

**TABLE OF CONTENTS**

	<b>PAGE</b>
<b>LIST OF TABLES</b> .....	iv
<b>LIST OF MAPS</b> .....	v
<b>INTRODUCTION</b> .....	1
Purpose of the Plan	
Elements of the Plan	
How to use this Plan	
Overview	
Use of the Plan	
Nonconformance to the Plan and Plan Amendments	
Implementation Devices	
<b>CHAPTER I: GOALS AND OBJECTIVES</b> .....	5
General Goals	
Residential Development	
Commercial Development	
Industrial Development	
Parks and Open Space	
Transportation	
Education	
<b>CHAPTER II: LAND USE/TRANSPORTATION PLAN</b> .....	9
Introduction and Methodology	
Population Estimates and Forecast	
Population Characteristics	
Existing Land Use Methodology	
The Land Use Plan	
Overview	
Land Use Plan Map	
Explanation of Land Use Categories	
Agricultural/Vacant	
Residential Estate	
Single-Family Residential	

High Density Residential  
Low Intensity Commercial  
General Commercial  
High Intensity Commercial  
Limited Industrial  
Heavy Industrial  
Public/Quasi Public Uses  
Parks and Open Spaces  
100-Floodplain  
Floodway

Recommendations

TRANSPORTATION ..... 19  
    Methodology  
    Recommendations

**CHAPTER III: PUBLIC FACILITIES PLAN ..... 21**

Housing

Public Buildings and Facilities

    City Hall

    Police Department

    Fire Department

    Public Library

Parks and Recreation

Water and Sewer

Schools

## LIST OF TABLES

<b>TABLE</b>	<b>PAGE</b>
II-1: Brandon Population Estimates and Forecast . . . . .	10
II-2: Rankin County Population Estimates and Forecast . . . . .	11
II-3: Population By Race . . . . .	11
II-4: Population By Gender . . . . .	12
II-5: Population By Age Group . . . . .	12
II-6: Educational Attainment . . . . .	12
II-7: Existing Land Use By Area . . . . .	14
III-1: Projected Housing Units . . . . .	21
III-2: Residential Structure Count . . . . .	22
III-3: Building Permits . . . . .	22

## LIST OF MAPS

<b>MAP</b>	<b>PAGE</b>
Land Use Plan . . . . .	Chapter II
Transportation Plan . . . . .	Chapter II
Water Facilities . . . . .	Chapter III
Sewer Facilities . . . . .	Chapter III
Water and Sewer Infrastructure . . . . .	Chapter III

## **INTRODUCTION**

### **PURPOSE OF THE PLAN**

The purpose of this Comprehensive Plan is to serve as a policy guide to the decision-making process in city government. City officials recognize the importance of planning in making effective decisions concerning the city's future. This plan is a result of extensive study into existing development patterns as well as population forecast. This plan should, however, be reviewed and updated periodically in order for it to continue to be effective and to grow along with unforeseen economic and population patterns.

### **ELEMENTS OF THE PLAN**

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

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

The second part of a comprehensive plan is the Land Use Plan. This plan designates, in map form, the proposed distribution and extent of land use for residential, commercial, industrial, and recreational lands, as well as public and quasi-public facilities and open space. The land use section of this plan contains projections of population, economic growth, and land use for the community.

The third part of a comprehensive plan is the Transportation Plan. This plan, in map form, classifies all existing and proposed streets, roads and highways and shows them on the Land Use Plan. The Transportation Plan covers the same time period that the Land Use Plan covers. Based on traffic predictions, the plan includes arterial, collector and local streets, and roads and highways, as defined by minimum rights-of-way and surface width requirements.

The final portion of the comprehensive plan is the Community Facilities Plan. Used as a

basis for making capital improvement decisions, the community facilities plan includes: housing, schools, parks and recreation, public buildings and facilities, utilities and drainage.

## **HOW TO USE THIS PLAN**

### **Overview**

As noted in the Introduction, a comprehensive plan serves as a policy guide for the physical and economic development of the community. It is to be used in making decisions regarding re-zoning, variances, special exceptions, and site plan review. It may also be used to aid in locating business, industry, and public facilities. Finally, it forms the basis of a zoning ordinance and a capital improvements program.

Community planning does not attempt to replace market forces of supply, demand, and price but to shape and channel market forces by establishing certain rules for development and conservation. For example, haphazard growth is unsightly and wasteful of space and public facilities, which results in higher public costs and property tax increases.

According to state law, zoning and other land use regulations must be based upon a comprehensive plan. This means that zoning and subdivision regulations, at a minimum, must conform to the local comprehensive plan. The implication is that comprehensive plans must precede land use regulations in preparation and adoption. Regulations that are consistent with, or conform to, a comprehensive plan must be consistent with a plan's policies, goals, and objectives as well as the land use plan map and the other plan elements. Even though there is generally not an exact identity between the land use plan map and the zoning map, the two should mirror each other as closely as possible. The reason for such consistency or compatibility is that the courts are likely to uphold land use decisions when these decisions are based on plans.

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

The governing body uses the comprehensive plan to take action on two types of physical development matters: 1) measures which are specifically designed to implement the comprehensive plan (zoning ordinance and map, subdivision regulations, capital improvements program and budget, and development plans), and 2) other measures which routinely require legislative approval (re-zoning cases, special exceptions/ conditional use permits, variance applications, subdivision plats, street

closing, site acquisitions, and public works projects). For both types the plan should at least be consulted to see if the plan speaks specifically to the matter or provides any guidance as to how the matter should be handled. It should be remembered that the plan may not indicate what action to take, nor will it answer all the questions which come before the governing body. It is not supposed to; its purpose is to serve as a generalized guide, which has the force of law in many communities.

### **Use of the Plan**

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

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

### **Nonconformance to the Plan and Plan Amendments**

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

All development proposals, as well as proposed re-zoning, would not only be reviewed in light of the standards set forth in the zoning ordinance, but also according to each element of the plan. The goals, objectives, and policies would be checked against the proposal to determine if there are any conflicts. The Land Use Plan must be checked to see if the proposed re-zoning is in line with the designated land use category. For example, if a proposed re-zoning to a multi-family district is indicated, then the Land Use Plan must show a high density classification for that site. The proposed re-zoning

must not be in conflict with the Transportation Plan's recommendations, nor with those of the Community Facilities Plan, both of which relate to capital improvements.

### **Implementation Devices**

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

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

## **CHAPTER I**

### **GOALS AND OBJECTIVES**

Goals and objectives are the cornerstone of the urban planning process and form the framework for public decision making. The following are Goals and Objectives for the City of Brandon and the surrounding "study area":

#### **GENERAL GOALS**

**GOAL:** Through new developments, make the community a healthy, safe and convenient place, and to provide a pleasant and attractive atmosphere for living, shopping, recreation.

**OBJECTIVE:** To ensure that future development will be in the best interest of the community and its citizens, measures will be taken which will generally improve the quality of life of the citizens of this community.

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

**OBJECTIVE:** To prevent the inefficient use of land. By using the comprehensive plan as a guide to development, which will produce the desired land use pattern.

**OBJECTIVE:** To preserve the desirable characteristics of existing development within the City of Brandon, particularly the historical resources located within the city.

**GOAL:** To coordinate living areas, working areas, and recreation areas into an integrated relationship and create a unique combination of function, circulation, and image through which balanced community development can be reached.

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

#### **RESIDENTIAL DEVELOPMENT**

**GOAL:** To establish a residential density pattern that will produce desirable concentrations of residences and will not overburden the local community

facilities or cause congestion.

**OBJECTIVE:** To preserve established neighborhoods and development patterns in Brandon and to encourage compatible additional development that will help to maintain the desirability and value of already improved properties.

**OBJECTIVE:** To establish lot size requirements for each type of residential development.

**GOAL:** To require sufficient open space in conjunction with all residential uses in order to prevent overcrowding and provide sufficient light and air.

**OBJECTIVE:** To prevent through adoption of a Land Use Plan and Zoning Ordinance the location of high density residential or intense commercial uses immediately adjacent to single-family residences, unless proper buffering is provided in the form of wide set-backs with required screening and landscaping of the set-backs. These set-backs should not be encroached upon by parking, driveways, patios or other paved areas.

**GOAL:** To encourage development of low density single family housing.

**OBJECTIVE:** To permit the location of manufactured homes only in certain tightly defined zones: (1) manufactured home parks (2) manufactured home subdivisions.

**OBJECTIVE:** To allow development of only quality apartment communities.

**GOAL:** To encourage and promote development and redevelopment of quality single family housing.

**OBJECTIVE:** To encourage the removal of substandard housing and replacement with quality housing and to upgrade substandard housing where practical.

**OBJECTIVE:** To encourage development of adequate housing resources to improve the housing of the City's most disadvantaged residents.

## **COMMERCIAL DEVELOPMENT**

- GOAL:** To promote development of well-designed, attractive commercial uses in areas of the city that are suitable for and compatible with the particular use proposed.
- OBJECTIVE:** To segregate commercial uses on the Land Use Plan by intensity of use. Commercial uses which involve outdoor activities, heavier vehicular traffic, and noise should be located well away from all residential uses.
- OBJECTIVE:** To promote preservation and redevelopment of Brandon's downtown area when appropriate to its optimum productive use.
- OBJECTIVE:** To provide sufficient neighborhood oriented convenience commercial development to accommodate the residential population.
- GOAL:** To develop sign regulations which allow merchants to convey their message to customers without creating traffic safety hazards or becoming garish.
- OBJECTIVE:** To include regulations in the Zoning Ordinance controlling the size, location, and type of illumination of all outdoor signs in the City of Brandon.

## **INDUSTRIAL DEVELOPMENT**

- GOAL:** To promote development of low intensity industrial uses (i.e., uses in which the industrial activity is primarily conducted indoors and which do not have objectionable characteristics, such as high volume of noise, objectionable odors, etc.)
- OBJECTIVE:** To restrict industrial activity to only those areas deemed suitable by the land use plan.
- GOAL:** To provide well-located sites adequately served by highways, railroads, utilities and services for new industrial development.
- OBJECTIVE:** To identify, isolate and preserve areas for industrial development within the City of Brandon.

## **PARKS AND OPEN SPACE**

**GOAL:** To build upon Brandon's character by promoting the preservation and restoration of all significant historic sites in and around the city.

**OBJECTIVE:** To preserve Brandon's sense of community by preserving those things that have shaped Brandon into the unique community that it is.

**GOAL:** To develop parks and open space to insure that the long-range open space and recreational needs of the citizens of Brandon are met.

**OBJECTIVE:** To commit to the enhancement of the overall community by providing safe, well-maintained, and steadily-improving facilities that promote activities for the physical and mental well-being of citizens of all ages, including our senior citizens and youth.

## **TRANSPORTATION**

**GOAL:** To provide an efficient and a safe street system which will meet the travel demands of motorists by implementing traffic operational improvements and major street projects, such as widening of thoroughfares and construction of new streets where needed.

**OBJECTIVE:** To provide better traffic flow, to reduce traffic congestion and accidents, and to improve vehicular accessibility and circulation.

**OBJECTIVE:** To build on and upgrade existing roadway resources and to add new roads to accommodate expected future development and increased traffic.

**OBJECTIVE:** To reduce potential hazards associated with at-grade railroad crossings.

## **EDUCATION**

**GOAL:** To provide academic excellence in a safe environment conducive to learning for all students.

**OBJECTIVE:** To ensure that school facilities are developed based upon projected demand and accepted or legislated standards, and are placed in optimal locations in the City relative to population concentrations and major transportation routes, as well as other pertinent location standards.

## **CHAPTER II**

### **LAND USE/ TRANSPORTATION PLAN**

#### **INTRODUCTION AND METHODOLOGY**

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

The purpose of the land use section in the comprehensive plan is to inventory the community's existing land use patterns and to recommend policies for future development that are consistent with the community's character. These policies also involve decisions on how the land use patterns should change for future needs. The Land Use Plan is a vital part of the Comprehensive Plan since zoning decisions are required by State law to be based on the adopted Land Use Plan. The Land Use Plan is subject to change as the City grows and may be amended at any time following the necessary public hearings.

#### **POPULATION ESTIMATES AND FORECAST**

The Central Mississippi Planning and Development District (CMPDD) is the Metropolitan Planning Organization or "MPO" responsible for coordinating a Federally-mandated Transportation Planning Process for Hinds, Madison, and Rankin counties. One of the District's responsibilities as the MPO is to develop a long-range Areawide Transportation Plan for the area projected to become "urbanized" or closely settled within the next twenty-five to thirty years. In order to develop that long-range transportation plan, it is necessary to obtain year-2000 "base year" data as input into a computerized traffic simulation model that simulates traffic loads on a defined street and highway network. The year-2000 population data also provided the base-year for the 2030 projections that the District developed for the long-range transportation plan. For the development of this Comprehensive Plan, the District extended the population forecast to the target year 2040. Table II-1 contains population growth forecast for the City of Brandon.

These Projections are in five-year increments from 1980 to the Comprehensive Plan target year 2040. These projections are based on Traffic Analysis Zones (TAZ) in the Brandon Area that are part of the Jackson Urbanized Area 2030 Transportation Plan. These projections do not assume that growth will be confined to within the current City limits. Naturally, as the City grows, the geographic area considered to be part of the City will grow.

**TABLE II-1  
CITY OF BRANDON  
POPULATION ESTIMATES AND FORECAST**

<b>YEAR</b>	<b>TAZ FORECAST</b>
1980	9,626
1985	10,352
1990	11,077
1995	13,757
2000	16,620
2005	20,966
2010	25,311
2015	29,893
2020	34,476
2025	39,015
2030	43,554
2035	48,018
2040	52,482

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

**TABLE II-2  
RANKIN COUNTY  
POPULATION ESTIMATES AND FORECAST**

YEAR	POPULATION	% CHANGE	TOTAL POPULATION CHANGE	BIRTHS	DEATHS	NATURAL INCREASE	MIGRATION
1980	69,427	-----	-----	-----	-----	-----	-----
1990	87,655	2.3%	1,942	1,257	603	654	1,288
2000	115,327	2.7%	2,979	1,789	831	958	2,021
2010	145,960	2.1%	3,070	1,849	948	900	2,170
2020	176,533	1.8%	3,064	2,096	1,096	1,001	2,063
2030	207,078	1.5%	3,061	2,357	1,248	1,110	1,951

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

**POPULATION CHARACTERISTICS**

According to the 2000 U.S. Census, Brandon's population is 86.6% white, 11.9% black and the remaining population are of other races. The median age of Brandon's population is 36.2 years. 89.8% of people who are 25 years of age or older are high school graduates or higher and 24% have a bachelor's degree or higher.

**Table II-3  
2000 Census  
Population By Race**

Race	Pop.	%
White	14,235	86.6%
Black or African American	1,954	11.9%
Asian	95	0.6%
Some other race	49	.3%
Two or more races	77	.5%

Source: U.S. Census Bureau.

**Table II-4  
2000 Census  
Population By Gender**

<b>Gender</b>	<b>Population</b>	<b>Percent</b>
Male	7,788	47.4%
Female	8,648	52.6%

Source: U.S. Census Bureau.

**Table II-5  
2000 Census  
Population by Age Groups**

<b>Age</b>	<b>Population</b>
Under 5 years	1,103
5 to 9 years	1,114
10 to 14 years	1,188
15 to 19 years	1,173
20 to 24 years	933
25 to 34 years	2,396
35 to 44 years	2,606
45 to 54 years	2,522
55 to 59 years	863
60 to 64 years	650
65 to 74 years	987
75 to 84 years	615
85 years and over	286
<b>Median age</b>	<b>36.2</b>

Source: U.S. Census Bureau.

**Table II-6  
2000 Census  
Educational Attainment  
Population 25 years and over (10,753 persons)**

<b>Education</b>	<b>Persons</b>	<b>Percent</b>
Less than 9 <sup>th</sup> grade	300	2.8
9 <sup>th</sup> to 12 <sup>th</sup> grade, no diploma	800	7.4

High school graduate (includes GED)	2,422	22.5
Some college, no degree	2,832	26.3
Associate degree	695	6.5
Bachelor's degree	2,586	24.0
Graduate or professional degree	1,118	10.4

Source: U.S. Census Bureau.

### EXISTING LAND USE METHODOLOGY

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

1. Agricultural/vacant
2. Residential Estate
3. Single-family residential
4. High density residential
5. Manufactured Homes
6. Low intensity commercial
7. General commercial
8. High intensity commercial
9. Light industrial
10. Heavy industrial
11. Parks and open space
12. Public/semi-public

The existing land use map shows present land use patterns and provides a basis for the development of the future land use plan and future zoning map. Table II-7 shows the amount of acreage currently being used by each land use category.

**TABLE II-7  
CITY OF BRANDON  
EXISTING LAND USE BY AREA**

<b>Existing Land Use</b>	<b>Acres</b>
Agricultural / Vacant*	9,164
Residential Estate	1,422
Single-Family Residential	1,577
High Density Residential	142
Manufactured Homes	146
Low Intensity Commercial	72
General Commercial	212
High Intensity Commercial	193
Light Industrial	20
Heavy Industrial	87
Parks / Open Space	113
Public / Semi-Public	749
Water Bodies	34
<b>Total:</b>	<b>13,933</b>

\*Includes: roads, streets, highways, and creeks/streams

## **THE LAND USE PLAN**

### **Overview**

The land use plan represents a composite of all the elements of the planning program. With this context, the plan depicts in narrative, statistical and map forms the general relationships between land use patterns, major transportation arteries, schools, parks and other community facilities, and the overall environment of the community.

The land use plan should be used primarily as a general and long range policy guide for decisions concerning future land development. The adoption of these policies by the Mayor and Board establishes their dominance as a guide for land use decisions, and that they may change only by amending the plan. The land use plan shall also be used as a forecast of the future land needs of the City. Although the land use forecasts are for 20 to 25 years in the future, the life expectancy of the land use plan, for accuracy and applicability is five to six years. This emphasizes the need to revise the plan every five years.

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

### **Land Use Plan Map**

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

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

In mapping zoning districts, there is usually a compromise between the distracting

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

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

As a general rule, it is more advisable to run the boundaries of a district along or parallel to rear lot lines, rather than through the center of a street. Where one side of a street is zoned for business and the other for residential use, there is a strong temptation for legislative bodies and courts to authorize business uses on the residential side of the street. Where a district runs parallel to side lot lines it should avoid splitting lots. Land situated similarly should be zoned alike. Care should also be taken that not too many non-conforming uses are created in each district.

### **Explanation of Land Use Categories**

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

1. Agricultural/Rural
2. Residential Estate
3. Single-family residential
4. High density residential
5. Manufactured homes
6. Low intensity commercial - office uses, etc.
7. General commercial - indoor commercial uses
8. High intensity commercial - outdoor commercial uses
9. Limited industrial
10. Heavy industrial
11. Public/Quasi public
12. Parks and open space

The following is an explanation of the specific meaning of land use and thoroughfares color codes depicted on the Land Use Plan/Thoroughfares Map contained in this report:

**Agricultural/Rural** (white): Maximum development of one residential unit per acre.

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

**Residential Estate** (light green): Maximum density of one single family detached residential per acre.

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

**Single-Family Residential** (yellow): Maximum density of five single family detached residences per acre.

This land use classification is intended to promote the development of single family detached dwellings on subdivision lots containing a minimum of 8,500 square feet.

**High Density Residential** (orange): Maximum density of eight dwelling units per acre.

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

**Low Intensity Commercial** (light pink): Restricted Commercial.

These areas should include: business and professional offices; personal services such as hair styling shops and photographic portrait studios; instructional services such as dance studios; floral shops; and other similar uses that do not generate high vehicular traffic.

**General Commercial** (red): Enclosed Commercial Activities Only.

These areas should include businesses in which the principal activity is conducted indoors. However, certain land uses that involve some outdoor activities could be permitted in these areas. This land use classification would include shopping centers as well as independent commercial uses.

**High Intensity Commercial** (purple): All Commercial Activities.

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

**Limited Industrial** (light gray): Enclosed Industrial Activities Only.

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

**Heavy Industrial** (dark gray): All industrial uses, including outdoor.

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

**Public/Quasi Public** (dark green):

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

**Parks and Open Spaces** (light green):

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

**100 Year-Flood Plain** (light blue):

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

**Flood Way** (Turquoise pattern):

These areas are actual creek channels or areas needed to convey water under normal conditions.

## **RECOMMENDATIONS**

1. The City of Brandon should evaluate and revise its existing Zoning Ordinance and Subdivision Ordinance as needed.
2. The City should continue to encourage and promote quality single-family residential development.
3. The City should work closely with the Rankin County Board of Supervisors to ensure that the County zoning (as well as any future re-zonings) around and near Brandon is in the best interest of the community. One way to accomplish this goal may be to enter into a inter-local agreement with Rankin County to give the City of Brandon an opportunity to participate in the site-plan review process for any development proposed within one mile of the incorporated city.

## **TRANSPORTATION**

### **Methodology**

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

Concurrently with preparation of the Land Use Plan for the Brandon study area, CMPDD developed a Thoroughfares Plan, classifying streets and highways according to the function that they can be expected to perform by the target year of 2040. According to the Federal Highway Administration (FHWA), “functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide” (Highway Functional Classification, U.S. Department of Transportation, July, 1974). The only controlled access highway in the Brandon study area is Interstate 20; it is shown in blue on the Land Use/ Transportation Plan. All State-maintained highways, including Highways 80, 471 and Highway 18, are shown in red. All City and county-maintained thoroughfares are classified using the traditional groupings: principal arterial, minor arterial and collector; by definition a “local” street is not a thoroughfare.

The following are FhWA definitions of each classification:

1. Principal Arterials (red): This system of streets serves the major centers of activity, has some of the highest traffic volumes and the longest trip desires.
2. Minor Arterials (green): The minor arterial street system interconnects with and augments the principal arterial system. It provides service to trips of moderate length and contains facilities that place more emphasis on land access than the principal arterial system.
3. Collectors (brown): The collector street system provides land access service and traffic circulation within residential neighborhoods, commercial and industrial areas. It distributes trips from arterials to their ultimate destinations.

### **TRANSPORTATION IMPROVEMENTS NEEDED**

1. Additional lanes are needed on State Highways 18 and 471 to accommodate present and projected traffic volumes.
2. At-grade railroad crossings on North Street, Eastmark Drive and State highways 18 and 471 should be eliminated.
3. Proposed new roads are shown on the Transportation Plan, Map II.

## CHAPTER III

### PUBLIC FACILITIES PLAN

#### HOUSING

The housing needs of the City of Brandon were analyzed based on CMPDD's population projections. These projections are detailed in Chapter II. Housing and population growth is assumed to be constant from 1990 to 2040. Based on this assumption, the following table projects housing needs through 2040.

**TABLE III - 1  
PROJECTED HOUSING UNITS  
1990 - 2040**

<b>YEAR</b>	<b>OCCUPIED HOUSING UNITS</b>	<b>PERSONS PER OCCUPIED HOUSING UNIT</b>	<b>PROJECTED PERSONS PER OCCUPIED HOUSING UNIT</b>	<b>PROJECTED POPULATION</b>	<b>PROJECTED HOUSING NEED (IN DWELLING UNITS)</b>
<b>1990</b>	<b>3,875</b>	<b>2.9</b>			
<b>2000</b>	<b>6,295</b>	<b>2.6</b>			
<b>2010</b>			<b>2.5</b>	<b>25,311</b>	<b>10,124</b>
<b>2020</b>			<b>2.5</b>	<b>34,476</b>	<b>13,790</b>
<b>2030</b>			<b>2.3</b>	<b>43,554</b>	<b>18,937</b>
<b>2040</b>			<b>2.3</b>	<b>52,482</b>	<b>22,818</b>

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

The projected housing need for the target year of 2040 is 22,818 units. According to the existing land use survey conducted in 2006 the number of existing units is 6,915. Also, according to building permit data collected from 2000 through 2005, the City is averaging 245 residential permits annually. During the period from January 6, 2006 through July 31, 2006 the City issued 319 residential building permits. In order to meet the projected housing need for the target year 2040, the City should average 468 units per year.

**TABLE III - 2  
Residential Structure Count  
2006 Existing Land Use Survey**

<b>Structure Type</b>	<b>Count</b>
Sound Structure	5,123
Deteriorated Structure	22
Dilapidated Structure	27
Multi-Family Units	1,600
Manufactured Homes	143
<b>Total:</b>	<b>6,915</b>

Source: Central Mississippi Planning and Development District.

**Table III-3  
Residential Building Permits**

<b>Year</b>	<b>Number of Permits</b>
2000	155
2001	222
2002	207
2003	235
2004	332
2005	319

Source: City of Brandon.

**PUBLIC BUILDINGS AND FACILITIES:**

**City Hall**

Brandon's City Hall is currently located at 1647 West Government Cove. Plans are underway to relocate City Hall by purchasing the vacant Jitney Premiere building located on Highway 80. The new location, if purchased, will be large enough to easily accommodate the needed city hall facilities as well as a senior citizens center. Having

60,000 square feet, this location will easily accommodate any future growth needs. This location also has plenty of available parking space and is centrally located in the city.

## **Police Department**

The Brandon Police Department is located at 1455 West Government Street and underwent major renovations during 2005 and 2006. Currently the Brandon Police Department consist of 4 administrative personnel, 7 investigators, 2 animal control officers, 9 dispatch personnel, and 24 patrolmen. Immediate plans are to add 4 additional officers. At the current ratio of 1 patrolmen for every 874 citizens, the projected number of patrolmen needed for the years 2010, 2020, 2030 and 2040 are 29, 39, 50 and 60 respectively.

As growth occurs and additional staff is added, the department may consider adding space to the rear of the existing building.

## **Fire Department**

The Brandon Fire Department is staffed by 41 combat personnel and 4 administrative staff. The department also has nearly 20 volunteer firemen and 5 vacant positions that are anticipated to be filled as training schedules allow. Currently the department operates out of 3 stations.

Station 1 located at 629 Marquette Road was built in 1997 and the total square footage is 4,800 square feet. The bay area is 3,012 square feet. The living and administrative office area is 1,788 square feet. This station was designed for 3 personnel on each shift and 2 administrative positions.

Station 2 located at 213 Poindexter Street was built in the early 1960's as a volunteer station. Over the years, there have been renovations but not to the standards of a staffed station to be occupied 24 hours a day. The Station is limited in which fire engines can actually be housed in it. When the station was built the fire engines were not as tall or as long as they are now. This creates a problem when trucks have to go to the shop for repairs. The total square footage is 2,700 square feet. The bay area is 2,031 square feet and the living area is 669 square feet. Station 2 should be rebuilt to make it suitable for occupancy.

Station 3 located at 16 Woodgate Drive was built in 1978 as a volunteer station. Minor renovations have been made to this station to accommodate a sleeping room for 3 personnel. Plans are to do additional renovations to accommodate 3 more personnel per shift. The kitchen area also needs to undergo a major renovation done. This station also has a height and length restriction in the bays that limits the use to only certain engines. The station was not designed for the larger trucks that are being manufactured today. The

total square footage for this station is 3,936 square feet. The bay area has 1,680 square feet and the office and living area is 1,256 square feet. Station 3 should be renovated to accommodate an additional fire truck and personnel.

The Mississippi Rating Bureau is scheduled to review the department during 2006. Preliminary indications are that the Bureau will ask the City to add an additional station in the southeast area of Brandon somewhere around Highway 18 and the Brandon High School. Also, as proposed new roadways and commercial and residential developments are built, the City will need to consider building additional fire stations.

## **Public Library**

The Brandon public library is located at 1475 West Government Street in a 21,000 square foot building and includes a meeting room, computer lab, genealogy section, children's section, multimedia area, and several study areas. The building is owned and maintained by the City of Brandon. The City also contributes to the Central Mississippi Regional Library System (CMRLS).

The City is committed to supporting the library by continuing to provide state-of-the-art facilities. As the population of the area increases, the City will upgrade the library facilities and services in order to continue providing an exceptional resource to the community.

## **Parks and Recreation**

Shiloh Park is the largest park in the City of Brandon. Located on 110 acres of land in east Brandon, Shiloh Park has 17 baseball/softball fields, 8 soccer fields, 2 tennis courts, basketball court, a 1 mile paved walking trail and a playground and picnic area. The park also contains 10 additional acres of undeveloped land that may be used.

Brandon City Park is located behind the Brandon Police Department and Brandon Library on Highway 80. The park has 4 pavilions, a walking trail, 4 tennis courts, a playground, a basketball court and a small pond. On site are several small buildings that are used and maintained by the Brandon Historical Society.

Bill Vance Park is located off of Highway 468 behind the National Guard Armory. The park provides a ½ mile paved walking trail and a playground and picnic sites. The City of Brandon also has 3 neighborhood parks located on Diamond Street, Apple Ridge Road and Crimson Lane. Improvements for all three are being planned.

Consideration is being given to additional tennis courts and multi-purpose ball fields. Walking and bicycle trails may also be incorporated into new facilities where practical.

## **Water and Sewer**

The City of Brandon is in the process of continually upgrading its water and sewer services. As new development occurs, plans are in place to add new and replace aging water lines with larger pipes to improve service and fire protection. A new water well is planned to be added in the next 2 to 5 years with an additional well to be added within the next 7 years. Also, 2 additional water tanks are needed to provide for the planned development within the City.

Planned sewer service upgrades include the addition of a gravity line in the area between the Brandon High School and the Highway 18/Star Road intersection. Other plans include replacing and upgrading aging sewer lines in the downtown area.

As development occurs, all new water and sewer lines approved by the City should meet the location and dimension standards as shown on Maps III and IV.

## **Schools**

In 2000, CMPDD assisted the Rankin County School District with the development of a Schools Facility Needs Study. In this study, the enrollment trends for each of the eight attendance zones were examined for the years 1994 through 2000. Based on the enrollment and a trend analysis the annual gain in the number of students by attendance zone and grade level were projected out to the years 2005 and 2010. Furthermore, the study determined the percent of Rankin County's population for each age group and applied that percentage to each attendance zone to obtain an estimated population number for each age group by attendance zones. The Study also made adjustments for school age children who attend private school and home school.

The Rankin County School Facility Needs Study also addressed the amount of classroom space needed for each school. Although state law mandates that classrooms cannot exceed 27 students for kindergarten through 5<sup>th</sup> grade, and cannot exceed 33 students for grades 6 through 12, the Rankin County School District is striving to meet higher standards. The goal for Rankin County schools is to not exceed 18 students per classroom for kindergarten through 5<sup>th</sup> grade and no more than 27 students per classroom for grades 6 through 12. Another goal of the Rankin County School District is to keep a maximum size of 700 students in the elementary schools, 900 to 1000 students in junior high school, and a maximum size of 1200 students in the high schools. This projection of classroom needs is adjusted to accommodate special use classrooms: Special Education, Gifted, Music, Physical Education, Floaters, Drivers Education, Study Hall, etc.

In November 2001, the Rankin County School District passed a \$69.35 million bond issue. This bond money was used to build new school facilities and expand and renovate existing

school buildings.

In 2005 the new Brandon High School which serves grades 9 through 12 was completed. For the 2006-07 school year, the Brandon Middle School serving grades 6 through 8 was relocated to the old Brandon High School building and Stevens Elementary building on College Street. The Alternative School was moved to the Brandon Middle School site on Highway 471.

In 2006, the Rankin County School District and CMPDD began an update of the Rankin County Schools Public Facilities Plan. Due to the amount of residential growth in the Brandon Attendance Zone, a new elementary is planned to accommodate the 2<sup>nd</sup> and 3<sup>rd</sup> grades. The Kindergarten and 1<sup>st</sup> grades will remain at Rouse Elementary.