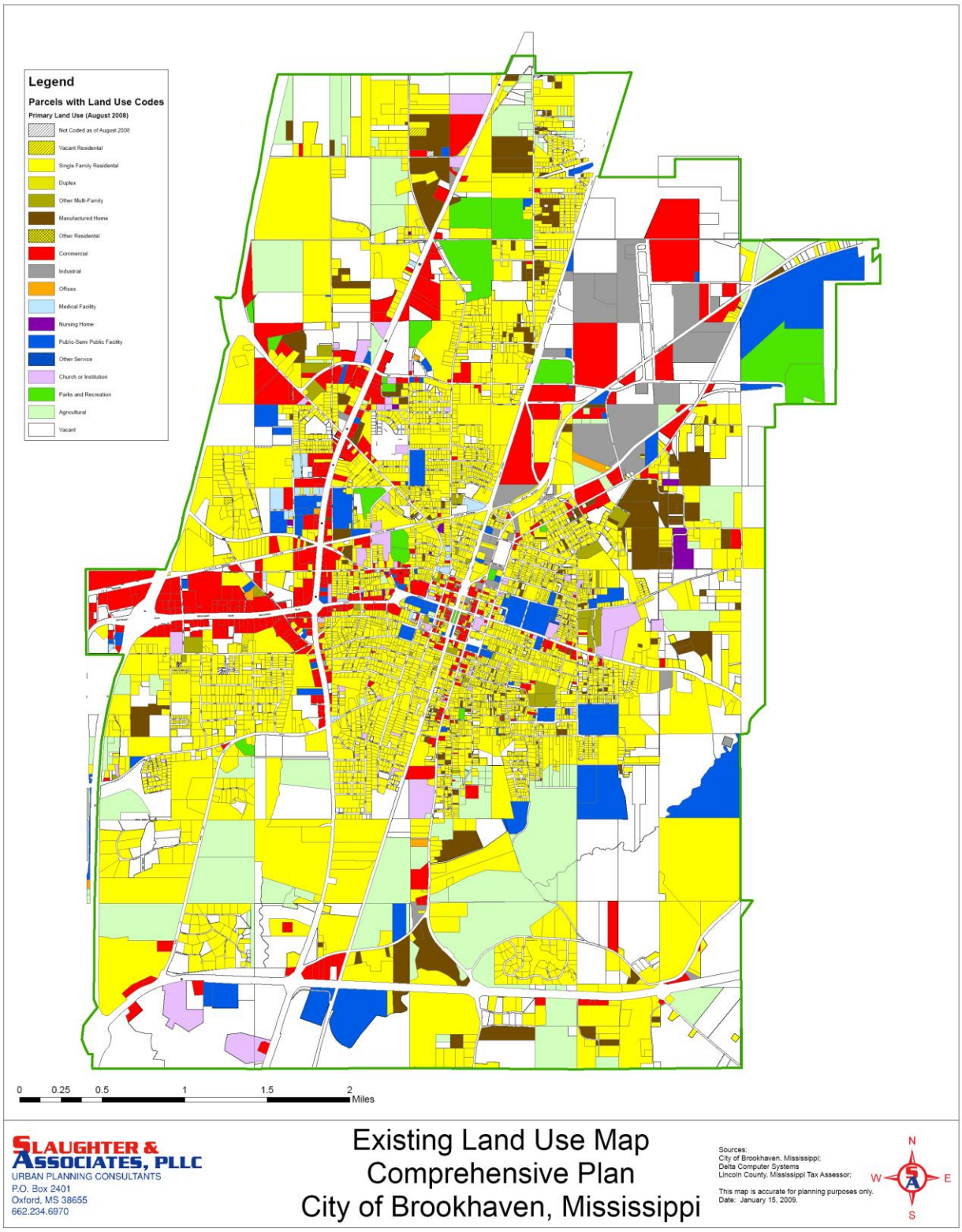
Figure 7.


Legend
Parcels with Land Use Codes
Primary Land Use (August 2008)
Not Coded as of August 2008
Vacant Residental
Single Family Residental
Duplex
Other Multi-Family
Manufactured Home
Other Residental
Commercial
Industrial
Offices
Medical Facility
Nursing Home
Public-Semi Public Facility
Other Service
Church or Institution
Parks and Recreation
Agricultural
Vacant
0 0.25 0.5 1 1.5 2
Miles
SLAUGHTER & ASSOCIATES, PLLC
URBAN PLANNING CONSULTANTS
P.O. Box 2401
Oxford, MS 38655
662.234.6970
Existing Land Use Map
Comprehensive Plan
City of Brookhaven, Mississippi
Sources:
City of Brookhaven, Mississippi;
Delta Computer Systems
Lincoln County, Mississippi Tax Assessor;
This map is accurate for planning purposes only.
Date: January 15, 2009.
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CHAPTER SIX
FUTURE LAND USE PLAN

Introduction

The Comprehensive Future Land Use Plan considers a pattern for the physical development of the city. The pattern seeks to best serve the needs and desires of the community based upon existing and potential conditions. However, not all potential conditions can be identified during the planning process. Therefore, the plan should be evaluated from time to time to reflect changing local or regional conditions. The Comprehensive Plan should serve as a flexible outline to guide future growth rather than a rigid pattern that would limit future urban development. Prevailing trends should be identified from time to time, and the Plan should be amended as necessary to meet changing conditions.

Future land use needs for Brookhaven were based upon existing land use patterns identified through the land use survey and an analysis of the existing land use, growth needs identified based upon population projections and anticipated future economic activities, and community desires for growth, developed with the assistance of the Comprehensive Plan Citizens Advisory Committee.

In general, the City of Brookhaven will likely require additional growth for both industrial and commercial development. There should be adequate space in the City's Industrial Park for additional industrial development. However, commercial development will likely be needed and should be directed towards areas with adequate accessibility. These areas include U.S. Highway 84 and South First Street. Additionally, it is very important for the City to maintain and develop healthy, vital and safe residential neighborhoods. Therefore, the City would curtail the intrusion of commercial development into neighborhoods, with the exception of convenience type services and retail sales. A more in depth explanation of the recommended future land uses follows within this chapter.

Land Use Functions and Space Requirements

The Comprehensive Plan is composed of four main elements - the Land Use Plan, Goals and Objectives, the Transportation Plan, and the Community Facilities Plan. Based upon the patterns of growth, needs for community facilities are determined; including schools, parks, libraries, and police stations. These are recommendations are outlined in Chapter 4. And a Future Transportation Map is included in Chapter 5. The Future Land Use Map seeks to define projected patterns of growth for the City, so that adequate community facilities and transportation access can be available as the community needs these facilities.

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The City of Brookhaven Planning Commission, Mayor and Board of Aldermen, in their consideration of zoning matters, should base their recommendations and decisions on the ultimate highest and best use of the land - that being the use that is in the broad community interest. The ultimate highest and best use of land, however, does not necessarily mean utilization that brings about the greatest economic return to an individual or individuals, nor the use that at the outset would create the highest market value at the expense of neighboring properties. Instead, the highest and best use is a use that balances individual interest with the broad community interest that will, in the long run, sustain the property values, character and amenities of the area; and provide for the most practical and economical expenditures for public facilities. Zoning districts should be created to include appropriate area for development and not be established on a piecemeal or property-to-property basis.

Subdivision regulations should create safe neighborhoods, with character reflective of the natural land area in which it is located and reflective of the uniqueness of the City of Brookhaven. Subdivision regulations should be careful that the neighborhoods that are created remain viable and vibrant. Therefore, subdivision regulations should ensure that new developments adhere to the installation of quality infrastructure and be connected to the existing city, both in terms of accessibility, but also in terms of aesthetics. Sidewalks, green corridors and tree lined streets are methods to achieve this connectedness.

Residential Neighborhood Conservation and Land Uses

The residential neighborhoods of the City of Brookhaven are composed of a variety of characteristics, histories and purposes. The Land Use Plan proposes to blend compatible uses, in order to maintain the vitality of the traditional residential neighborhood patterns identified within the City. This step is one of several steps that will be needed to assist in the revitalization of some of the City's residential neighborhoods. While commercial activities are important to the convenience of residents, their scale and their location within or adjacent to residential neighborhoods should be complimentary to the residential neighborhood and not detract from the neighborhood by increasing traffic, creating noisy conditions, creating nuisance lighting or creating unsafe or unsanitary conditions. These considerations should be weighed before allowing commercial activities to develop within neighborhoods. However, the proximity of convenient retail services can often enhance the livability of a residential neighborhood.

In order to revitalize and enhance those community characteristics the City may utilize development techniques and strategies associated with "Traditional Neighborhood Development." These development strategies promote mix-used development in addition to being environmentally and socially sensitive. Traditional Neighborhood Developments favor a grid pattern of development reminiscent of the historical development of the City of Brookhaven, offering several ways to travel through a neighborhood.

Implementation

The Future Land Use Plan, implemented through a continuous planning process, can help to ensure a great place to live and to do business in the future. Property values can be stabilized because neighborhoods will remain free of the principal hazards that tend to cause early deterioration and blight, namely detrimental land uses and through traffic.

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Neighborhood investments and city investments in improved infrastructure tend to spur additional reinvestment by neighborhood residents and create civic pride. Improved maintenance of buildings and surroundings is not only a life safety issue, but also assists in stabilizing the value of existing neighborhoods and ensuring that these neighborhoods maintain a vital market, and therefore assist with the full and efficient utilization of city infrastructures, like streets, water and sewer lines.

It should be noted that one of the administrative goals of this plan is to apply zoning regulations to the newly annexed area. However, before zoning can be applied the City must first satisfy the requirements of Section 17-1-1 of the Mississippi Code 1972. The statute requires the adoption of a comprehensive plan prior to the adoption of zoning regulations. Brookhaven recently completed the annexation of a large area of land, extending its corporate limits to the north, south, east and west.

As previously stated, the Land Use Plan is based on the historical zoning pattern, the Existing Land Use Study completed in August 2008, community meetings held with a Citizen's Advisory Committee and consultation with staff and elected officials of the City of Brookhaven.

Some Concepts in Administering Compatible land Uses

The administration of the following concepts through subdivision regulations, zoning, sensible location of public facilities and appropriate transportation infrastructure can assist with the implementation of the Comprehensive Plan's goals and policies. The following concepts may be valuable to the City and may be adopted as needed.

Community Facilities: The cooperative programming of public facilities by the City (through its departments and boards), County, School Board, regional, state and federal agencies are vital to the Land Use Plan. The participation and partnership of neighborhood groups, civic, and social organizations should be sought and welcomed in the planning process. Historically, the City has worked cooperatively with organizations and governmental agencies to provide locations for businesses and employment, to provide exception library services, to provide solid waste disposal, and most uniquely to provide additional recreational opportunities due to the efforts of the Exchange Club.

Financial Planning: Guide capital improvements for community facilities and transportation improvements based upon the Future Land Use Plan. Additionally, improvements and enhancements of infrastructure in neighborhoods can help these older neighborhoods maintain their value or spur renovation activities.

School Settings and Partnership Uses: Schools should be set in an attractive park and playground type setting and should be used on a full-time basis, serving the function of a neighborhood center for social, recreation, civic and cultural activities, as well as for educational purposes. The Brookhaven School District partnered with the State Department of Education to provide a state of the art performing arts center which serves both the Brookhaven School District and the Mississippi School for the Arts.

Roadways and Streets: Major roadways have the strongest influence in determining the neighborhood character and can destroy neighborhood unity if the roadway cuts through a neighborhood rather than bonds a neighborhood. With this in mind, traffic-ways should be recognized and some designated as collector streets and major

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thoroughfares. All other streets should be protected as the local streets they were originally constructed to be.

The correlation between thoroughfares and land use is very important when considering the placement and the locations of traffic generators. The length of major streets, the types of land uses, and the traffic generators they connect will determine future traffic volumes; and, therefore, must be carefully considered if the integrity and quality of life of neighborhoods are to be preserved or enhanced.

The effect on the neighborhood should always be taken into account when proposals to widen or improve existing streets are considered. In many instances, public interest can be served by making a residential street less favorable for high volumes of traffic.

Residential Development: When residential development is to be built along a major thoroughfare, the development can be done successfully by fronting the residences on streets which intersect the major traffic route, or place the front of the residential unit on a paralleling residential street and placing the back of the residential unit to the side with heavy traffic. In the first instance, the few houses siding on the traffic artery can be protected by adequate side yards and landscaping; in the second case, fences and plantings along the rear can buffer the dwelling units and enhance the beauty of the rights-of-way of routes.

Small parcel, high density, multi-family intrusions into single-family residential development should be avoided. Apartment buildings should be spaced and located to provide a transition between residential housing types. Multi-family areas should be fitting, appropriate and serviceable to the City.

Location of Businesses and Institutions: Certain business activities such as automobile sales, single-occupancy office buildings and large commercial centers attract patronage of the "drive-in, one-stop type" and do not depend on pedestrian shopping from store to store. These activities are best suited along major traffic routes; and, whenever possible should be located adjacent to shopping centers or industrial areas. Sites adequately sized with sufficient building setbacks are required for such uses to accommodate the needs for parking, turning movements, and visibility.

Space, landscaping and/or walls in combination can provide a buffer between adjacent single-family residences; but wherever possible, single-family residential neighborhoods should be buffered from large commercial developments by residential duplexes, residential apartment, or single occupancy office uses.

Business and industry are not the only feasible uses for the property along highways and major thoroughfares. Public and semi-public uses, including junior and senior high schools and churches; institutional uses, including hospitals, colleges, offices, and high-density residential development are among the traffic-generating uses which can be related properly to high traffic routes.

Strip Commercial Development: Strip commercial developments can cause considerable inconvenience for customers and businessmen. Parking and access reduce the capacity of the street to carry traffic, decrease speeds, increase accidents, deter the use of the land and have an adverse effect upon properties in the surrounding

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areas from suitable uses. In a strip commercial development the owners and businessmen should jointly consider improving the area to provide adequate access and circulation, sufficient off-street parking, greater attractiveness, and other features that a well-designed site plan will provide. The City should assist in the design through site plan review to achieve a mutual benefit to all interests and the community. Joint- access and multi-unit circulation are discussed in more detail in Chapter 5.

Anticipating Re-Development and New Development: It is necessary to insulate residential areas against any adverse effect of adjacent commercial use, even though a shopping center, for instance, carries with it the built-in protective features of off-street parking and landscape improvements. Where a shopping center or commercial district is to be located on a site close to a built-up residential area, buffers should be introduced. For example, a minimum-planting strip 20 feet in width should be used with high dense foliage, masonry walls, or solid fences. This buffer strip is part of the landscaping treatment of the commercial development. Landscaping and buffering serve to promote, protect, and preserve the appearance, character, value, and safety of the total area. Planting and seasonable floral displays in appropriate places within the commercial development add greatly to customer appeal.

Manufactured Housing: The Manufactured Home Zoning Regulations should set standards for the manufactured home subdivisions and parks to ensure that they have an acceptable appearance. Special attention should be given to such things as the design of streets, minimum lot sizes, the placement and use of storage areas, parking, trash receptacles, and recreation areas. The purpose is to have the manufactured home development conform to the general standards of the neighborhood.

Public Space: The more intense the residential use of land, the greater the need for recreational space, sidewalks, shorter blocks, and off-street parking. In multi-family developments, special considerations must be given to land coverage and open space requirements.

Site Plan Review: Site Plan Review should continue to be a required procedure that ensures compliance with the Zoning and Subdivision Regulations and other City ordinances as they apply to large-scale and special projects. Site Plan Review should also provide the developer with one central source of official response and review of the development proposal, and conserve the time and efforts of City employees in various departments.

Flood Plain: Those areas that are subject to periodic or occasional inundation from stream and river overflows should adhere to the City's Floodplain ordinance in order to stipulate careful development practices to protect the property from flooding. FEMA regulations and the Brookhaven Flood Ordinance govern development that occurs in the flood plain. Lands that are subject to inundation by the 100-year base flood are defined on the current Flood Insurance Rate Maps.

Historic Preservation: The City has several neighborhoods that are significant in their age and the quality of the structures. Several buildings within the City have been identified and nominated to the National Register. The City may consider establishing a regulated district for the preservation of historic neighborhoods and structures by

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maintaining historic architectural guidelines. Historic structures create "a sense of place" that illustrates the culture, character and scale of Brookhaven.

Land Use Categories

The following land use categories are based upon an analysis of the Existing Land Use Map and ideas captured in the Goals and Policies. Through the planning process a Future Land Use Plan was created (see Figure 26). The Future Land Use Plan is a flexible guide for future land use decisions. The following is a description of the land use categories utilized by the planners to project land uses within the City of Brookhaven. These categories are designed to be generalized. Zoning classifications are much more specific as to the types, extent and density of the land use, as well as to the location.

Residential Land Uses: Residential areas should provide for adequate light, air and open space for dwellings, related facilities, and institutions that encourage the stability, attractiveness, and the safety of the neighborhood. Encroachment by non-compatible land uses such as industrial and commercial land uses, can cause neighborhood deterioration. The following residential uses shall be considered appropriate and zoning regulations shall provide for their existence: single-family detached dwellings, two-family dwellings, low to high density multi-family dwelling units, manufactured home parks and manufactured homes.

Low Density Residential Uses: Low-density residential districts will consist mainly of single-family development in a subdivision setting. Residential lots may be developed within existing neighborhoods or in new subdivisions with new streets where public utilities are available. Single-family residential land uses are prevalent in the City and in the newly annexed areas of the City.

Medium Density Single-Family Residential: Medium-density residential districts are residential district that allow a mix of single-family and attached types of dwelling units. Neighborhood scale commercial development could be allowed as part of a mixed-use development or allowed at intersections of collectors and arterial streets. This classification would encourage single-family subdivision development on moderate sized lots. This category of land use would also allow the development of attached dwelling units at limited densities.

Commercial uses: Commercial districts are composed of land uses and structures that are used to furnish goods and services required by the local residents, residents throughout the City in general and residents throughout the region. The development of these uses is encouraged within designated areas of the City. The following commercial classifications should be considered, but not limited to: highway commercial uses (automobile sales, building material sales, golf courses, truck stops, garden centers, regional shopping, etc.), downtown or central business district (retail trade, restaurants, offices, government, etc.), medical and institutional and supportive district, and neighborhood commercial uses (retail trade, personal services, etc.). In addition, certain requirements may be placed on commercial uses to protect surrounding residential development. However, it is intended that additional commercial development will be created, as needed to serve the public, and created in accordance with adopted codes.

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Commercial: This designation refers to highway commercial uses. These businesses are generally characterized as serving a market area that can be the size of the entire city or an even larger market. The merchandise marketed may require a large area to display the merchandise. For example, automobile sales or farm implement and equipment sales may need a large outside area to display merchandise. Additionally, these businesses may require large sales floor areas such as large general retail businesses, or building supply stores. Businesses also located within these areas might rely on automobile traffic, and include such businesses as hotels, drive-through and some sit down type restaurants.

Neighborhood Support: Businesses located within this area are located on arterials or collector roadways near neighborhoods. The intent of businesses located within these districts is to provide convenience retail and services for residents of the adjacent neighborhoods. Retail services may include grocery stores, restaurants and cafes, and pharmacies. Services may include day care services, dry cleaning services banking services and clinics. These may also be suitable locations for churches, and social service type agencies. Housing developed on upper floors would also be suitable within this area.

Central Business District: Several types of land uses would be allowed within this category of land use to protect and to enhance the unique experience of Downtown Brookhaven. Allowable land uses within this classification include retail, services, offices, restaurants, public uses and semi-public uses and living spaces integrated into an urban form. Residential land uses would be a preferable use of upper floors, and not necessarily the best use of the first floor of structures within the downtown area. These uses would be concentrated in an area between Court Street and Church Street. This area would be characterized as walkable, with public parking along streets and in designated parking areas, and public spaces would be the sites for weekend markets, exhibits, festivals and cultural activities.

Portions of Brookway Boulevard are also within this category of land use. While Brookway Boulevard, between Church Street and U.S. Highway 51 does not share the same density of use, it is the location of unique specialty retail and services that cater to a regional marketplace. Therefore, it is recommended that this area also be visualized as destination location, not unlike downtown. Residential development would not be suitable within this area, but sidewalks, street trees, shared parking lot access and some landscaping would assist in making this area more walkable, and perhaps more convenient for regional shoppers to utilize.

Medical and Institutional and Supportive Services: This category of land use would allow a mix of retail and office businesses in the same area or building. Additionally major institutions with campus like settings would also be encouraged within this area as anchors to support the office and retail development. The retail development should be of a nature that would support the office uses or the institutional uses. The typical range of uses would include offices related to professional service providers, and retail uses that could compliment these businesses. Retail uses may include sandwich shops, drug stores, stationary stores and specialty retail shops. These businesses may compliment one another, offering retail space on the ground flood and offices on upper floors.

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Industrial Uses: The purpose of this land use category is to create a district where it is desirable to locate manufacturing establishments, businesses that are involved in production and assembly and which may be conducted so the noise, odor, dust and glare from the operation is properly controlled and located to not be a nuisance. This area may also include high technology parks and campuses where a community college or other technical educational institution and industrial business may support and work together on joint ventures.

Recreation: The purpose of this land use category is to define areas that are needed, or could/will be needed, to provide recreation for residents of the city and its neighborhoods. The recreation areas, i.e. parks, could either passive or active recreation areas. Passive areas can take the form of open fields, gardens, fountains, ponds, or other areas for passive enjoyment. Active recreation areas are generally thought of as walking trails, playgrounds, ballfields, or other locations for vigorous enjoyment.

Mixed Use Developments: The purpose of this land use category is to define a category of land use in which through an integrated plan for an area, could include retail, office and residential development. The site plan should emphasize retaining natural drainage areas, open space, buffers and mature trees, while providing an integrated circulation plan for both vehicles and pedestrians. Architecturally, the buildings should be consistent. Mixed use developments may allow a mix of types of uses within the development and even within one building. Planners envision two categories of mixed use development. These are a Mixed Use Development with a commercial emphasis and a less intense category of a Mixed Use Development with an office emphasis.

Land Use Recommendations

The Future Land Use Plan and Thoroughfare Map are important tools that will guide individual land use decisions. The Future Land Use Plan is based upon the several elements, including the existing land use patterns, guidance provided a by a Citizen' Advisory Committee, projections of growth within the community, and identified land use need. The existing land use within the City had been stable for over ten years. Committee members identified a need to revitalize and protect residential property and neighborhoods. This could be done by the appropriate placement of future land uses, as well as encouraging actions to revitalize neighborhoods.

Recommended land use, while possibly different from uses permitted by current zoning, follow existing land use or preserve existing development densities. The majority of the City remains low to medium density residential, and Brookway Boulevard, U.S. Highway 51, Monticello Street and the Central Business District will continue to serve as the City's primary shopping area. The Future Land Use Plan envisions that U.S. Highway 84 and South First Street will be shopping and service areas. The Future Land Use Plan envisions clustered multi-use development along U.S. Highway 84 near Interstate 55. This area would allow planed developments that include retail businesses, offices and residential development in an integrated plan.

Additionally, in conjunction with the Future Land Use Plan, the following recommendations should be implemented.

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Develop and implement design guidelines that govern development along the City's gateway commercial corridors.

Develop and implement neighborhood revitalization plans for neighborhoods in the eastern and northeastern sections of the City of Brookhaven. These strategies should incorporate code and property maintenance enforcement, programs to encourage home ownership, and public investment in infrastructure such as the addition of sidewalks or improved drainage.

Encourage the development of residential apartments and condominiums on the upper floors of commercial structures located within the downtown area.

Require through ordinance and through site planning an adequate buffer between commercial and residential areas which buffers residential areas against noise, light, site, dust and other incompatible elements associated with commercial development.

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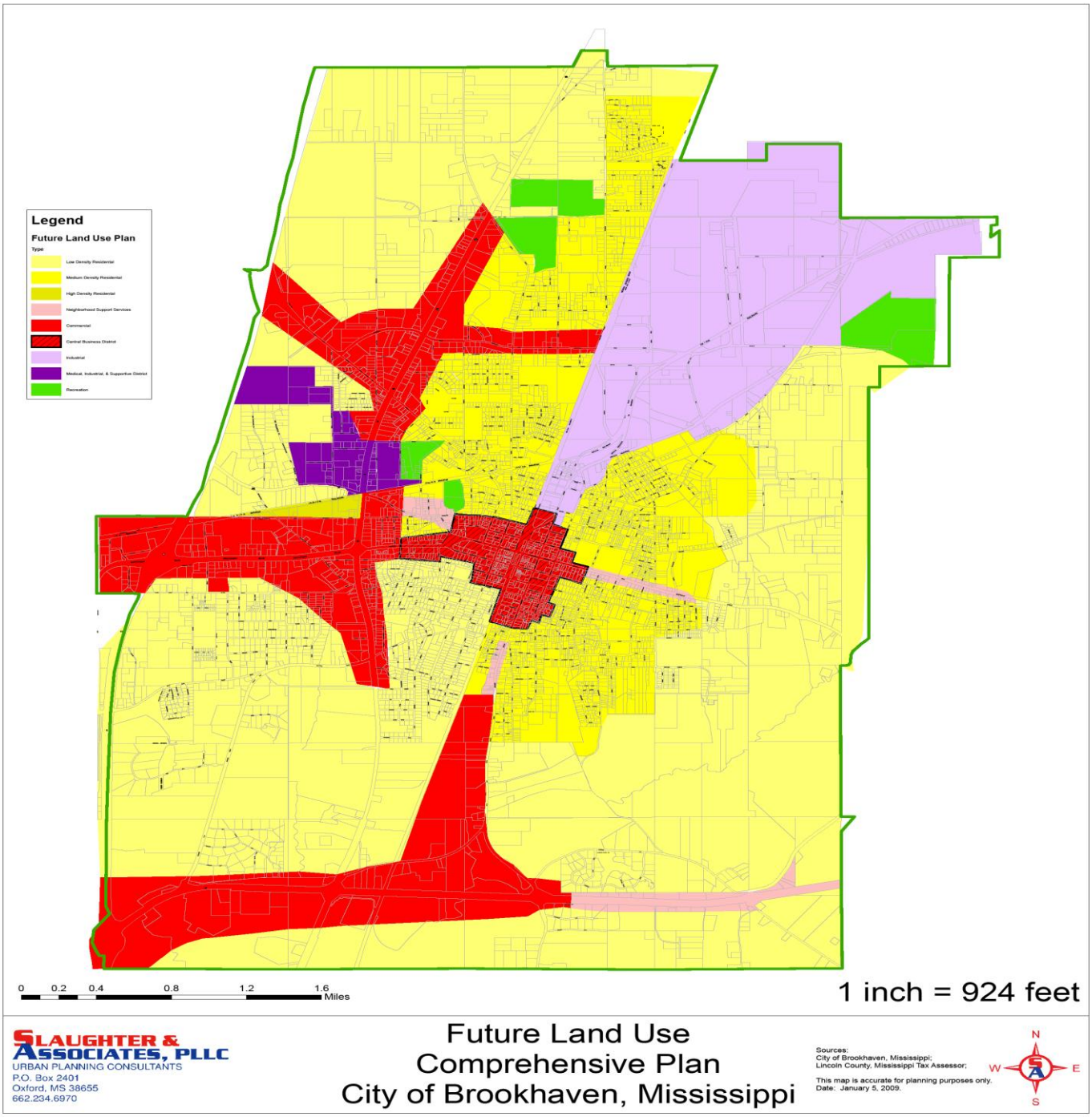
Figure 8. Future Land Use for the City of Brookhaven



CHAPTER SEVEN
IMPLEMENTATION RECOMMENDATIONS AND PLAN MAINTENANCE

To achieve the recommendations and to execute the policies defined within the City of Brookhaven Comprehensive Plan Update, 2009, the City can utilize the following implementation approaches:

Construction of physical facilities;
Provision of services;
Regulation of land use and development;
Project review; and
Fiscal policies.

Various tools are available to implement these approaches. The following is a brief description of the tools that the City can utilize to achieve the policies defined within the Comprehensive Plan and to achieve the recommendations listed within the Comprehensive Plan.

Implementation Tools

Annual Budget
Most local governments implement recommendations and policies defined within their Comprehensive Plans through their annual budget process. Decisions are made during the budget process time to fund services, operational budgets for implementation of programs, operational budgets for the implementation of land use and development regulations and to fund capital expenditures. Short term yearly work programs developed by department directors should be related to and consistent with the Comprehensive Plan and its policies.

Among projects in the Comprehensive Plan which will likely be part of the budgetary process are:
Additional fire and police staff in keeping with population growth;
Painting of the water towers;
Improvements to the fire stations; and
Completion of park expansions.

Among operational budgets for the implementation of land use and development regulations are:
Code enforcement;
Building inspection; and
Planning staff.

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Capital Improvement Program

A Capital Improvement Program (CIP) is a budgeting process which plans expenditures of major public improvements for a prescribed time frame into the future. However, a CIP is usually a five year program which prescribes expenditures for a five year period for major capital investments. These can be buildings, water and sewer lines or fire trucks.

The CIP can be utilized to achieve recommendations within a plan. For example, the City can utilize the CIP program funds for the purchase of a new fire truck as the old fire truck is retired. And the CIP can be utilized to execute policy. For example, the City can guide commercial growth along U.S. Highway 84 by developing a shared point of access or access road along U.S. Highway 84, encouraging commercial development in those areas adjacent to the access road.

Among the benefits of the CIP is that it can ensure that the city's capital projects are consistent with community objectives, anticipated growth, and financial capabilities. A CIP also helps the city stay focused on objectives. Once adopted, the CIP keeps the public informed about the City's future plans and helps reduce the pressure to fund projects not included in the plan. Another major benefit of the CIP is that it facilitates more efficient administration and management. The coordination of necessary capital improvements can reduce scheduling problems, conflicting and overlapping projects, and over emphasis on any single function or geographic area. Finally, the CIP can spread the cost and the implementation of a large, costly project over several years, there by reducing any dramatic changes in the City's tax structure and level of bonded indebtedness can be avoided when capital projects are planned and spaced over several years.

Among projects which could be included in a Capital Improvement Program:

Near Term (within Five Years)
Water and sewer expansions
New Fire Station
New Fire Truck- Pumper
Chamber Building Improvements
Water enhancements for fire protection
Landfill expansion

Long Term (Six to Twenty Years)
New Fire Trucks

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Intergovernmental Agreements

Intergovernmental agreements are agreements between government entities to provide shared services to benefit all entities. For example, The Lincoln-Lawrence- Franklin County Library System has an agreement with the Lincoln County Board of Supervisors and the City of Brookhaven to provide library services. The City also has an agreement with the Lincoln County Solid Waste Authority to provide solid waste collection and disposal.

Intergovernmental agreements can be utilized for a variety of services. The Comprehensive Plan does not recommend any specific services, but this tool can be an effective tool.

Adequate Public Services

The City may require that public services be available when needed to serve new development. This may be implemented with the adoption of an Adequate Public Facilities Ordinance. The ordinance would define specific levels of service and new development would only be allowed when the service is available and adequate at the prescribed level of service. The intent of the ordinance would be to ensure that there is adequate service capacity for new development without sacrificing the level of service provided to pre-existing development. The ordinance would allow for mitigation of existing deficiencies of services at the time of development. The Comprehensive Plan does not recommend this specific action at this time, but the ordinance can be an effective tool.

Zoning Regulations

Zoning is a land use regulation which was originally designed to protect the health, safety and welfare of residents within a community by

> "The dividing of a county or a municipality into districts and the establishment of regulations concerning the use of lands within those districts, and the placement, spacing and size of buildings1."

Zoning regulates land use activities; minimum lot sizes; placement and the spacing of structures on a lot by establishing minimum required front yards, back yards and side yards; maximum percent of a lot that can be built upon or covered with an impervious coverage; maximum building height; the amount and design of off street parking; the size, shape and the location of signs; the minimum floor area of single-family homes; and design review.

Zoning, as it is typically accepted and utilized, can preserve the status quo within a community, and thereby protect the investment of existing property owners. Zoning can also be used to guide development in undeveloped areas, providing developers with rules and guidelines of what is expected and anticipated.

[1] Lars T. Anderson. Guidelines for Preparing Urban Plans. American Planning Association Planners Press, 1995, p.153.

Subdivision Regulations
A subdivision regulation is an

> "An ordinance, adopted and administered by a local government, which regulates the division of land into two or more lots, tracts, or parcels, for the purpose of sale, development or lease2."

Subdivision regulations address the design standards for the subdivision of land, the improvements required as part of the subdivision of land, and the administrative procedures followed by the local government to review the subdivision of the land.

Subdivision regulations are important because they ensure that clear legal records are kept of land transfers. The regulations also allow properties to be described in lots and blocks as opposed to metes and bounds.

Subdivision regulations define minimum design standards that ultimately reflect the character of the community. The size of the lots, location of the lots to roadways and the location of roadways within the subdivision, over the long-term will reflect the character of the community.

The design standards within subdivision regulations prescribe the standards and quality of the on-site improvements that are required to be installed by the developer or subdivider. The standards include the type and size of water and sewer piping, the size and composition of roadways, and the location and capacity of drainage systems. The enforcement of these regulations ensures that the new property owners within the subdivision have adequate access to public services, and protects existing residents within the city from having to pay the cost of new development.

Additionally, environmental resources can be identified during the site planning process and the city can require the developer to consider and to plan the site with these resources in mind. Conservation development techniques can be adopted into the subdivision regulations.

Historic Preservation
The City may consider the adoption of an historic preservation ordinance for certain neighborhoods within the city to protect buildings of significant architectural style or age, or representing a significant event in national or state history.

Community Design and Appearance
The City may choose to adopt community design and appearance standards to assist with establishing a consistent design within commercial areas of the City. Design review provides for the review and regulation of the design of buildings and their sites. It often includes structural elements, exterior facades, heights, setbacks and roof lines and exterior materials. Sometimes design standards can also address color.

[2] Ibid, p. 154.

Construction Codes

Construction codes provide a standard upon which to build safe structures. Adoption of up to date versions of the International Building Code and International Property Maintenance Code already assist the City in their efforts to insure safe housing within the City. It can also be utilized as an effective tool to maintain neighborhoods through proactive code enforcement programs. Additionally, the City may consider adopting building regulations more stringent than those identified in the International Fire Code to address specific problems identified within the City. For example, the City may consider ordinances requiring fire suppression system in new structures to ensure life safety.

Plan Maintenance

By its nature, the Comprehensive Plan is a document which reflects the desires of the community. These desires can change over time, influenced by the economic conditions of the region, changes in technology and, in some cases, impacts from large scale changes within the local area or the region. The Comprehensive Plan should be a dynamic document, which is monitored yearly to update the changes in the community, success or lack of success at meeting goals and addressing policies, and to reflect the costs and revenues of development to the community.

Ideally, the plan should also be reviewed yearly to incorporate any special topic or area plans that are developed within the City, the County or the Region. The plan should also incorporate a process to amend the land use plan to reflect the changing desires of the community, and finally the plan should be updated every five years

Land Use Plan Amendments

The Future Land Use Plan and Map and the Future Transportation Plan and Map are guides for the long range development of the City of Brookhaven. These plans identify areas suitable for growth and identify the type of growth that may be suitable for areas of the City. Amendments to the plan should be anticipated, but should also be limited in scope and in nature. Amendments to the Land Use Plan can create unintended consequences that may place policies determined to be important to the community and defined within the Comprehensive Plan at odds with conditions created by multiple uncoordinated Land Use Plan amendments.

Market conditions within the City or the region may change and major infrastructure investments may be made by entities other than the local government that may allow for different patterns of growth. Therefore, a process should be established for amendment to the Future Land Use and the Future Transportation Plans.

Review the Comprehensive Plan and Update

The Comprehensive Plan should be updated every three to five years depending on the changes occurring within the community. At this time the Planning Commission and the City Council should review the goals and policies established within the plan and determine if there is a need for change to the policies and amend the goals and policies.

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Ideally, the City should review their success in implementing the plan, determine the changes within the community that make the re-evaluation of the vision, the goals and the policies necessary, review the city's finances and the ability of the City to implement needed public investments that are documented in the adopted plan, determine the community's goals and support of policy in the adopted plan, and update the plan to reflect any changes in federal and state laws or in funding programs that may require advance planning.

After these elements have been considered and updated, changes to goals and policies should be considered and drafted and a public hearing will be required to incorporate these changes into the City's Comprehensive Plan.

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CHAPTER TWO
VISION, GOALS, OBJECTIVES AND POLICIES

Overview

The Comprehensive Plan provides a long-term, up to twenty-five years, vision of the community and defines goals and objectives which determine the pathway to reach this vision. This chapter frames a vision for the City of Brookhaven; the goals describe a desired future condition- usually in general terms. The objectives describe a specific future condition that will be attained within a stated period of time. Policies define a course of action or rule of conduct to be used to achieve the goals and objectives of the plan.

The Vision of the City of Brookhaven

The City of Brookhaven is larger than its small town size. As a regional center for health care, shopping and employment it has the amenities of a community several times its size. But it still has the small town sensibility to be a Homeseeker's Paradise.

People may be drawn to the City of Brookhaven because of the services its offers. But the City is ~~beautiful~~ attractive, with graceful trees and ~~beautiful~~ landscaping along every street and business and in every neighborhood. Preservation of historic buildings and renovation and maintenance of typical cottages and ranch style homes make the City's neighborhoods safe ~~even prettier~~. Sidewalks and small businesses link neighborhoods together, and each neighborhood are vital with people greeting each other on the sidewalks or from their front porches. Sidewalks also link neighborhoods to schools. The City's children and youth regularly walk to school on safe sidewalks. Marked bike paths on City streets and state highways make it safer for people to bike to work, bike to run their errands, bike to school, and to ride their bikes for recreational reasons.

Downtown offers residents and visitors a place to shop, do business, run errands, socialize ~~catch a cup of coffee or lunch with friends and neighbors~~, and to live. After 5 p.m., downtown is still filled with people, as young professionals who moved back to their hometown have found ~~unique~~ apartments and condominiums in downtown. ~~and~~ People who work in downtown often stay in downtown after work to socialize or enjoy

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cultural events. ~~many cafes for dinner or coffee shops to socialize. On any given evening, there may be a concert, play or art exhibit at one the many venues downtown~~.

The City's two industrial parks draw employees to the city. Many employees ultimately stop commuting and make Brookhaven their home. Small service and retail businesses entertain a regional client base. Shops and offices along Brookway Boulevard and in downtown bring regional visitors to the city for day trips to shop for hard to find items and unique services that are offered by the City's merchants and professionals. The hospitality and customer service continues to win new customers, and the cooperative joint marketing done by the small businesses, draws many new customers to the city's small businesses.

Residents of the City are entertained by the many and varied cultural offerings at the City's state-of-the-art cultural facilities, which include the senior center, the library, the Brookhaven High School and the recreational venues owned by the City. ~~Even~~ The downtown green is bustling with people enjoying cultural activities in the evening ~~air~~ and during weekend events.

Neighborhoods are revitalizing. Homeownership is increasing due to partnerships with civic, non-profit and religious organizations. Their programs not only help people get into new and renovated homes, but also work with the city to help existing homeowners maintain their homes. The City works diligently with these organizations and with neighborhood organizations to enforce ordinances which ensure the safety of the homes and ultimately the neighborhoods. This has led to a reduction in structure fires, and the value of homes within older neighborhoods is increasing, because homes are being maintained.

In East Brookhaven, businesses are once again thriving on Monticello Street. Revitalized neighborhoods and new housing to the south and east are drawn to the convenience of shopping on Monticello Street. Sidewalks provide safe walking access between homes and businesses, and residents are taking advantage of the accessibility of businesses that serve their everyday needs.

~~U.S. Highway 84 is developing near the Interstate and brings people from across the two- state region to shop for vehicles, machinery and equipment, building supplies or to worship. South First Street directs these visitors to downtown for lunch or to take care of any professional business.~~

Development that is occurring on U.S. Highway 84 near the Interstate features several types of land uses. Planned developments within this area combine retail and service uses with residential uses. The planned development's commercial businesses form an attractive streetscape, and the design of the commercial and service buildings compliment the townhomes and apartments, located away from U.S. Highway 84. People that live in this area enjoy the convenience of living near businesses that they frequently use, and enjoy the convenience of the Interstate.

Brookway Boulevard continues to be the regional retail center for general merchandise, and now hosts several new hotels, for people having business in the ~~City's Service and~~ Linbrook Technology Park on Brookway Boulevard, for parents visiting their children at the Mississippi School of the Arts, for parents and sports teams participating in sports

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tournaments or for people visiting the city for a small town vacation to shop, take in culture and enjoy golfing.

Young adults raised in Brookhaven can return home after college and start a career or return home ~~after working and~~ to continue their career. They, like their parents, find Brookhaven to be a Homeseekers Paradise. ~~And they are not alone~~, Retirees ~~still~~ find the community attractive for its affordability, hospitality, exception medical services and social, recreational and cultural activities. And young families find the community attractive because it offers more than any big city. ~~The secret is out —~~ Brookhaven is a "Homeseeker's Paradise".

Guiding Principles

The purpose and overall goal of the City of Brookhaven is to promote the health, safety and general welfare of the residents within the community. The outcome of this plan is to foster a pattern of growth and development that achieves this goal by promoting the following guiding principals:

Protect the quality of life of residents within the community and provide opportunities for the advancement of the quality of life of all residents;

Protect unique natural assets and built assets of the community;

Protect and maintain existing residential neighborhoods and actively revitalize those neighborhoods in need of assistance;

Continue to beautify the community by planting trees, and landscaping public and private properties; and

Minimize the cost of government to residents and to the businesses within the community.

The following goals and objectives address specific areas of land use, quality of life and community, and the provision of municipal services.

Housing Goals, Objectives and Policies

The City of Brookhaven offers unique neighborhoods and homes that are reflective of several different eras. Several homes within the City are registered with the National Trust for Historic Preservation. In addition to these homes, there are many more that could earn that designation. More than one half of the housing stock within the City of Brookhaven was built prior to 1970. And fully one-quarter of the housing stock in the City was built between 1940 and 1960. These homes generally tend to be smaller than those often desired by families today, but their compactness creates walkable neighborhoods, and their location near commercial areas can be convenient.

Neighborhood preservation is important to maintain the existing housing stock within the City of Brookhaven. Since the housing stock is older, there is a threat that deferred

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maintenance of housing may create conditions within the neighborhoods that lead to decline. While the market may not dictate that these neighborhoods are "hot", the social and economic value of the neighborhoods should still contribute to the overall value of the City.

Goal: *To preserve neighborhoods within the City of Brookhaven insuring that the neighborhoods remain stable, healthy, well-maintained, safe and pleasant, and provide a wonderful quality of life for the residents of the City.*

Goal: *Meet the life cycle of housing needs of residents within the City of Brookhaven by providing appropriate locations for needed workforce housing, including rental and multi-family housing, housing that may appeal to young professionals, housing for families, housing that may appeal to empty nesters, and opportunities for assisted living.*

Goal: *Revitalize older neighborhoods within the City of Brookhaven to create a better quality of life for residents and to create sustainable neighborhoods that contribute to the value of the City and the individuals that live in the revitalized neighborhoods.*

Policies

Policy: Ensure that new development is compatible with adjacent land uses. A diversity of housing types is encouraged, but the scale, design and density should be compatible with adjacent development.

Policy: When the density, the unit type or the scale of adjacent residences are different, provide for compatible transitions through a combination of building designs, landscaping, buffering or transitional uses.

Policy: When residential areas abut non-residential development, integrate the land uses through site and building designs that:

- provide for pedestrian connections between uses;
- segregate commercial and residential vehicular traffic;
- buffer noise and transitions in scale or intensity with landscaping and green space; and
- have consistent character, building materials and scales.

Policy: Partner with organizations that can develop quality affordable owner-occupied housing to continue to encourage homeownership in Brookhaven neighborhoods.

Policy: Develop a long term strategy to revitalize southeast and northeast Brookhaven neighborhoods.

Policy: Establish and adopt regulatory tools which allow the development of apartments and condominiums on upper story floors in downtown Brookhaven.

Policy: Establish a program that would inspect all properties within the city on a rotating basis for exterior housing, building and property maintenance violations to assist with revitalizing neighborhoods.

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Policy: Coordinate with social service programs and civic organizations to provide assistance to people with limited income to help them bring their property up to life safety building codes.

Policy: Adopt the International Property Maintenance Code to address the maintenance of properties.

Policy: Consider adopting an ordinance and program to require the inspection of rental properties to insure the health, safety and welfare of renters.

Transportation Goals and Policies

The City of Brookhaven is a regional center for industrial activity, retail activity, medical services and cultural activities. Indeed the City's history has been linked to its accessibility. Therefore, it is important to insure that roadways throughout the city remain safe and therefore, remain under capacity. Additionally, the City will need to ensure that barriers to accessibility be minimized along Industrial Park Road, along the rail lines and near the airport.

Goal: *Provide and maintain a circulation system that safely and efficiently meets the needs of residents, businesses and visitors.*

Goal*: Ensure that sidewalks become a part of all neighborhoods, if justified, providing a safe environment for people to enjoy their neighborhoods and the community, and provide safe and adequate bike paths to link neighborhoods to neighborhoods and neighborhoods to commercial areas.*

Policies

Policy: Ensure that development near the airport does not interfere with aerial access. Review development plans to ensure that height, electronic or radio frequency or lighting does not interfere with access to the airport.

Policy: Consider additional setbacks along Industrial Park Road at intersections to insure safe turning radius for multi-access vehicles and to allow for turning lanes to keep traffic moving smoothly.

Policy: Maintain engineered capacity of U.S. Highway 84 through Brookhaven. Plan to maintain capacity by limiting access to the highway. Utilize access roadways, or joint or shared parking access or both to protect the capacity and the safety of this roadway.

Policy: Establish sidewalks to link neighborhoods to schools, recreational areas, and shopping areas.

Policy: As roadways or drainage is improved, consider the effectiveness of adding sidewalks or bikeways to offer a secondary mode of alternative transportation.

Policy: Improve rail crossings to ensure safety to pedestrians, motorists and to train engineers and travelers.

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Policy: Update the City's Functional Roadway System to address newly annexed major roadways.

Policy: New roadways developed within floodplains should preferably be built in an area outside of the floodplain, but if this is not possible, elevate the new roadway above the base flood elevation to ensure the roadway remains passable during flooding conditions.

Policy: Review subdivision regulations to ensure that existing roadways can be connected to adjacent developments or new developments to create interconnected roadways that can become alternative collector roadways. Multiple points of access to neighborhoods actually can enhance safety.

Policy: Landscape gateways into the community and adopt landscaping and architectural standards to create an attractive entrance to the City of Brookhaven.

Community Facilities

Community facilities are one of many ways in which a city can enhance the livability of the City and neighborhoods. The excellence that a city achieves in the provision or support of these services can translate to a better quality of life to the residents that live in the city.

Goal: *Establish community centers and meeting places that allow residents to gather for meetings, conferences, receptions, festivals and programs.*

Goal: *Provide seamless public facilities*.

Goal: *To provide high quality educational opportunities for residents of all ages.*

Goal: *Maintain and enhance a city-wide parks and recreation system that serves all residents of the community.*

Policies

Policy: Build and staff a Senior Center for residents of the City of Brookhaven and Lincoln County.

Policy: Build a state of the art community and convention center within the City of Brookhaven to host local meetings, regional workshop and community and private receptions.

Policy: Establish an open green space in or near downtown which can be utilized for festivals, outdoor art programs and the Farmer's Market.

Policy: Partner with area organizations and institutions to provide social and cultural programs for residents of the city.

Policy: Support the efforts of the School District to reach Level 4 and 5 status.

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Policy: Partner with organizations to provide college level classes for employees that work in Brookhaven and Brookhaven residents.

Policy: Continue to support the Brookhaven Recreation, Police and Fire Departments in their efforts to enhance the quality of life.

Policy: Create the capacity for the Lincoln-Lawrence-Franklin County Library System to support cultural activities in Brookhaven.

Economic Development

Economic development is the purposeful intervention into an economy to improve economic well-being. Generally the broad economic development approach which is taken is to create jobs, increase disposal income within the community and to improve the economic efficiency of the businesses within the community. The City of Brookhaven, Lincoln County and the Development Foundation have been successful in their efforts to achieve these tenets.

Their efforts have created an identity for Brookhaven industrially as an economic and distribution hub within the region. Historically, Brookhaven and Lincoln County lead the region in economic growth, such as new jobs and an increase in income. But the region lags behind the State of Mississippi in economic growth. The Development Foundation is working diligently to and exhaustively to consider methods to improve the economic climate. This should be a priority of the regional partnership.

Goal: *Create more employment opportunities within the City.*

Goal: *Create a skilled regional workforce that is prepared for high tech and higher paying jobs.*

Goal: *Create the educational infrastructure to help the residents be prepared for new employment opportunities.*

Goal: *Attract high tech employment.*

Goal: *Maintain and enhance the attractiveness of Brookhaven's business districts.*

Goal: *Promote Brookhaven's commercial businesses so that they continue to secure a regional market share.*

Goal: *Work with state and federal leaders to increase employment opportunities within the region.*

Policies

Policy: Retain the existing small businesses within the community. Over decades these businesses have built regional client bases that identify Brookhaven with being a unique, classic and creative community.

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Policy: Investigate the use of joint marketing for vertically integrated small businesses to allow access to regional magazines and newspapers.

Policy: Maintain a regionally based economic development foundation. The philosophy has been beneficial to the City and the County.

Policy: Complete the Linbrook Business Park.

Policy: Maintain and enhance the Central Business District of the City of Brookhaven as the center of professional, unique retail, social, cultural and recreational life in Brookhaven.

Policy: Accommodate new industrial development in the Linbrook Business Park.

Policy: Promote land uses that encourage the opportunity for the development of convenience shopping, such as grocery stores, drug stores, and restaurants in East Brookhaven.

Community Character
Brookhaven has a wonderful sense of place that translates to a very good place to live. Part of the allure of the community is the character—both the visual character and the social character.

Goal: *Preserve traditions within the City that continue to bring the community together.*

Goal: *Establish and maintain entrances to the City of Brookhaven that emphasize the natural beauty of the community, the community's sense of tradition, and communicates to visitors that the City of a special place.*

Goal: *Continue to provide access to local government through a City Web page.*

Policies
Policy: When possible, assist with the maintenance of the physical sites of the Ole Brook Festival and the Exchange Club Fair.

Policy: Continue to enforce landscaping ordinances for new development within the City.

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CHAPTER THREE
HOUSING AND COMMUNITY FACILITIES

This section provides an analysis of the existing inventory and projected need for housing and for community facilities based upon the estimated population growth. Community facilities are public services that are provided to residents and visitors of the City of Brookhaven. In this chapter, the following services and facilities are discussed:

- Fire Services
- Parks and Recreational Services
- Solid Waste
- Health Care Facilities
- Schools
- Gas System Services
- Library Services
- Water Services
- Sanitary Sewer Services
- Police Services

In the past, the City has successfully identified community facility and service needs and addressed these needs. Minimally, the services have been adequately addressed, but in general, the City has provided superior services. As the City faces the future, it can anticipate population and continued economic growth and with a recent successful annexation, the City faces few deficits, and, therefore, can direct their efforts to plan for future needs of city residents.

Housing

The 2000 Census indicated that there were 4,304 housing units within the City of Brookhaven. The number of housing units within the City of Brookhaven increased by 2.6% between 1990 and 2000, in spite of a loss in population defined by the Census during this same time frame. During this same time frame the number of housing units in Lincoln County grew by 15.8%. Only about 6% of the housing units built in Lincoln County between 1990 and 2000 were built within the corporate limits of Brookhaven.

In general, the number of households increased faster than the population due to the formation of smaller households. In 2000, the City had a vacancy rate of about 10.5% among housing units. There exists adequate existing housing and adequate vacant land to build new housing in anticipation of the projected population growth within the City of Brookhaven.

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Table 1. Number of Housing Units in Brookhaven and Lincoln County, Over Time.

	2000	1990
Total Housing Units		
Brookhaven	4,304	4,196
Lincoln Co	14,052	12,133
Occupied Housing Units		
Brookhaven	3,851	3,845
Lincoln Co	12,538	11,089
Owner-Occupied Housing Units		
Brookhaven	2,392	2,461
Lincoln Co	9,788	8,715
Renter-Occupied Housing Units		
Brookhaven	1,459	1,384
Lincoln Co	2,750	2,374
Vacant Units		
Brookhaven	453	351
Lincoln Co	1,514	1,044

Source: U.S. Department of Commerce, Census Bureau

According to Census data from 2000, about 62.1% of the occupied housing units within the City of Brookhaven were owner occupied. This percentage of owner occupied homes was down slightly from 64.0% in 1990. Within the State of Mississippi, about 72.3% of occupied homes within the state are owner-occupied.

Renter-occupied units accounted for 37.9% of all occupied units in 2000, up slightly from 1990. Within the State of Mississippi, renter-occupied units accounted for 27.7%.

Approximately 10.5% of the homes in Brookhaven were vacant in 2000. The number of vacant housing units increased slightly from 8.4% in 1990. Comparatively, the percentage of vacant housing units within the State of Mississippi was about 9.9% in 2000.

Of the 4,304 housing units within the City of Brookhaven in 2000, 69.8% were single family detached housing units. Between 1990 and 2000, the number of single family detached homes increased by 96 units. During this decade, the number of duplexes within the city increased by 37%, and the number of housing units in multi-family complexes decreased. Within the City of Brookhaven, single family homes are the most common type of housing.

Table 2. Type of Housing Stock in the City of Brookhaven, 1990 and 2000

	2000		1990	
	Number	Percent	Number	Percent
1 Unit detached	3,004	69.8	2,908	69.3
1 Unit attached	83	1.9	145	3.5
2 Units	239	5.6	174	4.1
3 to 4 Units	185	4.3	129	3.1
5 to 9 Units	187	4.3	194	4.6
10 to 19 Units	101	2.3	280	6.7
20 or More Units	147	3.4	34	0.8
Mobile Homes	358	8.3	294	7.0
Boat, RV, van, etc	0	0	38	0.9
Total Housing Units	4,304		4,196	

Source: U.S. Department of Commerce, Census Bureau

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The number of housing units built within the City of Brookhaven has slowed slightly in the last two decades. During the 1990's about 400 housing units were built within the City and between 2000 and 2007, another 112 new housing units were built in Brookhaven. It is likely that building slowed, since there was little vacant land left to build upon. In 2008, the City was awarded area through an annexation. It is likely that the number of new homes built within the City will increase, with the additional vacant land that was annexed.

Table 3. Age of Housing Stock in Brookhaven and Lincoln County

	Brookhaven		Lincoln County	
	Number	**Percent**	**Number**	**Percent**
Built 1999 to March 2000	56	1.3	424	3.0
Built 1995 to 1998	153	3.6	1,310	9.3
Built 1990 to 1994	182	4.2	1,123	8.0
Built 1980 to 1989	608	14.1	2,674	19.0
Built 1970 to 1979	817	19.0	2,839	20.2
Built 1960 to 1969	608	14.1	1,931	13.9
Built 1940 to 1959	1,261	29.3	2,378	16.9
Built 1939 or Earlier	619	14.1	1,373	9.8
Median Year Built	1964		1975	

Source: U.S. Department of Commerce, Census Bureau

Census data from 2000 indicated that the median year that housing stock was built within the City of Brookhaven was 1964, compared to 1975 for Lincoln County and to a median age of 1976 for the State of Mississippi. Census data from 2000 indicates that 57.6% of the City's housing stock was more than fifty years of age in 2000. The City has several neighborhoods with historically significant housing. Additionally, the City has a significant part of its housing stock which was built in the Post- World War II bungalow and cottage styles. The city may consider revitalization programs in these neighborhoods to improve the health of these neighborhoods.

The median value of owner occupied homes in the City of Brookhaven in 2000 was $59,900 compared with the median value of owner occupied homes in Lincoln County, which was $57,400. Median value of owner occupied home within Mississippi is $71,400.

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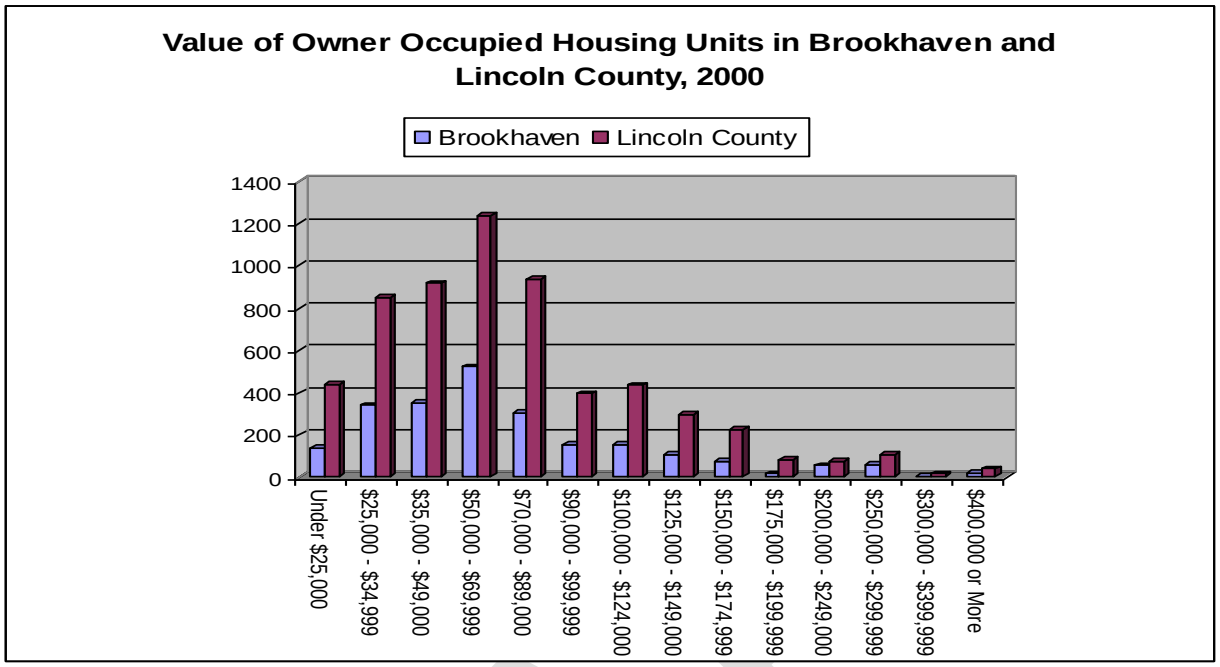
Figure 1.



Source: U.S. Department of Commerce, Census Bureau

In general, housing within the City of Brookhaven is adequate and affordable. However, there is a desire to encourage greater homeownership within the City and a need to revitalize neighborhoods, particularly in the northeast and eastern sections of the City.

Fire Services

The City of Brookhaven achieved a Class 6 Fire Insurance Rating which is certified by the Mississippi State Rating Bureau. This rating is based upon the following factors:

Table 4. Rating Factors Considered by the State Rating Bureau

Feature	Percent
Water Supply	39%
Fire Department	39%
Fire Service Communications	9%
Fire Safety Control	13%

Source: Mississippi Rating Bureau

The Brookhaven Fire Department is comprised of forty-one full-time firefighters. This includes one chief, one inspector, three shift captains, nine captains, nine lieutenants and eighteen firefighters.

The Brookhaven Fire Department made 1,235 runs over the past five years, averaging 247 calls per year. Based upon an analysis of these calls, 22.4% of calls were structure fires, 28.0% of calls were for grass and rubbish fires. About 4.0% of the calls made the department were for medical calls. About 19.9% of the calls made to the department were for “good intent” or false alarm calls, and about 2.4% of the calls made the department were for hazardous materials

spills or containment. About 7.4% of the calls to the fire department in the past five years were for vehicle fires. In general, about 8.7% of municipal fire calls in the south are for fire related calls[1]. Within the City of Brookhaven, there is a greater percentage of calls for structure fires. The Chief recommends increased fire prevention education and the adoption of building codes requiring new commercial construction have fire suppression systems or sprinkler systems installed.

The City of Brookhaven has three fire stations. These are:

Central Fire Station located at 314 Brookhaven Street
Fire Station 2 located at 315 Willard Street
Fire Station 3 located at 750 Industrial Park Road

Table 5. Location and Size of Brookhaven Fire Stations and Equipment Located at Each Station

Address	Station Size	Truck
Central Fire Station 314 Brookhaven Street	6,820 sq ft	1997 E-One 75' Ladder Truck 1992 Mack Snorkel 2002 F-150 Ford Pick-up
Fire Station #2 315 Willard Street Offices for Shift Captains and Inspector	3,000 sq ft	1997 E-One Pumper 2000 4-door Ford car
Fire Station #3 750 Industrial Park Rd Chief's Office	4,370 sq ft	1993 E-One Pumper

Source: City of Brookhaven Fire Department

The Central Fire Station is located at 314 Brookhaven Street. This facility is located near the intersection of two major roadways, located south of Brookway Boulevard, and west of U.S. Highway 51. This area is predominately utilized for commercial land. The Central Fire Station is also located west of the Illinois Central Railroad tracks and located south of the short line Illinois Central Railroad tracks. Central Fire Station was built in 1995.

Fire Station #2 is located at 315 Willard Street in central Brookhaven. Administrative offices for Shift Supervisors and the Fire Inspector are located at this facility. This station is the smallest of the City's fire stations, and also the oldest fire station. It is 3,000 square feet in size and approximately 35 years old. This fire station is located near downtown, the City/County Complex and near Brookhaven High School and Brookhaven Technical School. Fire Station #2 is located east of the Illinois Central Railroad tracks and south of the short line Illinois Central Railroad tracks.

Fire Station #3 is located at 750 Industrial Park Road. The Fire Station is located adjacent to several major wholesale and manufacturing businesses in the Brookhaven Industrial Park. This station is 4,370 square feet and approximately 25 years old. The Chief maintains his office within this station. This station is located east of the Illinois Central railroad tracks and adjacent to and south of the short line Illinois Central Railroad.

[1] Federal Emergency Management Agency. Report Series. Fire Department Overall Run Profile, Volume 7, Issue 4, p. 5.

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Equipment utilized by the Fire Department includes the following:

1997 E-One 75' Ladder Truck
1997 E-One Pumper
1993 E-One Pumper
1992 Mack Snorkel
2002 Ford F-150 Truck
2000 Ford Car

The Brookhaven Fire Department provides fire prevention education and presentations to schools and to industries. The Department provides regular outreach in the schools, providing fire prevention materials to all children in Lincoln County in grades from kindergarten through third grade. Additionally, the Fire Department participates with the schools and the day care centers to hold fire drills to practice fire safety.

The City of Brookhaven administers the 2003 International Fire Code, and the Fire Inspector participates in the review of plans for industrial buildings, suggesting changes to improve safety. The Fire Inspector also provides regular inspections of commercial and public buildings to insure fire safety.

The Brookhaven Fire Department has personnel trained in Hazardous Materials Response, but is limited in the equipment, materials and supplies that it has to respond to hazardous materials accidents. Additionally, the Fire Department does not have medical response capabilities, but often responds with the ambulance service to provide assistance.

It is projected that the City's population will be 14,538 people by the year 2030. Based upon these population projections, the City will need to expand its firefighting force to 47 firefighters by 2030, based upon the city's current functional standards. The International City Managers Association recommends 2.26 certified firefighters per 1000 population. However, to maintain a lower fire rating and to insure an adequate number of personnel on staff at all times, the City of Brookhaven maintains a higher standard, with 3.24 certified firefighters per 1000 population.

Additionally, to protect lives due to the higher than average percentage of structure fires that occur within the City, City leaders will follow fire and building codes to protect public safety.

The City will need to replace fire apparatus during the time frame covered by this Comprehensive Plan. The City will need to replace a pumper by 2013 and a ladder truck and pumper by 2017. A new specialty vehicle purchased in 2009 or 2010 and may be replaced by 2029 or 2030.

Finally, the City may consider upgrading their equipment for response to hazardous materials incidences, as part of a regional response partnership to insure safety along Interstate 55.

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Parks and Recreation

The City of Brookhaven has an active Parks and Recreation Department which maintains six parks and develops programs for the City's residents of all ages. The City's parks provide the opportunity for league play by both children and adults in sports such as baseball, softball, soccer and football. And in addition to these traditional sports, the Parks and Recreation program offers dance, arts and crafts, gymnastics, cheerleading, track and field and many special programs. Neighborhood parks provide places for moderate exercise or passive recreation for area residents.

The City of Brookhaven has a Park and Recreation Department which implements the policies set by the five-member Brookhaven Parks Commission. The members of the Park Commission are appointed by the Board of Aldermen. The City of Brookhaven Parks and Recreation Department plans, maintains and schedules the use of the city parks. The Department is composed of six full-time employees and eight part-time employees. Full-time positions include a Superintendent, program director, bookkeeper, program supervisors, assistant director and maintenance director. Part-time positions include five maintenance employees, one janitor and two office clerks.

Staff develops programs for all ages and all types of activities. Programs have been developed for children, youth and adults and include sports activities and cultural activities. League play which utilizes city facilities includes baseball, softball, t-ball and soccer. Summer youth programs include gymnastics, cheer, and art. Year round youth programs include computer labs, tennis, cheer, gymnastics, dance and ballet. Special programs have included youth cooking, Hershey Track and Field and Easter egg hunts and NFL Pepsi Punt, Pass & Kick. Participation in Brookhaven Parks and Recreation programs has increased by 13% between 2005 and 2007.

To assist cities and counties across Mississippi with the development of recreational facilities, the State of Mississippi developed and updated the Mississippi State Comprehensive Outdoor Recreation Plan or SCORP. The SCORP provides standards upon which cities and counties to plan for the recreation needs of the residents throughout their communities. The following table provides an overview of the standards recognized by the SCORP.

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Table 6. Standards for City and County Parks Recognized by the Mississippi State Comprehensive Outdoor Recreation Plan (SCORP)

	Neighborhood Parks	Community Playfields
Description	Provides varied recreation, passive and active, both organized and unorganized groups for all ages	Provides large outdoor recreational areas primarily for athletic complexes for active competitive recreational needs.
Facilities	Children's play apparatus Paved multi-purpose courts Sports fields Picnic areas and shelters Drinking fountains Walking/jogging or nature trails Off street parking	Fields suitable for competitive play, basketball, tennis and handball courts, lighting, sanitary facilities, concessions, storage areas parking and spectator parking, picnic areas, shelters, children play areas and special purpose recreation
Minimum Population Served	5,000	10,000
Acres per 1,000 Population	3.5 acres for every 5,000 persons in the service area	10 acres for every 10,000 persons in the service area
Service	1 mile in urbanized areas 3 miles in rural areas	5 Miles in urbanized areas 10 miles in rural areas
Optimum Size	5 to 7 acres	
Population Served	All ages	Ages 9 to 39

Source: Mississippi Department of Wildlife, Fisheries and Parks. Mississippi State Comprehensive Outdoor Recreation Plan.

The City of Brookhaven has four neighborhood parks and two community playfields. The neighborhood parks include Bi-Centennial Park, Bethel Park, City Park and Kid's Kingdom. Community playfields include the Dr. A.L. Lott Sportsplex and the Hansel King Sportsplex. Additionally, the Park Commission maintains a computer lab. Figure 20 illustrates the locations of the park locations within the City of Brookhaven.

Bi-Centennial Park, located in east central Brookhaven along Main Street, is 2.71 acres. This Park has playground equipment, a Spray Water Park which was installed in 2008, picnic tables and benches, and a pavilion. This park may be considered a neighborhood park.

Bethel Playground, located in south central Brookhaven is located on Fulton Street. This park has playground equipment, two basketball courts, picnic tables and benches. This park is approximately 1.62 acres, and may be considered a neighborhood park.

City Park Playground, Multi-Use Trail and Tennis Courts compose City Park. This park is a large neighborhood park, located in west central Brookhaven. The park is located near the Lipsey Elementary School, although the school does have its own playing fields and playgrounds. On three sides of the park are residential neighborhoods. City Park is the largest of the City's neighborhood parks and is approximately 10.86 acres. City Park's tennis court facilities include six lighted tennis courts, two pavilions, and restroom facilities. City Park's playground facilities include a Spray Water Park, playground equipment, a lighted basketball court, restrooms and a pavilion. City Park's Multi-Use Trail facilities include a ½ mile walking track which is 10 feet wide. The trail is used for walking, jogging, biking, skateboarding and for other non-motorized types of recreation.

Kid's Kingdom is located on an access road adjacent to Industrial Park Road. The Park has two pavilions, playground equipment and restrooms. The park was built by volunteer effort and

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resembles a castle. Kid's Kingdom Foundation helped volunteers build the facility. This park is located on 2.28 acres of land in north central Brookhaven. This park is defined as a neighborhood park.

The Dr. A.L. Lott Sports Complex is located on Dr. Martin Luther King Jr. Drive in south central Brookhaven. The Sports Complex is approximately 29.06 acres and is considered a community park. The Sports Complex has two lighted 280' baseball fields, one soccer field, a lighted basketball court, a concession stand, restrooms, and a meeting room. The meeting room is used by organizations for meetings and receptions, and also for programs developed or sponsored by the Parks and Recreation Department.

The Hansel King Sports Complex is located in north eastern Brookhaven, south of the airport and east of the industrial park on Beltline Drive. The Sports Complex was completed in 1997. About 27 acres of the site is developed and approximately 10 acres of the site is undeveloped. The Sports Complex includes four lighted 300' softball fields, two lighted soccer fields and one unlit soccer field, a concession stand, restrooms, and a meeting room. The meeting room is used by organizations for meetings and receptions, and also for programs developed or sponsored by the Parks and Recreation Department. The Sports Complex is located near the Lincoln County Arena. The Sports Complex is considered a community park.

The City utilizes one room at the Brookhaven Train Depot as a computer lab. The City has five computers with internet capability at this location. The service is free. The City Parks and Recreation Department has two offices. The main office is located at 689 Highway 51 North. And an office is maintained in the Brookhaven Train Depot located at 125 North Whitworth Avenue.

Among short term needs identified for the Parks and Recreation Department are to complete a playground for children under 12 and a restroom facility at Bethel Park and Bicentennial Park. In 2008, the City completed Spray Water Parks at City Park and at Bicentennial Park. The City secured funding to build a new Senior Center. The building which houses the City Parks and Recreation Department is in need of a new roof.

In the near term, the City will seek to complete development of the Hansel King Sports Complex and develop additional soccer fields at this facility and develop a spray park at the Bethel Park site.

Future gaps in parks and recreation services can be identified based upon the SCORP. These gaps indicate areas that may not have access to parks and recreation services at the standards recommended by the SCORP. Based upon standards established by the SCORP, the City has an adequate amount of land area devoted to parks and recreational activities to serve its future population growth. It is likely, however, that many county residents may utilize City recreation programs and, therefore, there may be a need for additional community playfields to serve the larger community.

Almost all residential areas are located within one mile of a neighborhood park. The newly annexed areas are located outside the current coverage area of the existing neighborhood park system. Over time, and as these new neighborhoods to the city grow, the city may consider developing at least two new neighborhood parks to serve the newly annexed area in the southwest section of the City and the newly annexed area in the northern section of the City. Additionally, by 2030, the City may consider building a community center with a minimum of

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8,000 square feet of interior space. Currently, the City has adequate facilities recommended by the SCORP.

Non-Municipal Recreation in Brookhaven

In addition to the City parks, the Brookhaven Exchange Club owns and maintains Exchange Club Park. This park has several pavilions, permanently placed carnival rides, playground equipment and softball fields. Leagues utilize these fields for practice and game play. Each year the Exchange Club hosts a week long fair at this site. And the neighborhood regularly utilizes the park for passive recreation, including walking the driveway that runs through the park.

There are two private recreation clubs within the City of Brookhaven. Brook Hill is a private recreation facility that offers tennis courts, a swimming pool and a half basketball court. Brookhaven Country Club is a private recreational facility and private club. The Country Club offers an 18-hole golf course, tennis and a swimming pool.

State Parks

The region is rich is state parks and wildlife management areas. Lake Lincoln is located in Lincoln County northeast of Brookhaven. Lake Lincoln has seventy-one recreational vehicle sites, fourteen primitive camp sites and one vacation cabin. Lake Lincoln is 550 acres and includes a 1.5 acre beach. Besides water access the park offers playing fields, playgrounds, nature trails, picnic areas with pavilions and disc golf.

Near McComb, approximately 30 miles southeast of Brookhaven is the Bogue Chitto Water Park and the Percy Quin State Park. The Bogue Chitto Water Park is approximately 230 acres and has 81 campsites and six cabins, as well as primitive camping. The park is managed by the Pearl River Basin Development District. The park is located on the Bogue Chitto and is located twelve miles east of McComb.

Percy Quin State Park is located six miles south of McComb on Lake Tangipahoa. The park is 700 acres in size and includes one hundred recreational vehicle sites, twenty-seven cabins and primitive camp sites. Besides water activities, the park offers 27-holes of golf.

Several Wildlife Management Areas exist near Brookhaven. These include the Copiah County Wildlife Management Area and the Caston Creek Wildlife Management Area in Franklin County.

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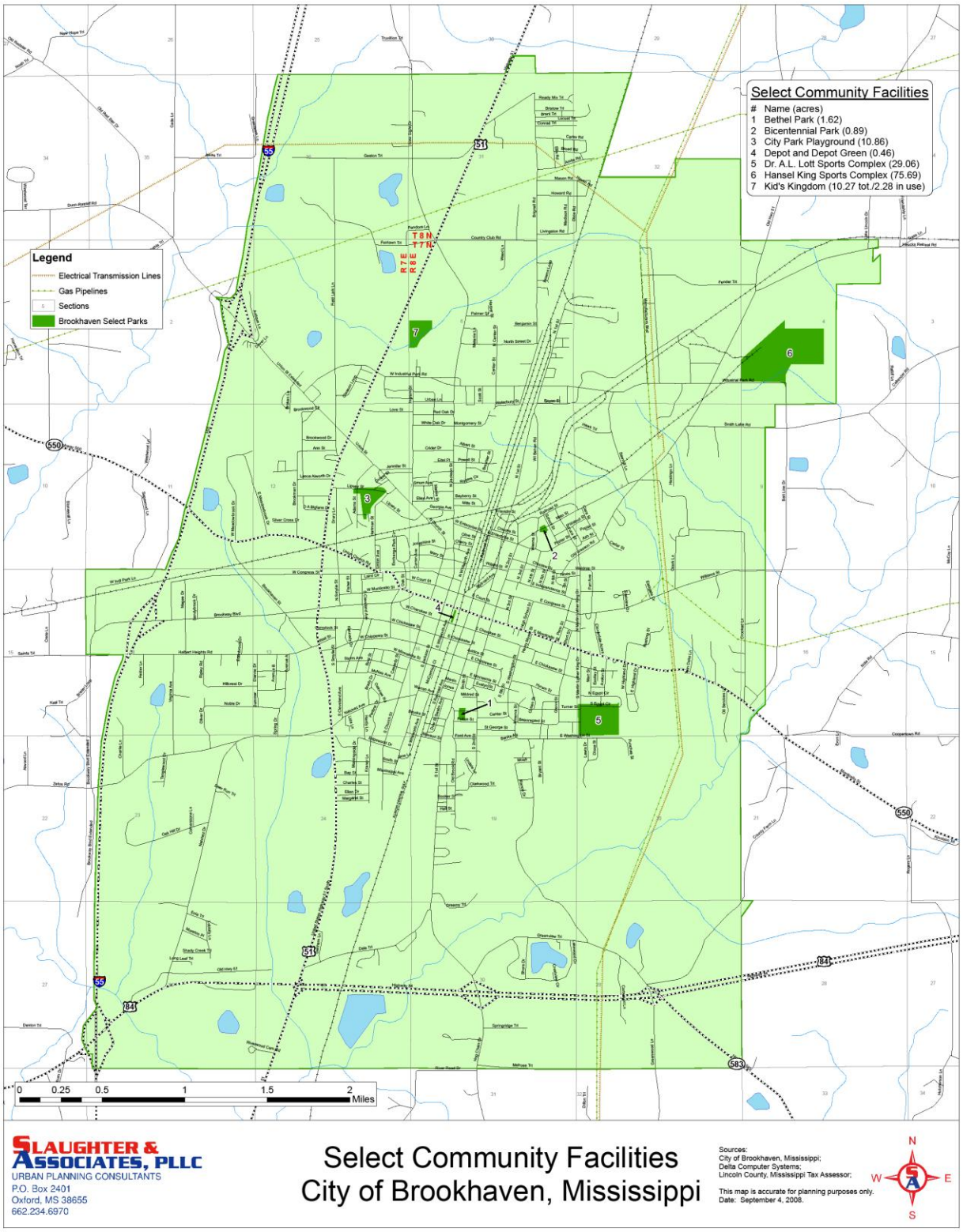
Figure 2. Selected Community Facilities



Solid Waste

The City of Brookhaven is part of the Lincoln County, Mississippi Solid Waste District. The County and City were part of a regional Solid Waste district. In 2004, the County was notified that the regional district was not in compliance and thereby, Lincoln County opted to develop the Lincoln County Solid Waste Management Plan[2]. Brookhaven is governed by this plan.

Garbage pickup is provided to residents of the City of Brookhaven through a contract with Waste Management. Residential pickup is twice per week, but businesses within the City are required to provide for their own trash pick up. Residential users are defined as "(a) a conventional single-family detached dwelling or mobile home, or (b) a multi-family residential complex (townhouses, condominiums or apartments) with six (6) or fewer units."[3] Garbage pick-up is also provided to light commercial units. These businesses are defined as generating six or less containers per week of waste, in containers that can be placed within five (5) feet of the edge of the street or road in front of the business.[4] Schools, businesses and multi-family dwelling units with four or more units, as well as mobile home parks are required to contract for waste disposal services.[5]

Solid Waste from the City of Brookhaven and Lincoln County is collected by Waste Management and transferred to the Plantation Oaks Landfill located in south western Adams County. Plantation Oaks Landfill is owned by Waste Management, Inc. A permit for this landfill was secured by Waste Management on March 28, 1989, and as of 2007, the landfill had an estimated remaining life of 49 years.[6] In 2007, 35,791 tons of waste was transferred from Lincoln County to The Plantation Oaks Landfill. It is projected by the Lincoln County Solid Waste Plan that approximately 51,874 tons of waste per year will be generated by Lincoln County residents by 2030[7].

The City utilizes city crews to provide trash pick-up for limbs, leaves and yard wastes which is transported to a city operated landfill. Pick-ups of these materials are made on a weekly basis or as needed. Materials are not mulched, nor composted, although the City does have a permit for composting.[8]

The Solid Waste Management Plan for Lincoln County, Mississippi determined that there was adequate space available for the solid waste disposal from residents of Brookhaven and Lincoln County in landfills in Mississippi over the next twenty-five to thirty years. However, the Lincoln County Solid Waste Committee indicated within their plan that they would prefer to utilize a solid waste landfill located within Lincoln County or in a county immediately adjacent to Lincoln County to reduce transportation costs associated with the transfer of municipal solid waste[9]. Currently, municipal or household solid waste is transferred from the City of Brookhaven Transfer Station to the Plantation Oaks Landfill in Adams County. The City does receive transfer fees from Waste Management for use of the facility.

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[2] Butch Lambert & Associates, PLLC. Solid Waste Management Plan for Lincoln County, Mississippi. July 2006, p. A-9.
[3] Butch Lambert & Associates, PLLC, p. D-2.
[4] Butch Lambert & Associates, PLLC, p. D-2.
[5] Butch Lambert & Assocaites, PLLC, p. D-2
[6] Solid Waste Policy, Planning and Grants Branch, Office of Pollution Control, Mississippi Department of Environmental Quality. State of Mississippi: Status Report on Solid Waste Management Facilities, Calendar Year 2007, p. 15.
[7] Butch Lambert & Associates, PLLC, p. C-7.
[8] Lambert & Associates, PLLC, p. D-10.
[9] Butch Lambert & Associates, PLLC, p. A-11-12.

Besides the Brookhaven Transfer Station, the City also owns a Class I and a Class II Rubbish disposal site. The Brookhaven Rubbish Site owned and operated by the City of Brookhaven, received 5,593 tons of Class 1 Rubbish in 2007. This site is approximately 10.6 acres[10] in size, with about 4 acres of this site approved for the landfill. Wastes accepted at a Class 1 site can include construction debris, brick, mortar, concrete, stone and asphalt, cardboard boxes, tree limbs and leaves, appliances (with motor removed), furniture, plastic, glass and crockery, sawdust, wood shavings and wood chips. ~~This facility is reaching capacity, and there is a need to expand the land area of the facility.~~

The Brookhaven Rubbish Site is also the location of the City's Class II Rubbish site. In 2007, the Class II rubbish site accepted 101 tons of waste. This site is approximately 4.9 acres in size[11]. Acceptable wastes include tree limbs, stumps and leaves, and brick, mortar, concrete, stone and asphalt. The Brookhaven Rubbish sites are located at 463 County Farm Road at Sections 20 and 21 of Township 7 North and Range 8 East.

It is likely that the City will need to expand the rubbish site by 2012. There are some steps that the City may take that may prolong the useful life of the rubbish site and reduce the amount of trash collected. These steps may include working with Lincoln County to establish a recycling program that could include construction wastes and white goods. Additionally, the City of Brookhaven has a permit to compost. The City may consider the purchase of a mulching machine. Neither the City, nor Lincoln County provide public recycling programs. However, the County identified four private sector recycling businesses within the region which provide recycling services. These include McComb Recycling Center, McComb Metal & Recycling, McKenzie Metals and Southern Paper.[12]

Health Care Facilities

King's Daughters Medical Center serves the health care needs of residents in Brookhaven and Lincoln County. The Medical Center has 122 beds, of which four are reserved for pediatric patients and eight beds are reserved for labor, delivery, recovery and post partum. The hospital provides outpatient surgery, is a Level 4 Trauma hospital, has an Intensive Care Unit and an imaging department. In 2003, a fitness and therapy center was completed at the Medical Center, and in 2006 an $11 million expansion and renovation of the facility was initiated. The Medical Center is located at 427 Highway 51 North. This location is appropriate with access to the major roadways including Interstate 55.

The area around the hospital has developed with complimentary commercial uses and complimentary institutional uses, including the locations of clinics, offices, senior apartments and skilled nursing facilities.

Public and Private Schools

The Brookhaven School District provides educational services for children in grades kindergarten through 12th grade. The district encompasses all of the City of Brookhaven and

[10] Butch Lambert & Associates, PLLC, p. D-9.
[11] Butch Lambert & Associates, PLLC, D-9.
[12] Lambert, p. A-13

extends east into Lincoln County. The Lincoln County School District is the public school district serving the balance of unincorporated Lincoln County.

Brookhaven Academy, a private school which offers a pre-kindergarten program, as well as an education for students in grades Kindergarten through 12th grade, is located adjacent to the corporate limits of the City of Brookhaven. The City of Brookhaven is also the home of one of Mississippi's High Schools for gifted students. The Mississippi School of the Arts is located on the former Whitworth College property. The school provides a unique learning environment for the most gifted of high school art students across the State of Mississippi.

The City of Brookhaven and Lincoln County are part of the Co-Lin Community College System. Co-Lin member counties include Copiah, Lincoln, Simpson, Lawrence, Franklin, Jefferson and Adams. The Community College's main campus is located in Wesson, about ten miles north of the City of Brookhaven. During the 2004-2005 school year about 4,000 students attended Co-Lin. Co-Lin Community College also provides workforce training programs for businesses located within Brookhaven and Lincoln County.

Brookhaven School District

The Brookhaven School District recently completed a multi-million dollar renovation of the school facilities. Included within the renovation was the completion of a state of the art performing arts center within the Brookhaven High School which will support performances of students of the arts in the Brookhaven School District and the Mississippi School of the Arts.

In general, student population within the Brookhaven School District has leveled off slightly, while student population within the Lincoln County School District has grown steadily during the past decade. Enrollment during the 2006-2007 school year for the Brookhaven School District was 3,050 students. Over the past six years, student population has fluctuated only slightly, indicating a trend of leveling off, but not declining. The School District has a rate of graduation consistent with that for the State of Mississippi.

Table 7. Enrollment and Average Daily Attendance for the Brookhaven School District and Lincoln County School District

	BROOKHAVEN SCHOOL DISTRICT		LINCOLN COUNTY	
	Net Enrollment	Average Daily Attendance	Net Enrollment	Average Daily Attendance
2006-2007	3,050	2,981.43	2,980	2,887.66
2005-2006	3,144	2,987.54	3,012	2,886.27
2004-2005	3,024	2,951.00	2,955	2,846.00
2003-2004	2,967	2,945.00	2,867	2,779.00
2002-2003	2,993	2,888.57	2,821	2,734.42
2001-2002	2,990	2,871.92	2,787	2,681.22
2000-2001	3,012	3,005.01	2,755	2,739.97
1999-2000	3,160	3,090.47	2,726	2,696.95

Source: Mississippi Department of Education Superintendent's Report to the Legislature.

The Brookhaven School District maintains seven school facilities. These facilities include three elementary schools, a middle school, a junior high school, a high school and a technical center.

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The elementary schools provide an education for children in grades k through 5th and include the following facilities:
Brookhaven Elementary School is located at 300 South Church Street. This site is 4.4 acres.
Mamie-Martin Elementary School is located at 420 Vivian Merrett Street. This site is 12.68 acres.

Fannie Mullins Elementary School is located at 717 Martin Luther King Drive. This site is 29.68 acres.

Lipsey Middle School brings all the sixth graders throughout the district together at their facility located on 412 Drury Lane. The school site is approximately 17.57 acres in size.

Alexander Junior High School is located at 712 Beauregard Street. This school provides an education for children in grades 7 and 8. The school site is approximately 5.27 acres in size.

The Brookhaven High School is located at 443 East Monticello Street in Brookhaven. The school is a stately example of Art Deco architecture. Students in grades 9 through 12 attend classes at this facility. The school and its grounds are 11.40 acres in size.

The Brookhaven Technical Center provides a technical education for students of the Brookhaven School District that opt to take a vocational career tract. The facility hosts students in grades 10 through 12 and is located at 325 East Court Street. The school has been among the top ten in the nation for the past decade. This school is approximately 1.57 acres in size.

Based upon population trends, it appears that the number and configuration of schools within the City of Brookhaven adequately meets the needs of the community. Overall, the School District has adequate acreage, as recommended by State standards to meet existing and future space needs within the District. However, several of the schools would be shy of the recommended site standards. State standards suggest five acres for each elementary, middle and junior high school with an additional one acre for every one hundred children on site. State standards prescribe a minimum of fifteen acres for a high school and one acre for every one hundred students on site. Therefore, the high school, junior high school and Brookhaven Elementary may require additional acreage. However, these schools are woven into the urban fabric of the City. The ability to walk to a school, would likely outweigh the need for additional space. The City may consider placing recreation space or create shared parking near these schools to assist with any spatial needs of the school district in relation to these three schools.

Through strategic planning efforts within the community, community members had identified a desire to support the school district in their efforts to achieve Annual Accountability Designation Status of Level 4 and Level 5 for all schools within the Brookhaven School District.

Mississippi School of the Arts
Mississippi established two schools for exemplary students within the State. These are the Mississippi School of Math and Science in Columbus, Mississippi and in 1999, the Mississippi Legislature established the Mississippi School of the Arts in Brookhaven. The Mississippi School of the Arts is under the governance of the Mississippi Department of Education, who is also responsible for funding the school and for the school employees. The Mississippi School of the Arts opened upon the completion of new living facilities for students. The school opened on August 3, 2003 for the 2003-2004 School year.

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Like its counterpart in Columbus, the Mississippi School of the Arts is a residential school that provides advanced and intensive programs in the arts and humanities. The Mississippi School of the Arts is located near downtown Brookhaven on the campus of the historic Whitworth College. Students at the Mississippi School of the Arts are able to take math, science and foreign language classes at Brookhaven High School, and when the Brookhaven School District recently renovated the Brookhaven High School, facilities were renovated to accommodate Mississippi School of the Arts student performances. Besides a partnership with the Brookhaven School District, the Mississippi School of the Arts has established partnerships with the City of Brookhaven and the Brookhaven Trust and Arts Council.

The Mississippi School of the Arts utilizes the entire campus, the site that was Whitworth College, holding classes in several historic buildings that have been renovated. In 2003, the Student Life Center was completed. This building includes a library, a dining hall, a commons, infirmary, apartment for a dorm parent, a computer room, a laundry and an exercise center. The East Tower was completed which provides residential living space for 120 students, the current capacity of the school. A West Tower is planned, and will provide residential living for an additional 180 students. The Mississippi School of the Arts provides classes for juniors and seniors.

Whitworth College was established in 1859. The College operated continuously from 1865 to 1928 as a four-year, all female Methodist sponsored college. From 1928 to 1937 it was part of the Millsaps system and at one point it was a two-year school for the Millsaps System. The City purchased the college after it was released from the Millsaps System. Through leases with the City, over the next 45 years, Whitworth College was a four-year women's college, a night school for veterans, a four-year co-educational college, a Bible college and a Leadership and Career Development Institute.

Brookhaven Academy

The Brookhaven Academy is a private school located adjacent to the corporate limits of the City of Brookhaven. The school is located on a 30 acre site off of Zetus Road. Brookhaven Academy was established in 1970 and provides classes for children in grades kindergarten through 12. The school also provides kindergarten classes for 3 and 4 year olds. Brookhaven Academy is accredited by the Southern Association of Christian Schools and has a Class AA rating with the Mississippi Private School Association. During the 2005-2006 school year, Brookhaven Academy had 511 students in grades kindergarten to 12th grade.

Gas System

A private purveyor of gas services provides natural gas to residents and businesses within the City of Brookhaven. According to Census Data from 2000, nearly two-thirds of homes within the City of Brookhaven utilized utility gas services as their primary home heating fuel. This is higher than average for the State of Mississippi. In 2000, only about 37% of homes within the State utilized utility gas services as the primary source of heating fuel. Nearly the entire city of Brookhaven is serviced by gas. The exception includes a few locations in the eastern most area of the City of Brookhaven. The two industrial parks located inside the corporate limits of the City of Brookhaven are serviced by gas lines. In 2008, Centerpoint Energy provided utility gas service to 2,634 residential customers, 512 commercial customers and 28 industrial customers within the City of Brookhaven.

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Library Services

The Lincoln County Branch of the Lincoln-Lawrence-Franklin County Regional Library is located within the City of Brookhaven at 100 South Jackson Street. The Lincoln County branch is the headquarters for the regional library system.

Also housed at this library is a special collection of archive materials and historical documents. This collection includes photographs and historic documents. An index of the collection is available on-line. Besides this valuable special collection, the headquarter facilities offers programs and services for children, meeting room facilities for community organizations and art and educational exhibits.

Lincoln County is the busiest of the regional library system. In 2007, 61.1% of visits to all libraries within the system occurred at the Lincoln County location. Nearly two-thirds of the libraries full time employees are employed at this branch and nearly two-thirds of the Library's part-time staff are employed at the Lincoln County branch of the library system.

The headquarter branch of the Lincoln-Lawrence-Franklin Regional Library System housed 50,204 cataloged items. However, patrons of this branch have access to 93,284 volumes through the regional library system. The system also provides daily delivery of materials requested from other libraries within the system.

The total circulation of materials at the headquarter branch during FY 2007 was 96,944 volumes. Through the library system, there was the circulation of 160,439 materials. In general, circulation in both the headquarter branch and throughout the system is increasing.

Through an agreement with the Lincoln-Lawrence-Franklin County Regional Library System, Lincoln County is responsible for the maintenance of the library building and the City of Brookhaven is responsible for providing operation funds.

The headquarter branch located in Brookhaven is 20,000 square feet. Approximately 15,000 square feet of the library are utilized to house the general collection, provide reader space and public access to computers. Approximately 500 square feet of the library is devoted to a special collection of archive and historical materials. The library has about 1,100 square feet reserved for community meeting rooms. The staff work in an area of approximately 2,000 square feet. In 2002, an addition to the building was completed and the library was renovated.

Library standards indicate that the Library may be undersized by the end of the planning period of this Comprehensive Plan. Planners based this determination on population growth in Lincoln County, since the headquarter branch serves the entire county. Planners utilized spatial standards and materials standards developed by the Public Library Association.

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Table 8. Projections of Space & Collection Needs For the Lincoln County Branch of the Lincoln-Lawrence-Franklin Regional Library System

Year	Size	No. of Materials
2010	17,578 to 21,094 square feet	98,437 volumes
2020	18,573 to 22,288 square feet	104,009 volumes
2030	19,632 to 23,558 square feet	109,939 volumes

To serve the community in the future, it is likely that the library may need additional staffing and additional operation funds. As the Mississippi School of the Arts grows in enrollment, the library's resources will be increasingly called upon to serve the needs of this unique client base. Additionally, the City has a very culturally astute population, which utilizes the library for exhibits, meetings and discussion around the arts, culture, history and current events. The library could enhance their ability to program for these types of events with additional staff.

In the near future the library will require improvements to parking, repair of water damage, as well as repair to the elevator. Additional archival storage is also needed. In the near term, the library will also require additional meeting space, regular maintenance of the library and an additional meeting room. To insure the efficiency of the library, the resources will need to be automated, and many more resources can be placed upon the Library's webpage, but this will require professional assistance in the design and maintenance of the web page.

Water System

The City of Brookhaven operates its own water system. In the past two years, the City has rated higher than the State average on inspections by the Mississippi State Department of Health. These inspections rate the City on technical ability, managerial ability and financial capacity. The City has shown exceptional improvement in these inspections in the past two years, particularly in the areas of financial capacity and managerial ability. The City rates slightly lower than the state average on the technical ability. The city will rate higher in this category when they finish projected water improvements to the City. However, the City has not had any reported water quality violations in the past ten years.

The City of Brookhaven was awarded expanded corporate limits as a result of an annexation. Small portions of two water districts are now within the corporate limits of the City of Brookhaven. These include the Lincoln County Rural Water Association and the Topisaw Creek Water Association.

The City has 4,096 residential water customers and 860 commercial and industrial water customers. The City receives its water from groundwater through eight operating wells. The City completed a new well in the Linbrook Business Park in 2008. This well will be brought on line in 2009, and tied into the City's existing water distribution system. The City reworked two of its wells within the past two years. All of the City's working wells are more twenty years of age and currently function effectively, but may in the future need to be reworked to continue to work effectively. The city also has five elevated storage tanks. The City has the capacity to pump 4,000,000 gallons of water per day and to store 1,000,000 gallons of water. In 2009, an additional well and an additional storage tank will be tied into the City's system, boosting the

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City's pumping capacity to 4,750,000 gallons of water per day and storage capacity to 2,000,000 gallons of water.

Table 9. City of Brookhaven Owned and Operated Wells

Well Number	Location	Year Constructed	Capacity in gpm	Pressure	Depth
430002-01	Railroad Ave & Willard	1963	500	25 lb	430 feet
430002-02	Phillip Brothers Lumber	1969	500	25 lb	166 feet
430002-06	Railroad Ave, north of Plant	1979	500	25 lb	168 feet
430002-04	City Barn	1950	500	25 lb	170 feet
430002-05	Railroad South of City Barn	1957	500	25 lb	170 feet
	North Railroad & Chicora	1967	500	25 lb	450 feet
430002-07	750 Zetus	1974	500	80 lb	1,200 feet
430002-08	1065 Fender Drive	1981	500	80 lb	972 feet
Not yet in operation	660 Saints Trail	2008	750		1,250 feet

Source: Public Water Supply- Master Data Sheet. Mississippi State Department of Health, Division of Water Supply.

The wells are utilized on a regular basis for water supply. These wells could supply 4,750 gallons per minute. During a 1000-minute day of operation (approximately 16 hours) the wells could, on a normal basis, supply 4,750,000 gallons per day.

The City of Brookhaven has four elevated water storage tanks currently in use, and plans to bring a new water tank on line in 2009. The existing water tanks have the capacity to store 1,000,000 gallons, and when the new tank is tied into the water distribution system, the City will have the capacity to store 2,000,000 gallons of water. All of the City's water tanks are steel tanks. Currently, the City has two 500,000 gallon tanks and two 250,000 gallon tanks. The City completed a 1,000,000 gallon tank in 2008 and this tank will be tied into the City's water system in 2009.

Table 10. Water Storage Tanks within the City's Water Storage System

Storage	Location	Material	Capacity	Year Built
Elevated	Industrial Park	Steel	500,000 gallons	1960
Elevated	Fender Drive	Steel	500,000 gallons	1982
Elevated	Ingram Street	Steel	250,000 gallons	1950
Elevated	South First Street	Steel	250,000 gallons	1950
Elevated	Linbrook Park/ Saints Trail	Steel	1,000,000 gallons Not in yet Operation	2008

Source: City of Brookhaven Public Works Department

The new well and the new storage tank that were built in 2008 will greatly enhance the water pressure in area adjacent to Exit 40 of Interstate 55. This area is one of the City's major commercial areas.

The City of Brookhaven pumps about 643.5 millions of gallons of water per year to water customers within the City, or an average of 1,763,015 gallons of water per day to customers. Based upon this average, and based upon the current pumping capacity within the City, the City utilizes about 44% of its capacity on a given day, without utilizing water storage. When the City's Lindbrook Business Park well is tied into the system, then it is likely that on an average day, the City will be utilizing about 37% of its pumping capacity without utilizing water storage.

The water distribution system of the City of Brookhaven is composed of forty miles of water lines. The City provides no water services to any area currently located outside the Corporate

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limits of the City of Brookhaven. In fact, the City has established a plan to bring water services and provide new water lines to areas recently annexed. A complete list of these projects are listed as recommendations in the following paragraphs.

There are approximately 600 fire hydrants located throughout the city. The fire hydrants are numbered for location and to help keep records of the system. The city has a program in place, which requires semi-annual inspections. The hydrants are cleaned and tested to assure that the hydrants are in good working order. During this check-up process the water pressure of the distribution system is verified at each hydrant location. The process assures that there is sufficient water pressure throughout the system for domestic use and fire fighting purposes. The City regularly flushes deadline hydrants located in the city to assist in the effective circulation of chlorine throughout the city's water system.

The City's water system has back up generators to provide continued pumping ability during power failures to insure safe potable water for its customers.

When the new well at the Linbrook Business Park is tied into the City's water distribution system, approximately 37% of the City's water system will be utilized. The City intends to add new customers to the City's system by extending water lines into the newly annexed areas. Additionally, the City will see new residential and new commercial growth. With continued maintenance of wells and water lines, capacity should not be an issue with the City during the timeframe of this plan, pending any large scale major developments within the region. Based upon population projections for the City, the City's water system will be adequate through 2030 and the City will probably be utilizing about 50% of the capacity of the system on an average day.

Capacity is based upon the assumption that approximately 85% of the water customers will be residential customers and that the industrial and commercial customers will not have unusual requirements for water. Additional capacity may be required for firefighting, especially if there is the development of buildings with large roof areas. Assumptions also assume that pumping or storage capacity within the city will not be diminished. The city has adequate capacity for water supply through to 2030.

Among the short term projects which should be considered by the City include expanding the water system to include the Ole Brook area. Additionally, it is recommended that the City loop water lines and improve the water lines and pressure along Brignal to provide enhanced fire protection. During the mid range planning horizon it is recommended that the City expand water services to Moreton Estates, Crooked Lane and the Deer Run area.

Sanitary Sewer System

The City of Brookhaven owns, maintains and operates the City's sewer collection and wastewater treatment systems. The City currently contracts for treatment services, and is considering contracting with the same company to maintain the City's lift stations, while the City would continue to maintain the wastewater collection system.

The treatment facility is located on Wilcher Drive. The treatment plant utilizes activated sludge with ultraviolet light to treat wastewater and the facility is permitted until June 30, 2010. The treatment facility was designed to treat about 3 million gallons per day.

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The sanitary sewer collection system in the City of Brookhaven is a gravity system with seventeen lift stations. The City indicates that there is inflow and infiltration within the system. Inflow and infiltration is caused by water seeping into the collection system which is then transported and treated at the wastewater treatment plant. Often the water that seeps into the wastewater collection system is rainwater or storm water. The staff with the Brookhaven Public Works Department estimates that the average daily flow through the treatment system is about 1.8 million gallons per day, the average dry weather flow through the treatment system is about 1.4 million gallons per day and the average wet weather flow through this system is about 2.4 million gallons per day.

The City plans to begin instituting programs to reduce the inflow and infiltration within the system to expand the capacity of the system to treat wastewater. Such programs generally include replacing and repairing old or broken collection lines throughout the city and inspecting the collection lines for cross connections between any sub-surface storm water or drainage systems and the city's sanitary sewer system.

Table 11. Projected Need for Wastewater Treatment Based Upon Resident Population Projections

Year	Projected Population	Projected Waste to be Treated in gallons per day
2020	14,018	2,780,700
2030	14,480	2,948,400

As the City adds new customers to the wastewater collection system, the demand for treatment will increase. Current estimates by the City indicate that the City's treatment plant is at approximately 60% of capacity. The Mississippi Department of Environmental Quality recommends that communities begin considering plans for the expansion of their treatment systems when the facility reaches about 50% of its capacity. The City should consider plans for the expansion of their facility immediately. The City proposes to expand their wastewater collection system, which will mean that the City will treat additional wastewater.

Among short term recommendations, the City should expand sewer services to the Ole Brook area. Looking towards a mid-range planning horizon, the City should consider making sewer improvements in the following locations: Washington Street, Meadowbrook , Industrial Park Road, Moreton Estates, Brignal Road, Crooked lane, Deer Run, Lakewood Village, Country Club Road, Brookway/North Church Street, and in the Illinois Central Gulf Railroad area.

Police Services

The Police Department of the City of Brookhaven is located at 300 South Second Street in Brookhaven. The City intends to move the Police Station to U.S. Highway 51, to the former Mississippi Highway Patrol Building. The move will provide the Police Officers with greater visibility in the City's busy commercial center, and allow faster access to Brookway Boulevard and Interstate 55.

The City of Brookhaven employed thirty-seven people full-time within the Police Department in 2006. Among the full-time employees, the City employed thirty-one certified police officers to patrol and to insure public safety, investigate crimes and implement community crime prevention and victim assistance programs, and six civilian positions. Residents in the City of Brookhaven elect their Police Chief. The Chief of Police provides oversight and direction to the

department, and is responsible for developing a budget for the Department, which must be approved by the Mayor and Board of Aldermen.

Lincoln County provides jail services to the City of Brookhaven. The jail is located inside the City of Brookhaven, adjacent to the Lincoln County Courthouse and City Hall.

The Police Department provides public safety services for people that work or go to school in the City, about 13,300 residents of the City and are ready to assist the more than 24,000 vehicles which pass through the City each day on Interstate 55.

Uniform Crime Reports Part I Crimes decreased by 47% within the City of Brookhaven between 2001 and 2006. The decreases in crimes were across all categories, including aggravated assaults, burglaries and larcenies.

Table 12. Number of Crimes in the City of Brookhaven, Over Time

Crimes	2006	2003	2001
Violent Crime	18	40	48
Murder	2	1	0
Forcible Rape	0	1	3
Robbery	7	8	14
Aggravated Assault	9	30	31
Property Crimes	270	469	557
Auto Theft	10	29	14
Burglary	29	64	76
Larceny-Theft	231	376	467
Arson	0	0	0

Source: Federal Bureau of Investigation. Uniform Crime Reports.

Crime in Brookhaven is considerably lower than crime across the state and across the nation. In 2006, the average incidence of a property crime nationally was 3,334.5 per 100,000 people. In Brookhaven, the comparable incidence rate was 2,735.3 per 100,000 people. The rate of violent crimes in Brookhaven was 182.4 per 100,000 people, compared to 473.5 per 100,000 people nationally, and 298.8 per 100,000 in Mississippi.

Table 13. Projected Need for Certified Officers Based Upon Resident Population Projections

	Projected Population	Range of Certified Officers to meet Standards
2010	13,570	36
2020	14,018	37
2030	14,480	38

Standards Based upon International City Managers Association Survey for 2003 for Southeastern Cities.

The number of residents, as well as the number of employees and commuters to the City of Brookhaven will continue to increase. Based upon standards established by the International City Managers Association, the City of Brookhaven will need 36 certified officers by 2010, 37 certified officers by 2020 and 38 certified officers by 2030 to keep up with the City's resident

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population. The City may also require additional officers to provide public safety as the City's business sectors continue to grow, bringing thousands of commuters into the City.

Summary

The City of Brookhaven will continue to grow, and will have capital needs to replace aging equipment and to support anticipated growth. As the City prepares for the future it should consider the following recommendations:

Short Term (2009-2014)

- Purchase fire truck (General Fund).
- Complete new senior center (CDBG Funds).
- Enhance new location of police station (USDA-RDA Grant).
- Renovation of Chamber of Commerce building (U.S. HUD Grant).
- Continue to address inflow and infiltration issues of the City's sewer system (Federal grants and local funds).
- Expand Sewer services to Ole Brook (CDBG Funds)
- Paint water towers.
- Develop a new Spray Park.
- Pave Brookway Boulevard
- Expand water system Ole Brook Water
- Hire firefighters and police officers to public service departments in keeping with standards, as the population of the City of Brookhaven grows.
- Improve and loop water lines along Brignal to provide enhanced fire protection.
- Expand the existing landfill.
- Purchase equipment, such as a bulldozer, to maintain landfill.
- Establish neighborhood parks in southwestern and northern Brookhaven.

Mid-Term (2014-2019)

- Complete Hansel King Park expansion.
- Expand water system
  - Moreton Estates Water
  - Crooked Lane Water
  - Deer Run Water
- Expand or improve sewer services to
  - Washington Street Sewer
  - Meadowbrook Sewer
  - Industrial Park Road Sewer
  - Illinois Central Gulf Sewer
  - Moreton Estates Sewer
  - Brignal Road Sewer
  - Crooked Lane Sewer
  - Deer Run Sewer
  - Lakewood Village Sewer
  - Country Club Road Sewer
  - Brookway/ North Church Sewer
- Hire firefighters and police officers to public service departments in keeping with standards, as the population of the City of Brookhaven grows.

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- Continue to address inflow and infiltration issues of the City's sewer system.
- Replace fire truck in 2017.
- Establish recycling and mulching program to expand solid waste facilities.

Long Term (2020-2030)

- Hire firefighters and police officers to public service departments in keeping with standards, as the population of the City of Brookhaven grows.
- Replace fire truck.
- Expand library facilities.

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Figure 3. Selected Proposed Community Facilities Projects in Brookhaven

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Table 14. Selected Proposed Community Facilities in Brookhaven

Number of Project	Project Name/ Description	Timeframe for Completion
1	Expand sewer services to Ole Brook	Short Term (2009-2014)
2	Expand water services to Ole Brook	Short Term (2009-2014)
3 & 18	Expand sewer services to Washington Street	Mid-Term (2014-2019)
4 & 19	Expand sewer services to Meadowbrook	Mid-Term (2014-2019)
5 & 20	Expand sewer services to Industrial Park Road	Mid-Term (2014-2019)
6	Expand sewer services to Illinois Central Gulf Sewer	Mid-Term (2014-2019)
7	Expand sewer services to Moreton Estates	Mid-Term (2014-2019)
8	Expand water services to Moreton Estates	Mid-Term (2014-2019)
9	Expand sewer services to Brignal Road	Mid-Term (2014-2019)
10	Expand water services to Crooked Lane	Mid-Term (2014-2019)
11	Expand sewer services to Crooked Lane	Mid-Term (2014-2019)
12	Expand water services to Deer Run	Mid-Term (2014-2019)
13	Expand sewer services to Deer Run	Mid-Term (2014-2019)
14	Expand sewer services to Lakewood Village	Mid-Term (2014-2019)
15	Expand sewer services to Country Club Road	Mid-Term (2014-2019)
16 & 17	Expand sewer services to Brookway/ No. Church	Mid-Term (2014-2019)
21	Paint Water Tower	Short Term (2009-2014)
22	Loop water lines to improve pressure on Brignal	Short Term (2009-2014)
24	Repave Brookway Blvd	Short Term (2009-2014)

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CHAPTER ONE
INTRODUCTION

A Comprehensive Plan is a document that, in broad terms, is a policy statement to guide the future placement and progression or construction of all aspects of the community's development, and it is the basis for a community's subdivision and zoning regulations, official maps and amendments to the subdivision and zoning ordinances. The Comprehensive Plan identifies a future vision for the community, determines the projected growth for the community and identifies policies to plan, direct and accommodate the growth. This document is an update to the City of Brookhaven's Comprehensive Plan adopted by the Brookhaven Board of Aldermen in 1978.

The Mississippi legislature, through Mississippi Code §17-1-1 defines minimum elements required to be addressed within a Comprehensive Plan. These include:

- *Goals and objectives* for the long range (20 to 25 years) development of the City. 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 in policy form the proposed general distribution and extent of the uses of land for residences, commerce, industry, recreation and open space; public and quasi-public facilities and lands.

- 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. Functional classifications shall consist of arterial, collector and local streets, roads and highways.

- A *community facilities plan* as a basis for a capital improvements program including, but not limited to, the following: housing; schools; parks and recreation; public buildings and facilities; and utilities and drainage.

The plan was developed in accordance with generally accepted planning principles. Planners developed a parcel based base map of the City of Brookhaven, which was utilized to map existing land uses within the City. This map was utilized to develop a future transportation plan and a future land use plan for the City of Brookhaven.

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The 2008 Update to the City of Brookhaven Comprehensive Plan is organized in the following manner:

Chapter 1	Introduction
Chapter 2	Vision, Goals, Objectives and Policies
Chapter 3	Housing and Community Facilities and Community Facilities Plan
Chapter 4	Existing Transportation Assets and Future Transportation Plan
Chapter 5	Existing Land Use
Chapter 6	Future Land Use Plan
Chapter 7	Implementation Plan
Appendix A	General Features, Demographic and Economic Overview

The Comprehensive Plan is a living document that guides the physical development within the City of Brookhaven. However, while the plan defines a desired condition for the City by the year 2030, the plan does not anticipate all events that may have an effect on the physical development of the City. Therefore, it is recommended that the City monitor growth and development, and seek to update or review the plan every five years.

As a guide for the future, the Comprehensive Plan provides a foundation for the zoning, subdivision and architectural standards within a community. While the plan sets forth the goals, the objectives and the policies of the community, the zoning ordinances, subdivision regulations and architectural standards prescribe the regulations to achieve the goals set forth in the Comprehensive Plan. Additionally, the established goals, objectives, policies and recommendations within the Community Facilities Element of the Plan seek to ensure that there are adequate public facilities and services at the time needed for the growth that is anticipated.

The City of Brookhaven Comprehensive Plan was developed in conjunction with a Citizen's Advisory Committee appointed by the Mayor and Board of Aldermen of the City of Brookhaven. The Committee met over a six month period to develop a vision, and long-term goals and objectives for the City of Brookhaven. Additionally the Advisory Committee reviewed and revised the recommendations, strategies, and policies developed by the planners. The result of this facilitated process is included in Chapter 3.

Planners developed a parcel based map of the City and determined the existing land uses based upon tax data. This information was the basis for the existing land use study. This information in conjunction with future growth projections and the identification of sensitive land areas, and the goals set forth with the assistance of the Advisory Committee became the basis of the future land use plan.

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Brookhaven, Mississippi

The City of Brookhaven is the County Seat of Lincoln County. Brookhaven is located approximately 55 miles south of the City of Jackson, Mississippi, 25 miles north of McComb, Mississippi and approximately 130 miles north of New Orleans, Louisiana. Approximately 60 miles west of Brookhaven is the City of Natchez, Mississippi and approximately 85 miles east is the City of Hattiesburg, Mississippi. Brookhaven is located along Interstate 55, a major route between New Orleans and Jackson and on to Memphis. Other major transportation routes within the City, beside Interstate 55, include U.S. Highway 84 and the Illinois Central Railroad. The railroad has been an important influence in the settlement of Lincoln County and the City of Brookhaven.

Historically, the area around Brookhaven was likely settled by European settlers sometime around 1818. The settlement of "Ole Brook" was a place of trade on the Bogue Chitto. Brookhaven evolved from a trading location on the river to a stop of the railroad. Plans for the New Orleans, Jackson and Great Northern Railroad Company sought to establish a station stop every 10 miles along the rail line. The station at Brookhaven was established in 1858. During the early years of 1860 the community produced timber and sundried bricks, moved cotton and Whitworth College was established. Growth slowed in the region in the late years of the Civil War and during the era of Reconstruction, in part due to damage to the rail line. However, by 1874 the City has had a significant recovery based in part on the export of Southern Yellow Pine. [1]

The City experienced some ups and downs in the decades since, but it has been a significant City within the region. With excellent transportation options, by rail and by interstate and highway, the City has remained a vital economic center within the region, currently hosting two industrial parks. One park caters to production and distribution businesses, and the second park, when fully completed, will provide Class A office space for service and technology-based businesses. The City's accessibility has created an identity as a regional distribution hub.

The establishment of Whitworth College within the city, during the formation years of the city, has engrained a cultural element within the City. The City has produced significant artists, and today is home to the Mississippi School of the Arts. The Library, the Chamber, and Banks within the area actively host visual arts exhibits, and it is not unusual for Chamber music programs to be scheduled at venues throughout the City.

The City serves as a regional retail marketplace, both for everyday goods and for specialty items. Both the Apparel and General Merchandise retail sector and the Miscellaneous Retail sector serve markets that are at least two and one-half times the population of the City of Brookhaven. The Miscellaneous Retail sector has an even larger market.

The City of Brookhaven provides a regional professional and service base. The City's health care services are anchored by the King's Daughters Medical Center and

[1] Henry Ware Hobbs. About Brookhaven. Brookhaven-Lincoln County Chamber of Commerce webpage. www.brookhavenchamber.com/about-brookhaven/index.php

supportive medical and housing services for senior citizens. Additionally, the Miscellaneous Service sector serves a significant population—more than the City's population.

Natural resource based industries are still a part of the local economy. Forestry and natural gas production create employment opportunities within this region, with their products exported throughout the southeast.

The City of Brookhaven is much larger than its population alludes to. Its current population is approximately 13,300 people. But the City is home to regional employment, trade, retail and professional services that serve a population much larger than 13,300 people. It is projected that population within the City of Brookhaven will continue to grow; and, it is likely that much of the economic growth that occurs within the City will serve not only the City but the region. Local leaders understand that the health of the City of Brookhaven relies upon a healthy region.

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CHAPTER FOUR
EXISTING TRANSPORTATION ASSETS AND FUTURE TRANSPORTATION PLAN

Introduction

Transportation planning is an important part of a community's comprehensive planning process. The community's future development, economic growth, and quality of life are influenced by its transportation system. In fact, the City of Brookhaven's historical pattern of growth developed in direct response to the placement of the rail line and the development of, first, U.S. Highway 51 and later, U.S. Interstate 55.

This transportation component of the Comprehensive Plan examines issues related to transportation in the City of Brookhaven providing information regarding the operation and development of the transportation system. The required Future Transportation Plan Map is attached as Figure 5. In addition to the map, the comprehensive plan presents transportation-related goals and recommendations for the City of Brookhaven, as well as a Future Transportation Plan.

The City of Brookhaven enjoys excellent rail access, a general aviation airport, and access to several major roadways that are on the federal highway and interstate system. This type of accessibility has solidified Brookhaven's economic identity as a regional distribution hub. The City of Brookhaven has 85.95 miles of roadway within the City, but only about 10.456 miles of the roadways are maintained by the State of Mississippi. The City maintains 71.406 miles of paved roadways and 4.074 miles of unpaved roadways.

The automobile is the dominant mode of transportation within the city and truck traffic and railroads move a significant amount of freight through the City. Nearly two-thirds of the working residents in the City work in the city and about 70% of the residents in the unincorporated area of Lincoln County commute into the City for employment. Additionally, the City is a regional retail, service and health care provider. While roadways and railroads are so very important to the community, there is a desire in provide more sidewalks to encourage a more walkable community.

Federal Functional Classifications

Planners identified four functional classifications for urbanized areas which are described below. These classifications are consistent with the Functional Classification utilized by the Mississippi Department of Transportation to classify roadways eligible for roadways improvements. The

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definitions that follow are from the Federal Highway Administration document "Functional Classification Guidelines," which is utilized by the Mississippi Department of Transportation.

Interstate Highways are roadways on the Federal Interstate System and have controlled access at prescribed points on the roadways. Interstate 55 through Brookhaven is an Interstate Highway.

Principal Arterials should serve major centers of activity and have the highest traffic volume corridors. These roadways should carry the major portion of trips entering and leaving an area and the majority of through movement by-passing the area. Principal arterials serve significant travel between central business districts and outlying residential areas. The right-of-way width of these roadways should be a minimum of 110 feet. The following roadways in Brookhaven are defined as principal arterials by the City of Brookhaven:

Brookway Boulevard
Monticello Street
U.S. Highway 51

The City recently annexed area that included U.S. Highway 84. This highway should also be classified as a principal arterial for the entire length within the city limits of Brookhaven.

Minor Arterials should connect with the principal arterial system and distribute travel to geographic areas smaller than those identified with principal arterials. The minor arterial street system includes arterials that are not classified as principal arterials, which place more emphasis on land access and which offer a lower level of traffic mobility. Minor arterials may provide intra-community continuity, but ideally should not penetrate identifiable neighborhoods. Right-of-way width should be a minimum of at least 110 feet. The following roadways in Brookhaven are identified as minor arterials by the City of Brookhaven:

Jackson Street from U.S. Highway 51 to Natchez Avenue
Union Street from the corporate limits to Josephine Street
Josephine Street from Church Street to Jackson Street
Main Street from Enterprise Street to Clara Street
Second Street from Monticello Street to Enterprise Street
Mississippi Highway 550 from corporate limits to Schwene Street
Schwene Street from Mississippi Highway 550 to Monticello Street
Natchez Avenue from U.S. Highway 51 to Jackson Street
Mississippi Highway 184 from corporate limits to U.S. Highway 51
First Street from corporate limits to Monticello Street

The City recently annexed area that included Union Street north of Industrial Park Road. Union Street west of Industrial Park Road to the Interstate 55 interchange may be reclassified as a minor arterial. Additionally, Main Street from Clara Street to Fender Street may also be reclassified as a minor arterial within the city limits of Brookhaven.

Collector street system gathers traffic from local streets and provides traffic circulation within residential neighborhoods, commercial and industrial areas and provides land access as a secondary function. It differs from the arterial roadway system in that facilities on the collector system may penetrate residential neighborhoods, distributing trips from the arterials through the neighborhood to the ultimate destination. Conversely, the collector system also collects traffic from local streets in residential neighborhoods and channels the traffic into the arterial roadway system. Right-of-way width can vary from between 60 to 80 feet. The following roadways in Brookhaven are identified as minor arterials by the City of Brookhaven:

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Lipsey Street
West Chippewa Street from U.S. Highway 51 to Jackson Street
West Cherokee Street from Brookway to First Street
Chickasaw Street from Jackson Street to First Street
Minnesota Avenue from First Street to South Washington
South Washington Street from Minnesota Avenue to East Washington Street
East Washington Street
Lewis Street
Dr. Martin Luther King Jr. Drive
Whitworth Avenue from West Chippewa Street to Court Street
Railroad Avenue from Chickasaw to First Street
Enterprise Street
First Street from Monticello Street to Industrial Park Road
Industrial Park Road from North Jackson Street to Manufacturing Boulevard
Spruce Street
Court Street from Jackson Street to First Street
Behan Street
Hartman Street linking Lipsey Street to Lipsey Street
Brookway Boulevard from the corporate limits to Interstate 55

The City recently annexed area, and several roadways within that area should be classified as collectors. These roadways include Industrial Park Road between Union Street and Jackson Avenue and First Street between U.S. Highway 84 to Mill Street.

Local Roadway systems comprise all facilities not included in one of the higher systems. Local roadways provide direct access to abutting land and access to the higher order systems. Local streets offer the lowest level of mobility. In addition to moving traffic and accessing land, local streets provide easement for all types of utilities and often provide temporary parking. Through traffic movement on a local street is usually discouraged. Right-of-way width may vary from 45 and 60 feet in residential areas and from 60 to 100 feet in commercial areas.

The functional classifications are used to establish eligibility for roadway funding projects. The classifications are established by the Mississippi Department of Transportation. Recommendations to change the functional classification of a roadway can be made by the local government through a formal resolution adopted by the local government and presented to the Mississippi Department of Transportation.

The following Mileage Share Percentages are standards utilized by the Mississippi Department of Transportation. The Mileage Share Standard is a percentage of the total number of miles within a particular classification system. Based upon these standards, the City of Brookhaven is within most of the standard classifications.

Table 15. Percentage Distribution of Classified Street and Highway Mileage in Brookhaven

System	Mileage Share Standard	Brookhaven Mileage Share
Urban Principal Arterials	5 to10%	8.4%
Urban Minor Arterials	15 to 25%	9.4%
Urban Collectors	5 to 10%	12.3%
Urban Local Streets	65 to 80%	69.9%

Source: Mississippi Department of Transportation.

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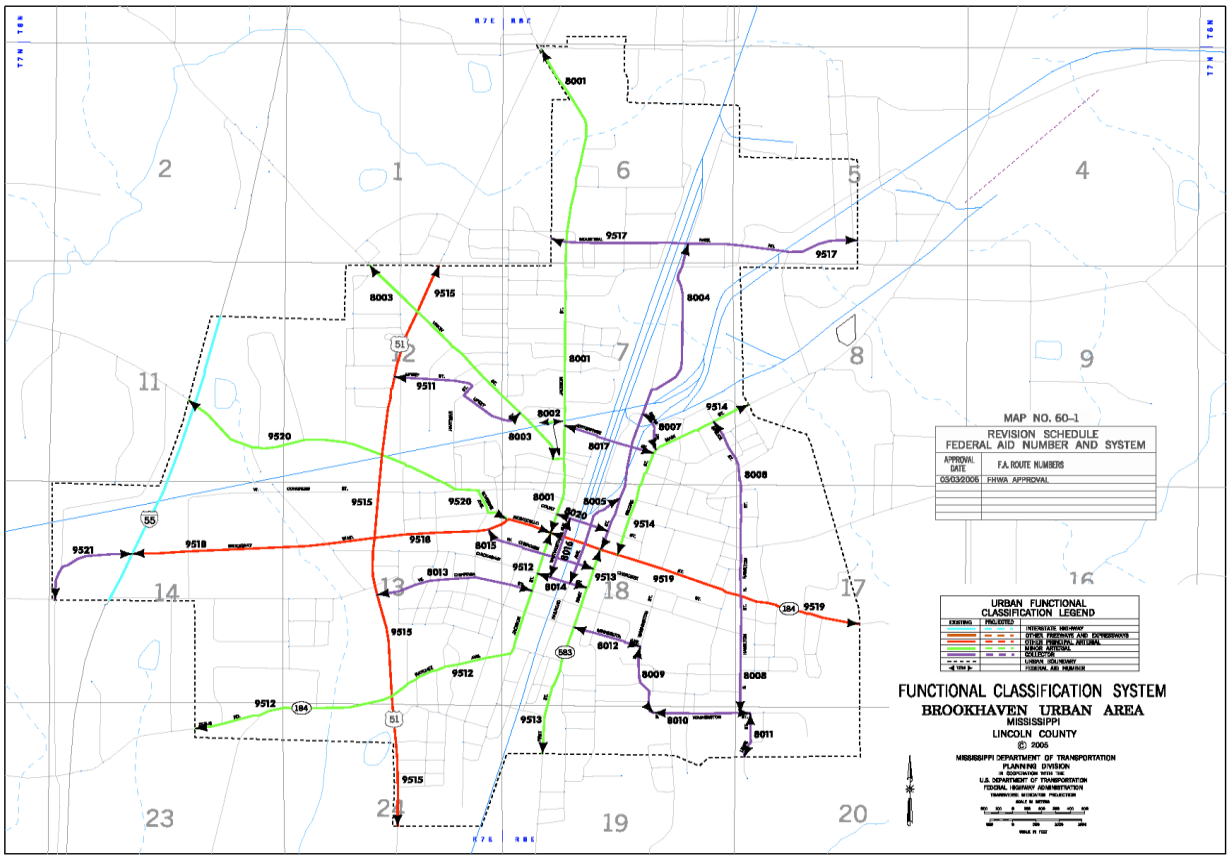
Figure 4. Functional Classification of Brookhaven Roadways



Traffic Counts

Traffic counts indicate the amount of traffic a roadway experiences, as people make trips between their destination locations, often defined as traffic generators, and their homes. Generators include many types of land uses but generally include schools, work, and shopping. The State's traffic count system was used to evaluate the traffic flow in Brookhaven. The Mississippi Department of Transportation (MDOT) conducts counts every year across the state to derive an Average Daily Total (ADT) for vehicles on road segments. MDOT conducts a new count on each of its sites at least once every four years. There are approximately 44 sites in Brookhaven where counts are taken. Additionally, planners looked at 9 sites located in Lincoln County that lie adjacent to the City of Brookhaven. The counts over the past 10 years are shown in Table 32. General findings include:

- Trips on roadways that bring people into Brookhaven, Interstate 55, U.S. Highway 51 and U.S. Highway 84 are continuing to increase.
- Trips along major shopping corridors, including Brookway Boulevard from Interstate 55 to U.S. Highway 51, and along U.S. Highway 51 continue to increase.
- The number of trips made on roadways leading to the City's Industrial Park will continue to increase.
- The number of trips made along Natchez Street indicates that residential development is likely increasing within this area. Traffic counts have increased along this roadway.
- Generally, traffic is decreasing on roadways on the east side of the City. Monticello Street, east of Second Street, First Street, East Cherokee Street and East Chickasaw Street all had documented decreases in traffic over the ten year period.
- A stable traffic count is characterized in the central business district.

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Table 16. Traffic Counts on Roads In and Around the City of Brookhaven

Location	2006	2001	1996
I-55 Between Brookhaven Exits	23,000	29,000	15,000
I-55 Hwy 84 to Brookway	22,000	25,000	17,000
U.S. Hwy 51 North of MS Hwy 550	16,000	14,000	13,000
U.S. Hwy 51 between US Hwy 84 and MS Hwy 550	9,600	7,800	7,000
US Hwy 84 between I-55 to MS 583	9600	9100	6400
Jackson St So of Industrial Park Rd	4,000	3,700	3,600
Jackson St No of Enterprise	4,000	3,700	3,400
Jackson St So of Chippewa	3,200	4,300	3,300
Brookway Blvd I-55 to Hwy 51	26,000	19,000	17,000
Brookway Hwy 51 to Monticello	11,000	14,000	14,000
MS Hwy 550 Hwy 51 to Downtown	11,000	10,000	10,000
Industrial Park Rd	9,000	8,100	7,300
Union Street I-55 to Hwy 51	6,700	5,700	5,500
Natchez Street	5,600	3,700	3,000

Source: MDOT Traffic Counts

Several intersections have been identified as having observed and perceived congestion or safety problems. Among identified roadways with issues of congestion are Union Street at Industrial Park Road, specifically related to turning onto Industrial Park Road from Union Street, Union Street at U.S. Highway 51, MS Highway 550 at U.S. Highway 51, and Church Street at West Congress. These roadways experience congestion from commuting traffic. In fact, it is likely that increased traffic on Church and Congress may be from commuters and shoppers using these routes as a short cut to avoid Brookway Boulevard. These intersections should be examined over time for possible improvements through stoplights, turn lanes, or re-design by transportation engineers.

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Table 17. Traffic Counts on Roads In Downtown Brookhaven

Location	2006	2001	1996
Monticello St east of Brookway	11,000	10,000	10,000
Monticello east of Second	7,000	7,100	7,900
West Cherokee	4,500	4,100	10,000
East Cherokee	3,700	3,000	6,700
West Chippewa	1,500	1,100	1,000
Chickasaw	3,900	4,000	4,400
First Street	3,700	4,700	4,800
Second Street	3,100	4,000	4,400
Main Street	3,300	4,300	3,800
Enterprise	3,600	3,100	2,400

Source: MDOT Traffic Counts

Commuting Patterns

According to the 2000 U.S. Census there were almost 3,305 workers age 16 years and older within the City of Brookhaven. Of those, 81.6% drove alone to work, 11.8% car pooled, 1.6% walked to work, and 2.3% worked at home. The average travel time to work was 23.8 minutes. Approximately 61.3% of the working population worked in Brookhaven in 2000. About 31.2% of the working population travelled less than ten minutes to work, and another 23.4% of the working population travelled between ten to fourteen minutes to work. About 15.5% of the working population travelled between fifteen to nineteen minutes to work.

Census data indicated that as many as 71.1% of the Lincoln County population works within Lincoln County. It is likely that a significant portion of the workforce in Brookhaven commutes from Lincoln County.

In summary, a significant portion of the City's population works within the City of Brookhaven and as importantly, a significant number of people from unincorporated Lincoln County commute to Brookhaven to work.

Multi-Modal Transportation

Beside vehicular movement within the City, other modes of transportation within the city include rail travel and airline travel. Walking and biking are other options available to move from place to place within the City. In general, there is a sidewalk network in the downtown area and in older residential sections of the city. Additionally, there is a segment of sidewalk along Brookway Boulevard west of Monticello to U.S. Highway 51. The City may consider establishing sidewalks in areas within one mile of the school buildings and adjacent to in-town recreation facilities to provide safe access for children and parents to the facilities.

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The Brookhaven-Lincoln County Airport is located within the City's corporate limits. The airport is located adjacent to the Industrial Park and near recreational ball fields. The general aviation airport has a 5000 foot runway, terminal and private hangar facilities. The airport appears to be relatively isolated from barriers to its expansion. Height limitations within the City's zoning ordinance should protect the aviation landing zones adjacent to the runway.

The railroad has been an important part of the history of the City of Brookhaven. And rail is still an important economic component of the City. The City is bisected from north to south by the Illinois Central Railroad. The lines run through Brookhaven linking New Orleans to Jackson and Memphis. The track is utilized by Amtrak, which makes daily stops in Brookhaven as part of its New Orleans to Chicago run. More than 4,000 people per year board Amtrak in Brookhaven.

Freight service is primarily moved along the Illinois Central Railroad through the City of Brookhaven. The line is considered a Class I line. A switching yard is located outside of the downtown area, near the city's industrial park. This switching yard allows access to a short line railroad which runs west to the City of Natchez, and runs east to Silver Creek in Lawrence County. Between Brookhaven and Silver Creek is another short line rail which runs south to Bogalusa and Slidell, Louisiana.

In summary, while the city relies primarily on cars and trucks for the movement of people and freight into and out of the City, it is important to the character of the community and the quality of life to expand all modes of available transportation within the community and include more sidewalks to traffic generators, such as schools and shopping, and to adjacent neighborhoods. Additionally, safe bike lanes may be incorporated into new roadways designs and expansions to allow bikes to be utilized by commuters.

Economically, the City's other multi-modal transportation- the rail lines and the airport— are very important assets to the community. The City should assess these assets from time to time to ensure that barriers to the full utilization of these assets are not inadvertently created.

Future Transportation Plan and Recommendations for Implementation

Enhancing the City of Brookhaven as a regional center will require that accessibility to the City be a priority. But additionally, access within the City will also be important to insure that residents and visitors enjoy their time within the community and are able to take advantage of the assets within the community. The transportation network should provide the opportunity for residents and businesses within the City to utilize different and varied transportation options. Sidewalks may be required along all existing roadways, where feasible, and may be required for new commercial development and in subdivisions. Additionally, the City may consider establishing a goal of developing sidewalks as they undertake roadway or drainage projects throughout the City.

Sidewalks and bikeways along the U.S. Highway 84 and U.S. Highway 51 will help make these roadways safer to pedestrians and may encourage more people to utilize their bicycles for transportation.

Anticipating commercial growth that will occur along U.S. Highway 84, planners recommend establishing either a frontage road to alleviate congestion along this segment of roadway or a

policy to require shared driveways which would limit the number of driveways entering and exiting along U.S. Highway 84.

Anticipating commercial growth will also occur along Union Street Extension, planners recommend establishing either a frontage road to alleviate congestion between Dover Lane and Broken Lane, or a policy to require shared driveways which would limits the number of driveways entering and exiting along Union Street Extension.

Planners recommend looking at expanding South First Street to allow for a third lane that can be utilized as a turning lane to address the anticipated need for more roadway capacity between U.S. Highway 84 and the Downtown area of Brookhaven.

As development occurs in the southeast quadrant of the City, the City can enhance the transportation system, envisioning a new collector linking U.S. Highway 84 to Monticello Street. The city may achieve this access way through several policies or through a program, or may achieve this roadway through a combination of both methods. Through policy the City may consider the following options.

> Extend one or more roadways between residential subdivisions to link the subdivisions and to create neighborhoods. Inter-connected areas provide better and safer access for emergency vehicles and help minimize congestion at intersections.
>
> Future streets are identified on the Future Land Use and Transportation Plan. The city may allow no development to occur on planned rights of way. Enforcement of this legislation is accomplished through the use of the Subdivision Regulations

Additionally the City may consider several design standards that have as a goal to protect the safety of roadway travelers and residents, but may also contribute to a well designed community. These standards include:

> New roadways that are developed within areas designated as “A” flood zones should be built either outside of the floodplain or above the base flood elevation to insure that the roadway remain passable if flooding occurs. Additionally subdivisions built within or adjacent to the floodplain should have several access roadways to allow residents and emergency vehicles to avoid any flooded or damaged roadways.
>
> Existing roads should be extended to connect into adjacent developments and each new development should build one or more roads to the edge of the property so that adjacent properties can continue “neighborhood-building”. Inter-connected areas provide better and safer access for emergency vehicles and help minimize congestion at intersections. There should be multiple points of access for all developments of a certain size (for example, any subdivision of twenty (20) or more lots must be designed to have two points of access from major roads).
>
> Preserve the smooth flow of traffic along commercial collector, minor and major roadways by limiting the number of curb cuts, driveways or intersections. This will preserve the flow of traffic, maintain the capacity of the roadway and should improve the safety along the roadway. Internal roads can provide access to multiple lots, and the city may strongly encourage multi-site circulation through joint access between sites or cross access between sites. Joint access would allow two adjacent property owners to share a joint driveway and access between their parking lots. Cross access would allow

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several property owners to develop a continuous service drive or cross access corridor, again sharing a single driveway.

Attractiveness is a goal of the City of Brookhaven. Therefore, all gateways into the City and all commercial areas should be well landscaped.

A number of intersections in Brookhaven either currently are congested, have capacity issues or capacity issues may be anticipated based upon the growth of the region. These intersections should be examined for improvements, including widening and signalization.

Interstate 55 at Brookway Boulevard
Union Street at Industrial Park Road
U.S. Highway 51 at North Jackson Street
U.S. Highway 51 at Mississippi Highway 550
Union Street at Mississippi Highway 51
Church Street at West Congress Street

In summary, the City of Brookhaven has established an efficient and functional transportation network. Future road paths are identified generally herein, and can be planned for. New development should connect and enhance the existing system by building new roads to City standards. New roads may need to be developed over time either by the City, or by developers, or by partnerships of both.

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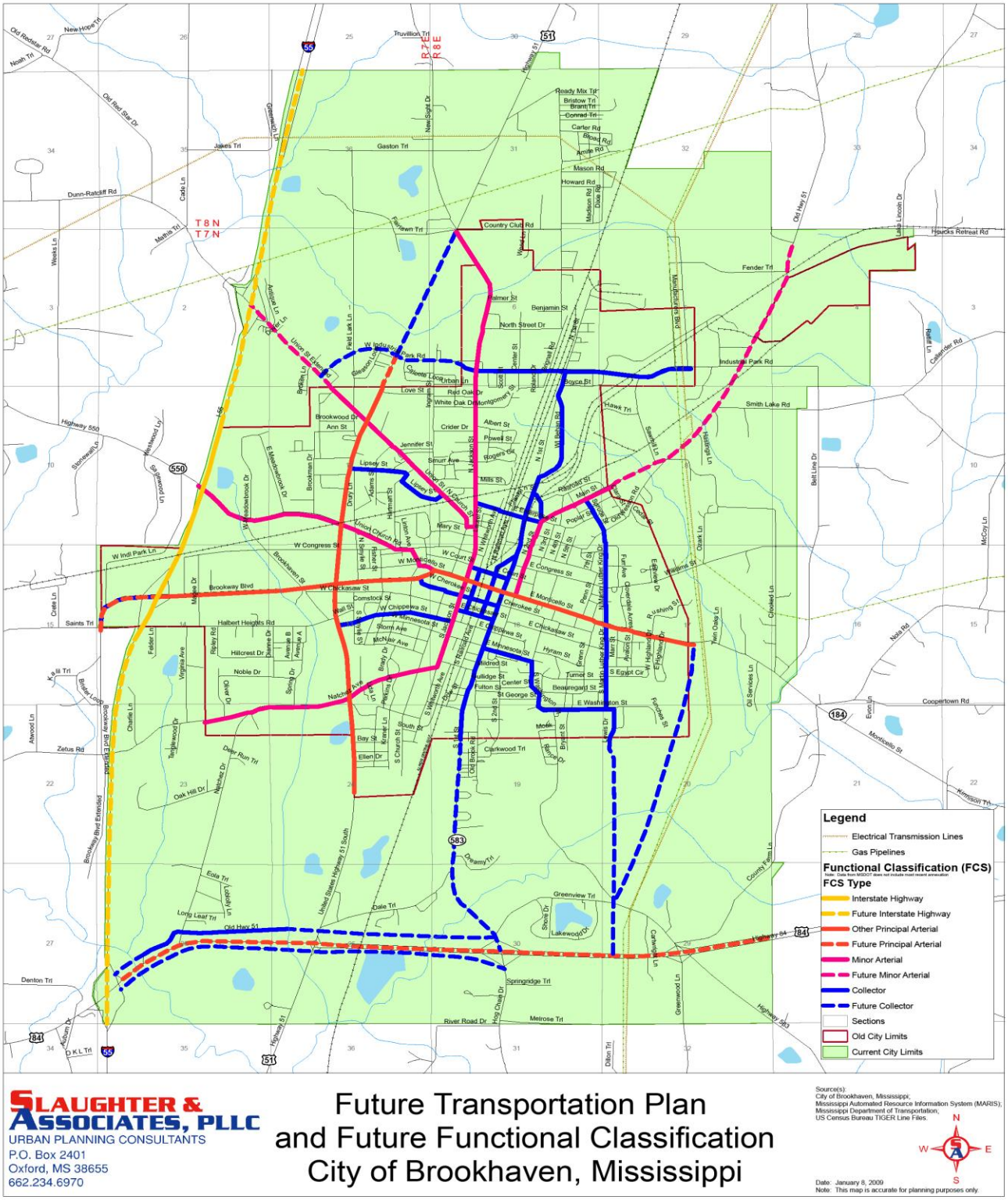
Figure 5. Future Transportation Map of the City of Brookhaven



The City of Brookhaven, Mississippi Comprehensive Plan Update, 2008

Draft April 20, 2009

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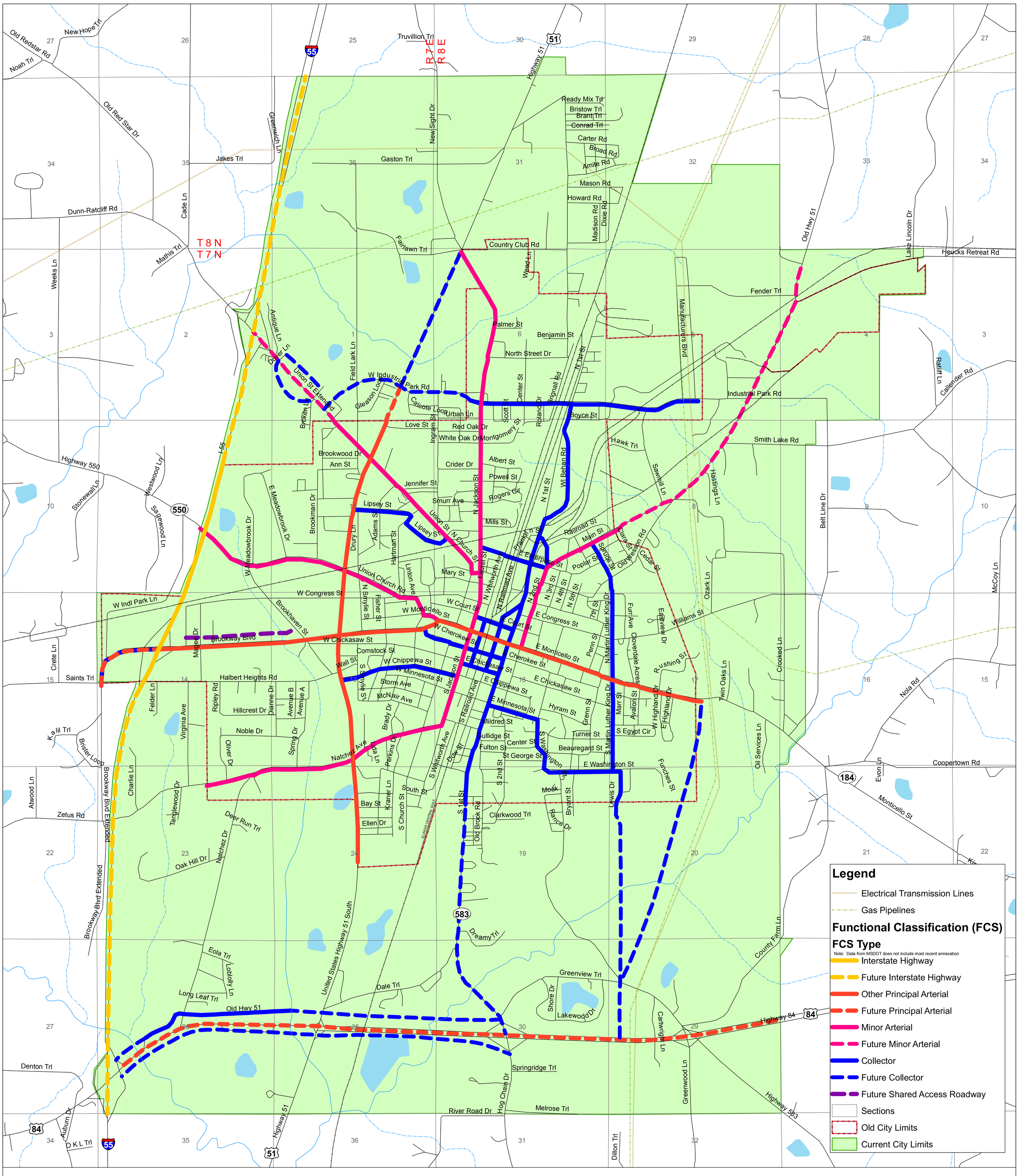

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Future Transportation Plan and Future Functional Classification City of Brookhaven, Mississippi

Source(s):
City of Brookhaven, Mississippi;
Mississippi Automated Resource Information System (MARIS);
Mississippi Department of Transportation;
US Census Bureau TIGER Line Files.

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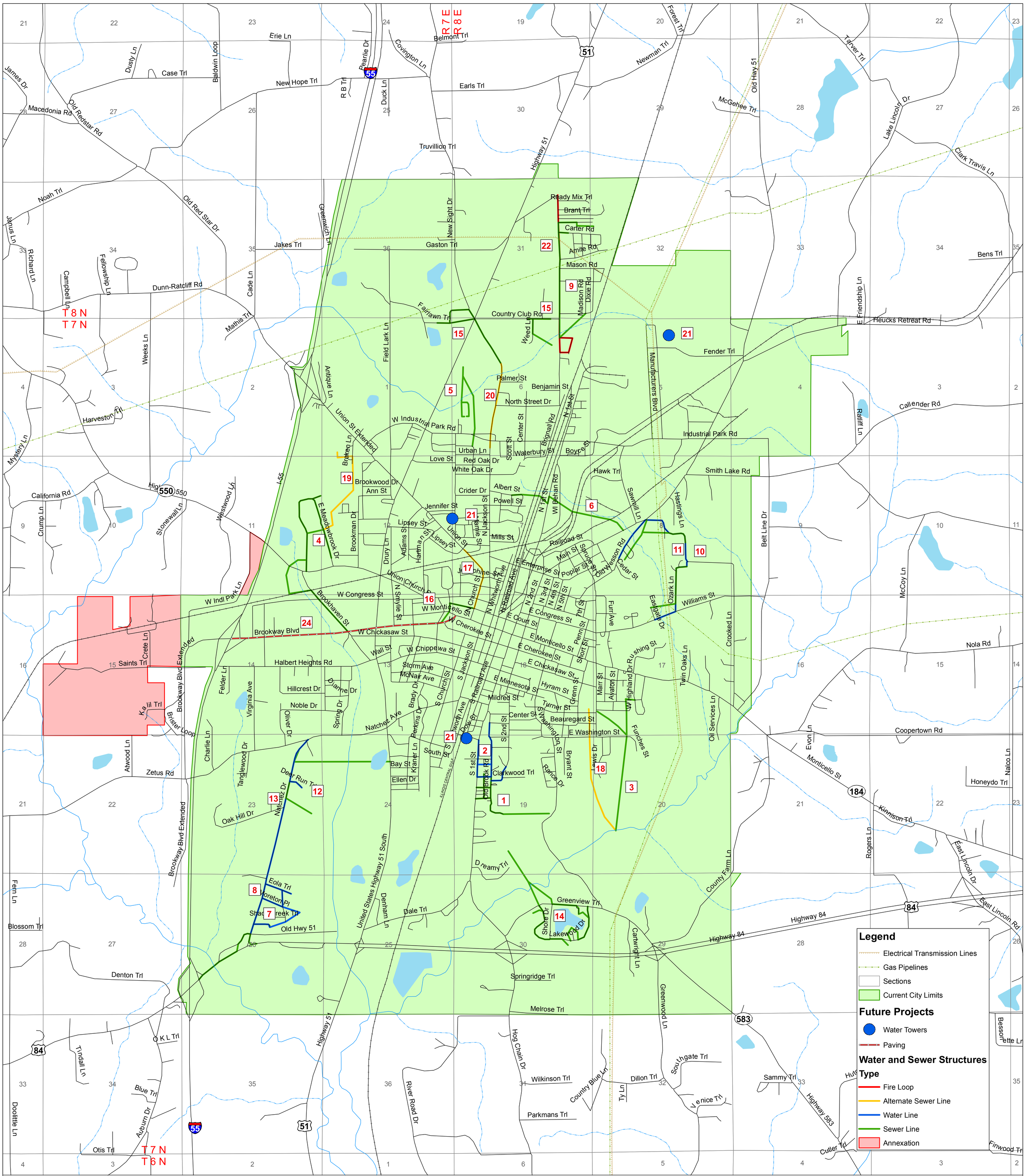
Date: April 20, 2009
Note: This map is accurate for planning purposes only.



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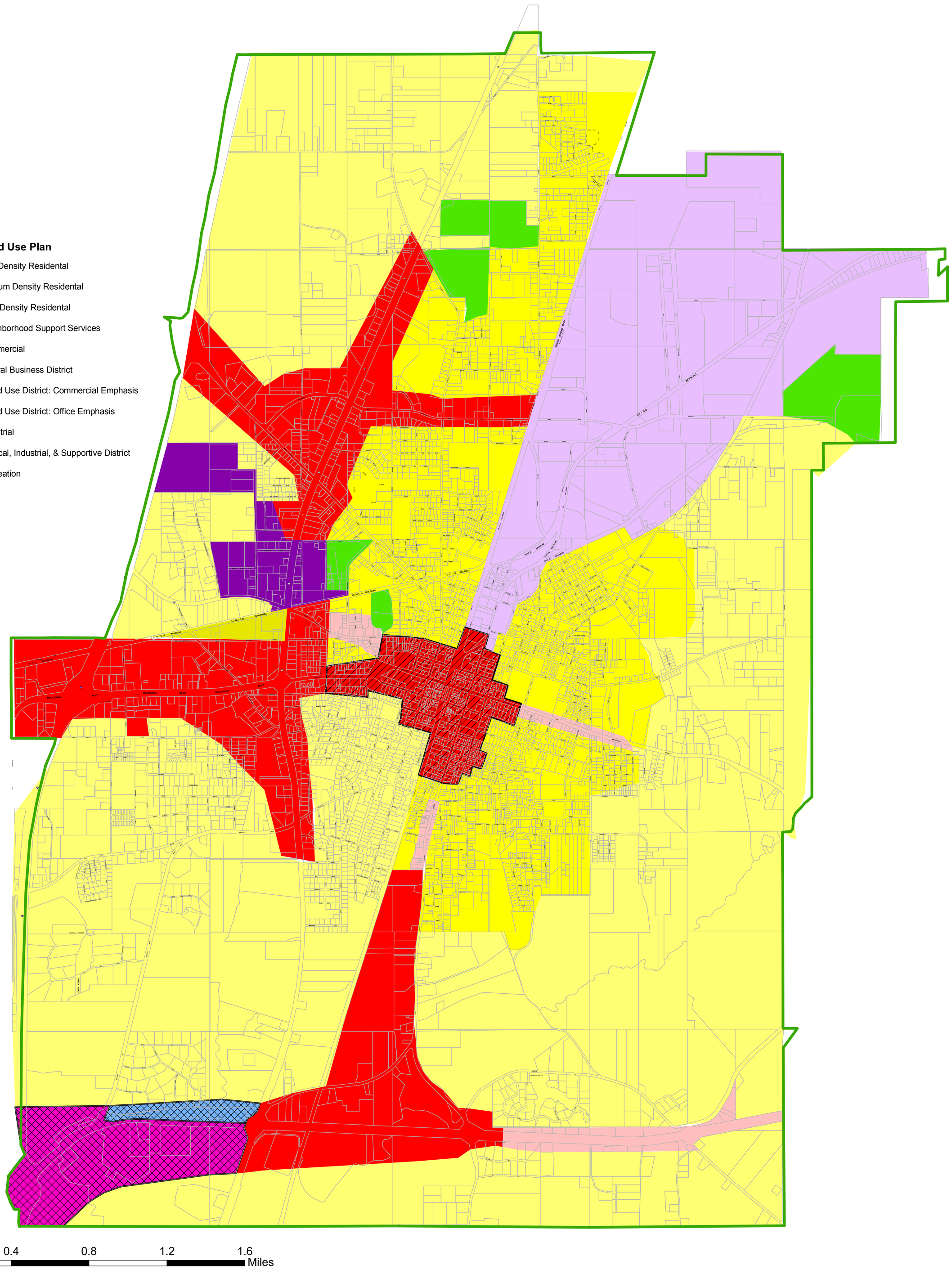
Future Projects
City of Brookhaven, Mississippi

Source(s):
City of Brookhaven, Mississippi;
Mississippi Automated Resource Information System (MARIS);
US Census Bureau TIGER Line Files.

Date: April 20, 2009
Note: This map is accurate for planning purposes only.



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Future Land Use
Comprehensive Plan
City of Brookhaven, Mississippi

Sources:
City of Brookhaven, Mississippi;
Lincoln County, Mississippi Tax Assessor;

This map is accurate for planning purposes only.
Date: April 21, 2009.

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