

HARRISON COUNTY SMART GROWTH RESOURCE GUIDE



PREPARED BY

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PREPARED FOR

The Southern Mississippi Planning and Development District
and the Mississippi Department of Environmental Quality

Cover Photographs:

Left: Rebuilding the urban character of town centers remains a priority for many Harrison County communities.

Source: Jeffrey Bounds

Right: Many communities in Harrison County are working to preserve natural areas that are important to maintaining their rural character.

Source: Jung-Chen Huang

Harrison County Smart Growth Resource Guide

January, 2007



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Funding for this project is made possible with a Coastal Impact Assistance Program grant from the Mississippi Department of Environmental Quality, administered by the Southern Mississippi Planning and Development District.

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Section One: Introduction



Many communities in Harrison County, such as Saucier, are considering using Smart Growth policies to accommodate new growth following Hurricane Katrina.

Source: Michael Curtis.

The *Smart Growth Resource Guide for Harrison County* was created to assist government officials, planners, developers, and citizens in thinking about how Smart Growth principles can be applied to achieve land use goals throughout the county. The intention of this Resource Guide is twofold. First, the Resource Guide provides a review of community opinion surveys, existing planning documents, and policies in both municipalities and unincorporated areas of the county. This information is used to determine the current and desired future conditions. Next, given these conditions, the Resource Guide includes land use policy tools that can be used to achieve the desired future conditions in each community.

As residents and businesses rebuild in Harrison County, local and county agencies will confront development pressures along the rural-urban fringe and in redevelopment areas. This Resource Guide outlines tools that, if implemented, can be used to direct growth and preserve the county's rich history and heritage. The Executive Summary that follows provides further background on this project.

EXECUTIVE SUMMARY

Late in 2000 the United States Congress amended the Outer Continental Shelf (OCS) Lands Act (43 U. S. C. 1331 et. seq.) to create the Coastal Impact Assistance Program (CIAP) as a vehicle to share revenues from offshore oil and gas exploration with the coastal states that are naturally most affected by the environmental impacts of offshore exploration. The CIAP was reauthorized by Congress through the Energy Policy Act of 2005.

The enabling legislation identified specific categories of authorized uses, which generally include conservation, restoration, and protection of coastal resources and practices or activities that promote sustainable environments. The initial round of CIAP funding appropriated approximately \$150 million to the eligible states of Alaska, Alabama, California, Florida, Louisiana, Mississippi, and Texas and their approximate 150 political subdivisions. In order to receive disbursement of CIAP funds, the seven states were required to develop statewide plans consistent with authorized uses and submit them for review to the National Oceanic and Atmospheric Administration (NOAA).

Mississippi's share of the funding package was \$24.3 million based on an allocation formula that included miles of shoreline, coastal population, OCS lease revenues, and distance to leased tracts. Eligible Mississippi jurisdictions were invited to submit competitive funding proposals for projects to be

undertaken through Mississippi's statewide plan, managed in the first authorization by the Mississippi Department of Environmental Quality.

In 2001, the Harrison County Board of Supervisors, through collaboration with the Harrison County Council of Governments, proposed a County-wide planning process for cities, government agencies, and the public to develop a plan to avoid negative environmental and community impacts from future growth. Through this sustainable development plan, the County intended to formulate growth policies to guide future development and balance the quality of the human and physical environment of the region with the inevitability of growth. Understanding that many of the growth problems facing Harrison County were a result of unchecked urban sprawl, the planning process would involve an intense fact-finding mission to learn ways of slowing sprawl by enticing growth to established urbanized areas.

The objectives of the sustainable growth planning process were outlined as follows:

- Investigate, prepare, and promote the adoption by local governments of future growth policies that are intended to help balance the inevitability of growth with the long term sustainability and enhancement of the man-made and natural resources.
- Unify the efforts of various agencies' current studies and assessments of growth into a more

cohesive planning process addressing the totality and interdependence of issues and communities.

- Reverse the trend of sprawl, inducing development patterns in favor of policies guiding future growth into existing and established communities and urban areas.
- Preserve open space and protect strategic environmental assets as the basis for the preparation of a long-term sustainable development plan.
- Reverse the decline of our existing community areas by placing a higher priority on the revitalization of our traditional downtowns, commercial areas, waterfronts, and neighborhoods.
- Establish a formal process whereby the public and local government can routinely collaborate on the county's overall direction for the future.

Based on these objectives, the smart growth planning project was launched in 2002 with the creation of focus groups to determine specific issues and strategies that should be addressed. The Southern Mississippi Planning and Development District coordinated the effort in partnership with local government and community leaders. Early project years focused on organization, strategy, and review of existing development plans in each of the County's jurisdictions. Represented by a wide variety of agencies and individuals, the following public involvement issue teams were formed:

- Housing and Neighborhoods;
- Urban and Rural Land Use and Zoning Issues;
- The Economy—Downtown Revitalization, Infill, and Redevelopment;
- Long Range Commercial and Industrial Group;
- The Environment; and
- Transportation.

Historical growth patterns and land use plans were analyzed, studies and reports were examined, and specific issues and needs were identified. Outreach activities were conducted to not only promote the principles of sustainable development, but also to gather input from the people who live and work in Harrison County about how to better manage growth.

While much progress to formulate a county-wide smart growth plan was made in the early years, priorities changed on August 29, 2005 when Hurricane Katrina struck the Mississippi Gulf Coast as a Category 3 storm. With storm surge heights closer to that of a Category 5 storm, the damage to Mississippi alone made Hurricane Katrina the most destructive natural disaster in American history. Businesses and homes were lost and over 80 miles of coastline were completely destroyed. The Mississippi Gulf Coast and Harrison County would be changed forever. All jurisdictions forced to take a brief hiatus from planning for the future of our region, instead focusing our attention on disaster response activities.

Within five weeks, however, plans for rebuilding began to emerge. Governor Haley Barbour formed the Recovery, Rebuilding, and Renewal Commission to formulate plans for rebuilding the coast. Issues committees were formed for the entire impacted region very similar to those already in place through the Harrison County Smart Growth effort. Infrastructure needs, housing demands, building methods, and development practices were discussed, all in an effort to identify how to build the coast back better and smarter.

Additionally, architects, planners, and representatives from the Congress for the New Urbanism were brought to Mississippi from all over the country for a one-week, intensive planning session. Dubbed the Mississippi Renewal Forum, the planning resulted in eleven rebuilding plans for the municipalities in the three coastal counties, including the five in Harrison County (Biloxi, D'Iberville, Gulfport, Long Beach, and Pass Christian). The plans, which largely focus on infill and redevelopment of commercial areas and neighborhoods, embrace the principles of smart growth that the county had begun promoting in 2002.

While it cannot be denied that the hurricane painfully changed the coast forever, the Governor's Commission planning process gave Harrison County an unprecedented opportunity to move the sustainable growth planning effort to a new level. The five plans that have been developed for the incorporated areas of the county have been included in this *Smart Growth*

Resource Guide as case studies, and they serve as a roadmap for growth within the urbanized areas.

With the municipal plans in place, unincorporated Harrison County became the focus of the smart growth planning effort. The Knowlton School of Architecture at The Ohio State University began working with the County to design rebuilding plans in the outlying areas of the county. With public participation as a cornerstone of the Smart Growth planning process, several plans were developed: the *Community Plan for Saucier*, the *Community Plan for DeLise*, the *Community Plan for Henderson Point*, and the *Community Plan for Pineville*. The process for each included the surveying preferences of citizenry, the drafting of housing plans, and zoning ordinance revisions.

A number of techniques were used to gather input from the citizens of unincorporated Harrison County, including town hall meetings that attracted upwards of 400 people, visual preference surveys, newsletters, and online discussion forums.

Both the plans for incorporated Harrison County developed during the Mississippi Renewal Forum and the plans for unincorporated Harrison County are included as case studies in this *Smart Growth Resource Guide*. A primer in Smart Growth, the Resource Guide outlines best practices and case studies, introduces the concept of the SmartCode, and offers policy recommendations to guide future development in Harrison County.

Principles of Smart Growth



Figure 1. Sprawl has become a common phenomenon in growing residential areas. In many cases, new housing developments encroach on existing farmland or natural areas.

Source: www.lancaster.pa.us

WHAT IS SPRAWL?

Before the principles of Smart Growth can be introduced for Harrison County, it is important to first discuss the definition of sprawl and its association with Smart Growth. The term sprawl is used to describe development patterns that are common throughout the United States.

Sprawl:

- uses more land than is necessary;
- has a lower population density than traditional cities and towns (e.g., fewer people in larger houses);
- creates a dependence on cars for almost everything;
- results in fragmented open spaces, wide gaps between development, and a scattered appearance;
- separates uses into distinct areas (e.g., you don't usually have a store or a movie theater within walking distance from your home);
- is characterized by repetitive one-story commercial buildings surrounded by acres of parking; and
- lacks public spaces and community centers.

Community planners are working to prevent sprawl. Smart Growth is a term used to describe well-planned

communities that protect the environment and provide places for people to walk, with a mix of housing and businesses. Planners are promoting traditional urban centers and towns, a practice which is also known as new urbanism.

WHAT IS SMART GROWTH?

Smart Growth represents a philosophy, method, and goal for managing community growth. The American Planning Association defines Smart Growth as a collection of planning, regulatory, and development practices that use land resources more efficiently through compact building forms and infill development¹. Smart Growth goals include reducing the outward spread of urbanization and planning for more attractive, livable, and economically strong communities while protecting natural resources.

WHY SMART GROWTH?

The Smart Growth movement started in the 1990s and was spurred largely by environmental ethics and increased fiscal concerns related to the sprawl phenomenon. Although concern about sprawl had existed since the 1970s, government officials have only recently discovered the long-term impacts that sprawl has on communities. Smart Growth offers methods to better manage new development, especially as it relates to new single-family housing.

Local governments understand that it is expensive to service housing that is spread out. Research has

shown that sprawling housing leads to more costly infrastructure and public services. For example, it is more expensive to run sewer lines to service single-family houses that have 200 feet of frontage than to the same number of houses with 50 feet of frontage. Local governments also understand that sprawl can have a negative impact on the environment and the quality of life of citizens. For example, sprawling communities with houses separate from businesses require citizens to depend on their cars for every errand, which can lead to an increase in traffic congestion, the need for more roads, increased energy consumption, and air pollution. Communities are concerned about these and other issues related to sprawl, and they are looking for Smart Growth policies to help address such concerns.

SMART GROWTH IN PRACTICE

What do Smart Growth principles mean for local government officials and how can they apply these tools? One method to achieve Smart Growth is to adopt land use controls that will encourage development that meets the Smart Growth principles. There are a variety of techniques that complement traditional zoning and subdivision regulation approaches to land use. Newer techniques are necessary in many communities because they more effectively address environmental, social, and fiscal concerns related to community growth. These techniques arm communities with the ability to address land use challenges related to growth. In addition to traditional techniques, below are some of the land use techniques that can promote Smart Growth²:

Smart Growth Principles

Although there is no single definition of all the components of Smart Growth, many resources agree on the following main principles:

- Creating walkable communities that are desirable places to live, work, and play;
- Providing quality housing for a variety of income levels so that young and old and single persons and families can find places to live;
- Creating distinctive communities with strong senses of place that respond to community visions for architecture and uses;
- Preserving open spaces and critical environmental areas by placing limits on outward expansion of urban growth;
- Integrating a mix of land uses that locate housing, shopping, offices, and other amenities near each other;
- Providing alternative transportation choices to reduce dependence on private cars by creating transit-oriented and walkable communities;
- Constructing compact development that fills in vacant and/or underutilized land; and
- Encouraging regional coordination of land use policies to control sprawl, protect natural lands, and offer housing opportunities for all.

A New Urbanist Community:

- has higher population density than surrounding areas;
- offers mixed use buildings (i.e., businesses and homes on the same block or at least within walking distance of each other);
- is pedestrian friendly;
- is served by public facilities, services, and spaces (e.g., public transportation or community centers);
- consists of many different types of housing and businesses;
- has centers for community activities; and
- is surrounded by open spaces, including productive farm and forest land.

- **Cluster Development** permits houses on smaller lots and retains the saved space for shared open space and community purposes;
- **Density Bonuses** allow for increased residential densities in exchange for developers providing either units allocated for affordable housing purposes or other public amenities such as a park area;
- **Infill Development** uses vacant or underdeveloped land in existing communities for redevelopment, thereby minimizing the need for construction in currently undeveloped areas;
- **Mixed-Use Development** purposefully combines residential, commercial, and public uses together in one development;
- **Transfer of Development Rights** concentrates development in areas where it is suitable for development and restricts it in areas where it is not by designating “sending” and “receiving” areas of growth; and
- **Conservation Easements** protect designated land areas by limiting the use of property in order to protect the environment in perpetuity.

In order to achieve Smart Growth, local governments need to adopt the Smart Growth techniques that are most appropriate to their community. Over time, development patterns will respond to these policy changes. The result will be a higher quality of life for citizens, a lower cost of services for the local government, and greater protection of the natural environment.

Sprawl Websites

There are numerous resources to learn more about sprawl. Below are several informative websites:

- Smart Growth Network:
(www.smartgrowth.org)
- Planning Commissioners Journal:
(www.plannersweb.com/articles/sprawl-articles.html)
- Sierra Club:
(www.sierraclub.org/sprawl/)
- National Geographic:
(www.nationalgeographic.com/earthpulse/sprawl/index_flash.html)

Smart Growth Websites:

For more information about these and other Smart Growth principles and tools via the Internet, please visit these sites:

- American Planning Association
(www.planning.org)
- Smart Growth America
(www.smartgrowthamerica.com)
- Smart Growth Network
(www.smartgrowth.org)

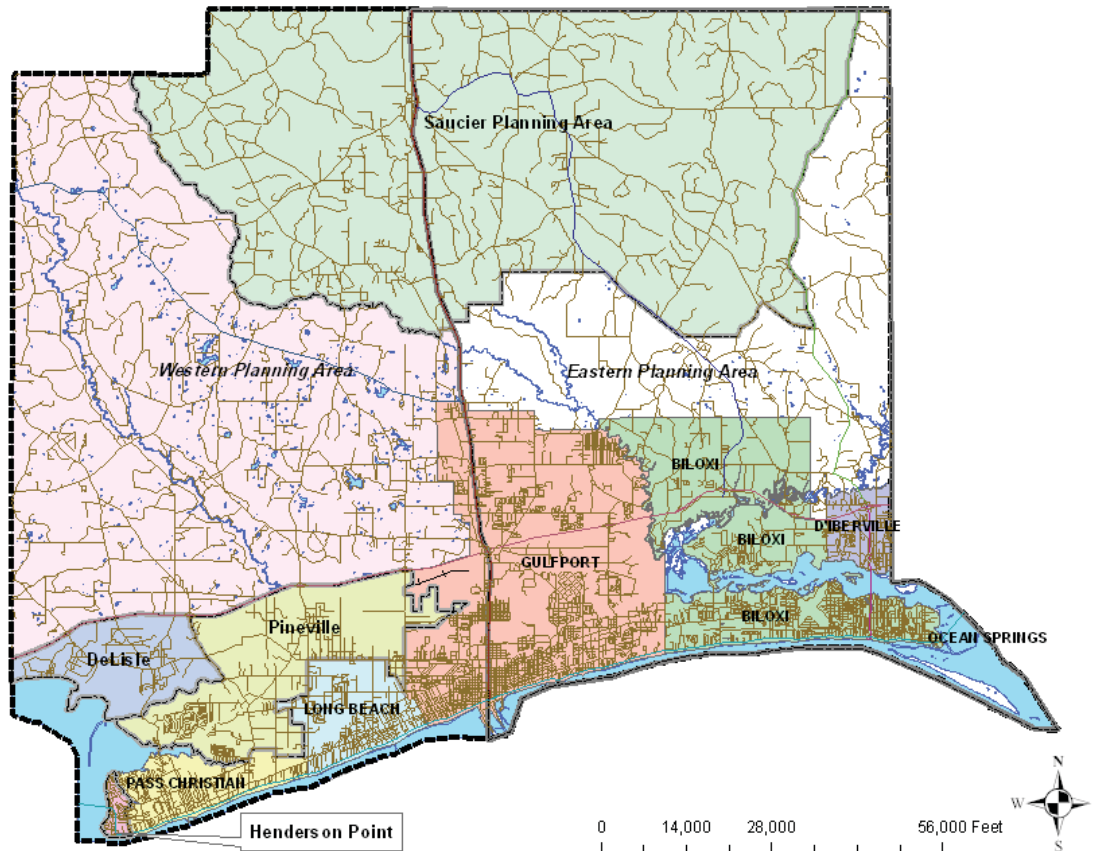
Reference Books on Smart Growth:

From Sprawl to Smart Growth: Successful Legal, Planning, and Environmental Systems by Robert H. Freilich (2000)

Smart Growth Manual by Andres Duany, Elizabeth Plater-Zyberk, and Jeff Speck (2005)

Alternative Techniques for Managing Smart Growth, 2nd Edition by Irving Schiffman (1999)

Harrison County Overview



Map 1. Cities and Planning Areas in Harrison County

Source: The Ohio State University and the Southern Mississippi Planning and Development District

INTRODUCTION

Located along the Gulf Coast, Harrison County is a jewel in the State of Mississippi. Its residents and natural surroundings have made it a premier destination in Mississippi and the gulf coastal region. In recent years the County has seen a number of new faces and businesses move into the area. This has been the result of a new economic engine along the coast, gambling. Before Hurricane Katrina, casinos and resort hotels were scattered along the coastline. Although the effects of Katrina are still being felt today, this economic force is determined to return “bigger and better” than before.

The following section provides a snapshot of Harrison County in terms of its history, the impact of Hurricane Katrina, and its population, land use patterns, economy, environment, transportation, water treatment facilities, and community development. Having a current as well as historic framework is important in creating effective smart growth policies in Harrison County.

HISTORY OF HARRISON COUNTY

Outside of the State Capital, Harrison County is the most populous county in the State of Mississippi. Harrison County’s growth and development over the years can be attributed to its prime location along the Gulf of Mexico, its accessibility via different modes of transportation, and engines of economic growth including natural resources, Kessler Air Force Base,

the Port of Gulfport, and, most recently, the gaming industry. Together, these attributes have made Harrison County a premier destination for financial investment and redevelopment in the State of Mississippi in the 21st Century. However, for a considerable period of time Harrison County was overlooked by the State and investors, keeping it an isolated and sparsely populated place despite its natural amenities. Not until recently has there been a real flood of investment and people into the County. In order to properly guide this growth, a basic understanding of the County's historic development is needed. The following paragraphs provide a brief summation of the history of Harrison County.

Harrison County was first settled in 1699, when a Frenchman by the name of Iberville established a new colony for France at Biloxi.¹ Bounded by water on 3 sides, Biloxi's strategic location allowed the operation of a port. It could also be easily defended, and Iberville had Fort Maurepas built for that purpose. Biloxi quickly became a provincial capital for the French Empire in North America, which stretched from the Rocky Mountains to the Alleghenies. In consequent battles for global dominance, France lost Biloxi and a great portion of its territory to the English in 1763.² Thus, the importance of Biloxi as a provincial capital ceased, along with any interest in developing the region for some time to come.

When the English assumed control of Biloxi and the French territory, Captain George Johnston³ moved

the capital to the Natchez District along the Mississippi River. This allowed the Governor to oversee the production of cotton and tobacco in the middle to northern sections of Mississippi. These two crops became the focus of agricultural production. While this was certainly devastating to Biloxi and the surrounding region, it forced people there to find other means of production, such as fishing or harvesting timber from oak trees that lined the coast and extended inland for 100 miles in Harrison County. It is not known why the rich soils along the coast were not used for cultivation of cotton and tobacco, and this was just one of many instances in which the region was overlooked.

Harrison County was officially designated a county in 1841 when land was reapportioned from Hancock County because of the increased amounts of people moving to the area. The County's namesake is the ninth President of the United State, General William Henry Harrison. Although the county seat was originally in Mississippi City, today it is shared by the cities of Gulfport and Biloxi, the two largest cities in Harrison County. After becoming a political entity, Harrison County was commissioned to have a State University in Mississippi City. This was contested, however, by officials from the middle and northern parts of the State. In the end, the University of Mississippi was established in 1841 in Oxford, not Mississippi City. If such an institution would have located to the Gulf Coast, the region (in terms of prosperity, growth, and economic development) might have looked much different.

In 1869 and 1870 the L&N Railroad was constructed through the southernmost section of Harrison County. Located along the coast, the railroad connected New Orleans, Louisiana, Mobile, Alabama, and Chattanooga, Tennessee. The railroad carried freight and passengers alike between each city, but its economic potential went unnoticed. It was not until a second railroad was built that saw mills and other related industries began to settle in Harrison County.

In the 1850s another railroad was surveyed for the State of Mississippi, but efforts to build this infrastructure were undermined by the Civil War. The idea of such a rail line resurfaced after the Civil War and was later realized in 1895 when the Gulf & Ship Island Railroad was completed from Gulfport to Hattiesburg.⁴ Captain J.T. Jones⁵ later expanded the railroad in order to connect the channel and pier he had constructed at Gulfport. This new port facility along the coast allowed commercial barges to come in and out of Gulfport, as well as facilitating growth in timber and other industries around the County. This translated into economic activity, growth, and investment that the region had not yet seen. While the interior portions of the County were finally exposed to economic activity, there was still little development taking place. This might have been due to the topography of the area and the swamps along the rivers, bayous, and streams. In any case, development did not come to the coast as anticipated.

In 1914, growth in the in the northern tier of the County led to the creation of Stone County. Essentially,

this was done by dividing the County in half. The portion that remained closest to the coast was Harrison County. Over the next few decades, Harrison County began to see structural improvements to its transportation network.⁶ Incorporated communities also began to provide sewer and waste water services.

In the timeline presented thus far, Harrison County had experienced sporadic growth. Despite improvements to the County's transportation network, its rural character has remained intact. That is threatened, however, by casinos being built along the Gulf Coast. Authorization for the creation of a gaming industry along the coast was passed by the State Legislature on January 29th, 1990. The Mississippi Gaming Control Act permitted coastal counties in Mississippi to develop casinos so long as they were on barges along the coast. Resistant at first, residents of Harrison County later adopted the law in 1992.

Language in the law gave each city the right to entertain or reject the construction of casinos in their communities. The city of Biloxi was one of the first to adopt the new measure, and it opened three casinos within six months of the law going into effect. "Not since Hurricane Camille had the Biloxi shoreline changed so rapidly."⁷ The cities of Bay St. Louis and Gulfport were quick to follow. Such facilities have generated an unprecedented amount of revenue for the cities. While the casinos have been a blessing in some respects, they have also been responsible for development pressures

in the southernmost unincorporated communities in Harrison County, along and north of Interstate Highway 10.

Since the first settlement at Biloxi by French colonists, the development of Harrison County has been slow. It is suspected that this slow growth helped speed up the legalization of gambling. It was not until gambling was legalized that Harrison County saw dramatic increases in its population and changes to its natural landscape. What progress that had been made since the passage of this new law was virtually destroyed when Hurricane Katrina came ashore on August 29th, 2006. Although devastation along the coast was immense, it has not stopped the casinos from rebuilding. A year after the storm, five casinos are already open for business and attracting tourist from all over the region. This desire to rebuild “bigger and better” should come as no surprise, given the history of Harrison County. Because of this economic engine along the coast fueling redevelopment, smart growth policies should be implemented in order to accommodate economic growth while preserving the region’s rich history and natural landscape.

IMPACT OF HURRICANE KATRINA

Hurricane Katrina was the deadliest natural disaster and one of the most powerful tropical cyclones to strike the United States since Hurricane Camille in 1969. Packing winds of 140 miles per hour, the storm came ashore as a Category 4 storm in southeastern Louisiana. As it made its way north, it made landfall again as a

Category 3 storm near the Louisiana/Mississippi State border. Although the Hurricane had been downgraded from a Category 5 to a Category 3 storm, its surge was unprecedented. From Slidell, Louisiana to Mobile, Alabama, communities along the coast were inundated by water. In some parts of the Harrison County, storm surge was estimated to reach heights of 23-26 feet.⁸ Of the nearly 1,600 people who lost their lives in the storm, 95 were from Harrison County.

Over twenty years prior to Katrina the number of people and businesses in the area had increased dramatically. Higher population densities and structural units along the coast left Harrison County particularly vulnerable to an approaching hurricane, especially Katrina. After the storm slammed into the coast, it was estimated that nearly 31,000 people were displaced from their homes and businesses. Of those who were displaced, four-fifths experienced catastrophic damage.⁹

Damage along the coast was extensive in Harrison County. In many instances casinos had been ripped from their barges in the Gulf and tossed onto US Highway 90. The Port of Gulfport was completely destroyed, along with private property in close proximity to the coast. In the case of Gulfport, a significant portion of its downtown was leveled by the storm surge, and in Henderson Point only a few structures in the entire community survived.

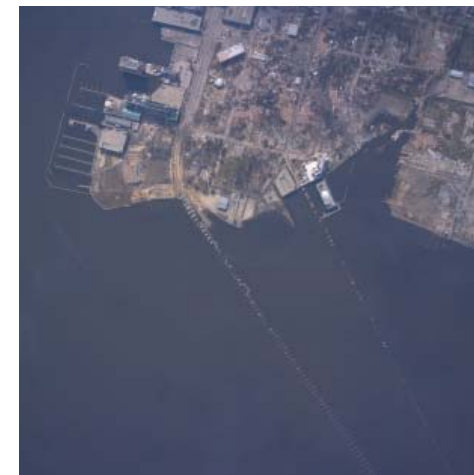


Figure 2. The US Highway 90 and CSX Railroad Bridge were destroyed during hurricane Katrina.
Source: National Oceanic and Atmospheric Administration.

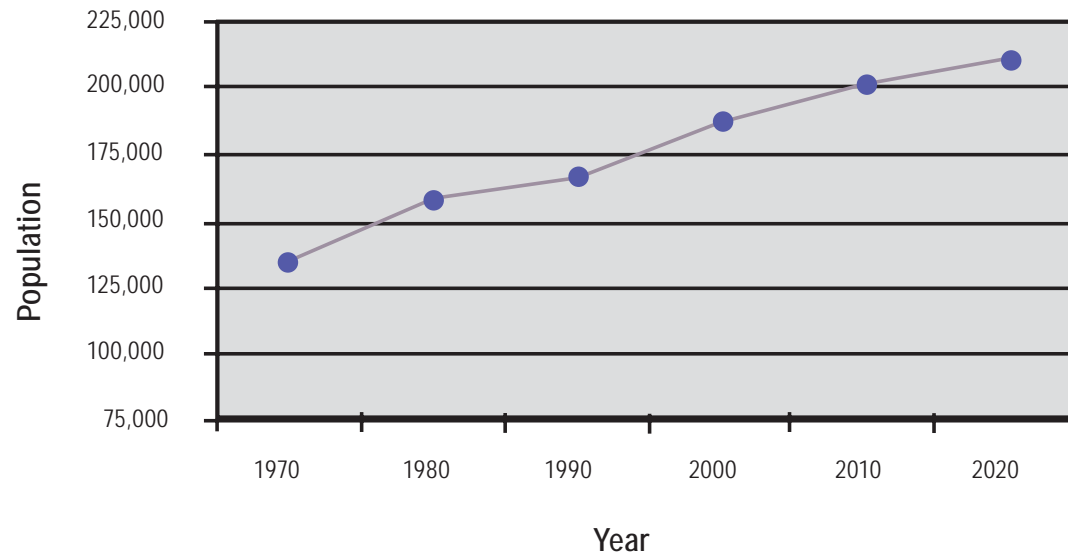


Figure 3. Harrison County Population Trends and Projections 1970 - 2020.

Source: Harrison County.

In addition to private property, vital infrastructure was severely damaged or completely washed out. The bridges crossing the Bay of Saint Louis and Biloxi Bay that allowed for rail and vehicular traffic were completely destroyed. As seen in Figure 2, one can see only pylons left from the US Highway 90 and railroad bridges. Although the CSX-operated rail line has been reconstructed across both bays, US Highway 90 has not. Once a well-traveled route, its absence has inevitably increased congestion on Interstate Highway 10 just north of the coast and other arterials that run from the coast north to Interstate Highway 10.

Water and sewage facilities were also disrupted by Katrina. Some water treatment plants located south of Interstate Highway 10 were flooded, causing hazardous materials to seep out into the flood waters. This has convinced many officials in the cities and County to try

to relocate water and sewage treatment facilities north of Interstate Highway 10.¹⁰

As of August 2006, Harrison County has removed 92 percent of the debris left by Katrina. Municipalities in the County have acted much faster, removing nearly a 100 percent of the debris in their respective communities.¹¹ A year later, a lot has been done to clean up and restore basic services to those directly impacted by the storm. Only through determination and cooperation among localities in Harrison County will a sense of normalcy return to the coast.

POPULATION

Over the last 35 years, Harrison County has seen a steady increase in population, as depicted by Figure 3.¹² In estimates taken in 2002, the Census estimated that 189,601 people resided in Harrison County, making it the second most populous county in the State of Mississippi. This outpaced analysts' projections according to US Census estimates taken since 2000 (Table 1).

In contrast to its neighboring counties, Harrison County continues to attract more people. This can be attributed to the gaming industry and other investments, as reflected in Table 1 by the sharp increase in population projected for 2000. Growth along the coast and just north of the municipalities would have continued indefinitely had it not been for Hurricane Katrina, but, as the table indicates, growth was expected to slow between 2000 and 2010.

With news of a potential Category 4 or 5 storm heading toward the Mississippi Gulf Coast, a large number of residents evacuated Harrison County. After the storm people returned home to find their communities severely damaged or decimated by Katrina. As a result, nearly 12,500 residents remain displaced.¹³ Evidence suggests that displaced residents are living in surrounding counties and other portions of the State. Initially, the challenge for the County will be to provide the necessary resources and assurances to help residents get back to the Gulf Coast. While this will certainly take time, there is reason to believe that it is already happening. Between January and July of 2006, 1,319 residents returned to Harrison County.¹⁴

LAND USE

Land use and development in Harrison County have been guided by the physical and geographic make up of the County (Map 2). Land uses that

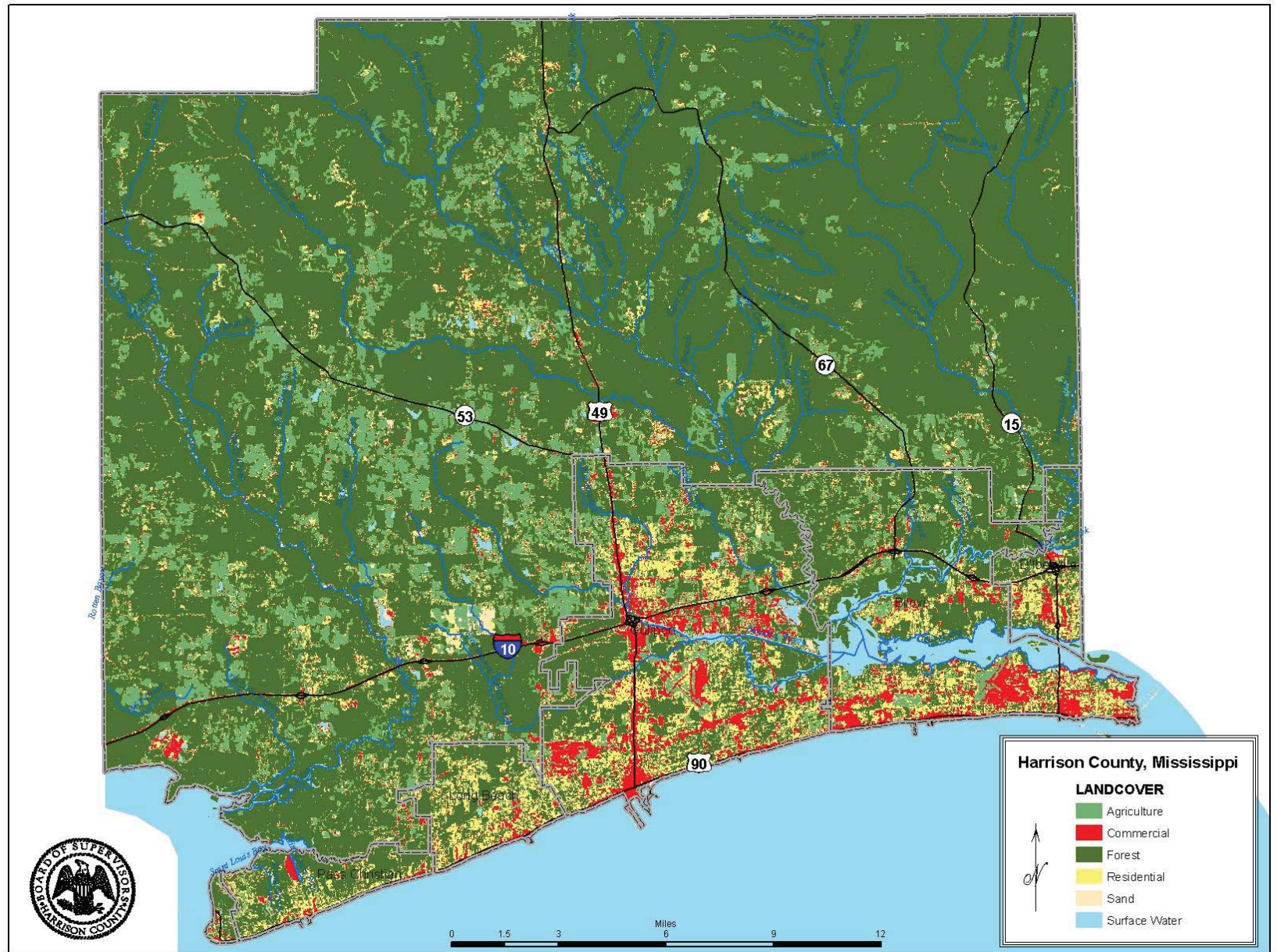
will continue to impact the location of development include the County's wetlands, Desoto National Forest, commercial forests, and flood plains.¹⁵ The Wetlands Protection Act of 1973 restricts the development of wetlands. Harrison County also participates in the National Flood Insurance Program, which regulates development in a flood plain. These two policies have made development south of Interstate Highway 10 in the coastal communities a challenge.

As of 1996, 5.9 percent of the arable land in Harrison County was incorporated. Communities making up the incorporated portions of the County include Biloxi, Gulfport, D'Iberville, Long Beach, and Pass Christian. Today this agglomeration accounts for 154,707 people, or about 79 percent of the total population.¹⁶ Although a significantly large portion of the population lives in these five cities, growth is spilling over into the unincorporated communities. As

Table 1. Population Estimates for Harrison County and Municipalities.

COUNTY / CITY	Population					
	April 1, 2000 CENSUS	2001	2002	2003	2004	2005
Harrison County	189,601	189,545	190,094	189,461	192,458	193,810
Biloxi	50,644	49,811	49,576	49,673	50,279	50,209
D'Iberville	7,608	7,628	7,599	7,527	7,755	7,900
Gulfport	71,127	72,116	72,173	71,134	71,898	72,464
Long Beach	17,320	16,936	16,972	16,935	17,254	17,283
Pass Christian	6,579	6,544	6,657	6,677	6,779	6,851

Source: Population Division, U.S. Census Bureau. Release Date: June 21, 2006.



Map 2. Harrison County Existing Land Use Map.
Source: Southern Mississippi Planning and Development District.

of 2000, unincorporated Harrison County had more housing units than all five municipalities combined, but it had the lowest densities per unit of housing (Table 2). Between 1990 and 1996, unincorporated portions of the County saw a 19.9 percent increase in population.

In the northern part of Harrison County, agriculture dominates the landscape, with the exception of the Desoto National Forest and the small communities of Saucier, Lyman, and Woolmarket. Most of this area is zoned for very low residential development, with low to medium residential densities distributed throughout. Commercial development is centered along US Highway 49 and distributed along the entire corridor.

In the southwestern portions of the County, most of the area is zoned for very low residential development with occasional industrial activity. Commercial development is focused around interchanges on Interstate Highway 10 and along boundaries in Pineville and North Long Beach. Although not as prevalent, agriculture is zoned in close proximity to bayous and other tributaries that flow into Bay of Saint Louis. According to the current Zoning Map for Harrison County, this portion of the County has also been zoned for resort commercial development, so Harrison County is likely to see one or more casinos develop along the Bay of Saint Louis. To ensure that addition traffic and activity generated by the casino would be properly mitigated for residents of the areas, communities should consider adopting smart growth policies.

Table 2. Harrison County Population and Demographic Summary, 2000.

COUNTY / CITY	Population	Housing Units	Total Area	Water Area	Land Area	Persons per Square Mile	Housing Units per Square Mile
Harrison County	189,901	79,636	976.15	395.17	580.98	326.3	137.1
Biloxi	50,644	22,115	46.53	8.5	338.03	1,331.8	581.6
D'Iberville	7,608	3,088	4.74	0	4.74	1,604.1	651.1
Gulfport	71,127	29,559	64.23	7.32	56.91	1,249.9	519.4
Long Beach	17,320	7,203	10.29	0.19	10.11	1,713.6	712.6
Pass Christian	6,579	3,351	15.3	6.88	8.42	781.2	397.9

Source: U.S. Census Bureau.

* Land, Water, and Total Area measured in square miles.

Table 3. Mississippi Gulf Coast Gross Gaming Revenues.

	2005	2006	Deficit from loss in revenues
March	\$117,781,093	\$63,504,018	-85.5 %
April	\$100,918,858	\$59,562,681	-69.4 %
May	\$113,062,691	\$62,925,302	-79.7 %
June	\$107,484,265	\$65,109,052	-65.1 %
July	\$101,673,142	\$74,362,392	-36.7 %

Source: Mississippi Governor's Office of Recovery Renewal.

Table 4. Sales Tax Revenues for Coastal Municipalities.

COUNTY / CITY	July 2005	June 2006	July 2006	% Change from July 2005 to July 2006
Biloxi	\$1,064,675	\$829,462	\$824,653	-29.1 %
D'Iberville	\$335,664	\$468,381	\$460,534	27.1 %
Gulfport	\$1,622,067	\$2,367,272	\$2,387,761	32.1 %
Long Beach	\$147,761	\$166,557	\$141,648	-4.3 %
Pass Christian	\$124,009	\$43,339	\$57,729	-114.8 %
TOTAL	\$3,294,176	\$3,875,011	\$3,872,325	14.9 %

Source: Mississippi Governor's Office of Recovery Renewal.

As development pressures continue to increase in the southwestern and northern portions of the County, Smart Growth policies such as cluster development and conservation easements may need to be implemented in order to achieve economic growth while preserving the County's rural character. By allowing development to continue to be spatially segregated, the benefits associated with development are not being realized. Smart Growth policies allow for growth in appropriate locations while restricting it in others.

THE ECONOMY

Historically, the fishing industry has been a vital part of the economy for Harrison County and the entire region. Over time this diminished. In 1992, "dockside" gaming, as it came to be known, fueled the development of hotels and other businesses in the area. Harrison County is also home to Kessler Air Force Base and the Navy Construction Battalion Center, or Seabee Base. Having survived cuts in military spending, it is estimated that the Air Force Base has generated over \$1 billion.¹⁷ Both of these military installations have contributed to both the economy and the community.

In 2005, gross gaming revenues along the coast totaled \$101,673,142. As casinos have come back online, gaming revenues have increased but are still not at pre-Katrina levels (Table 3). Without gaming and other sources of income, revenue collected from sales tax is still relatively low in certain cities (Table 4).¹⁸

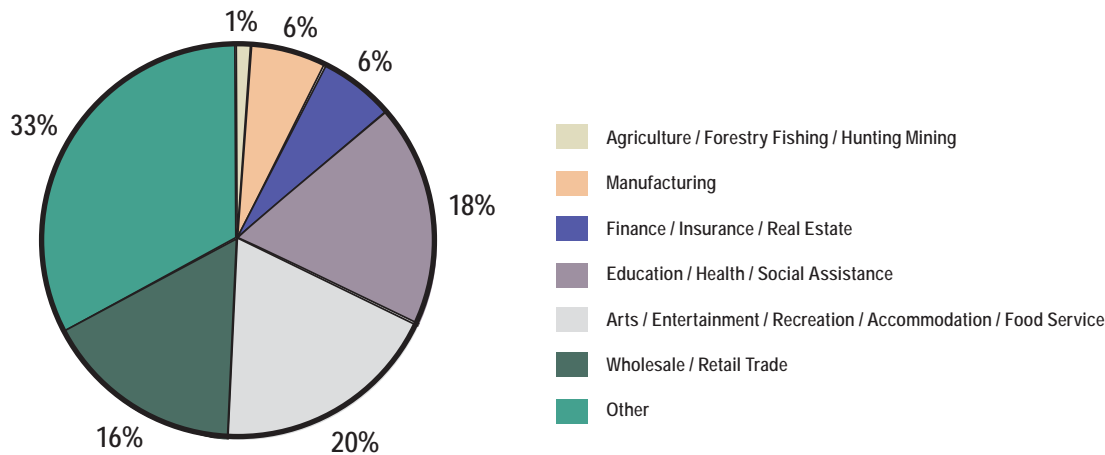


Figure 4. Employment by Industry in Harrison County 2005.

Source: Mississippi Governor's Office of Recovery Renewal.

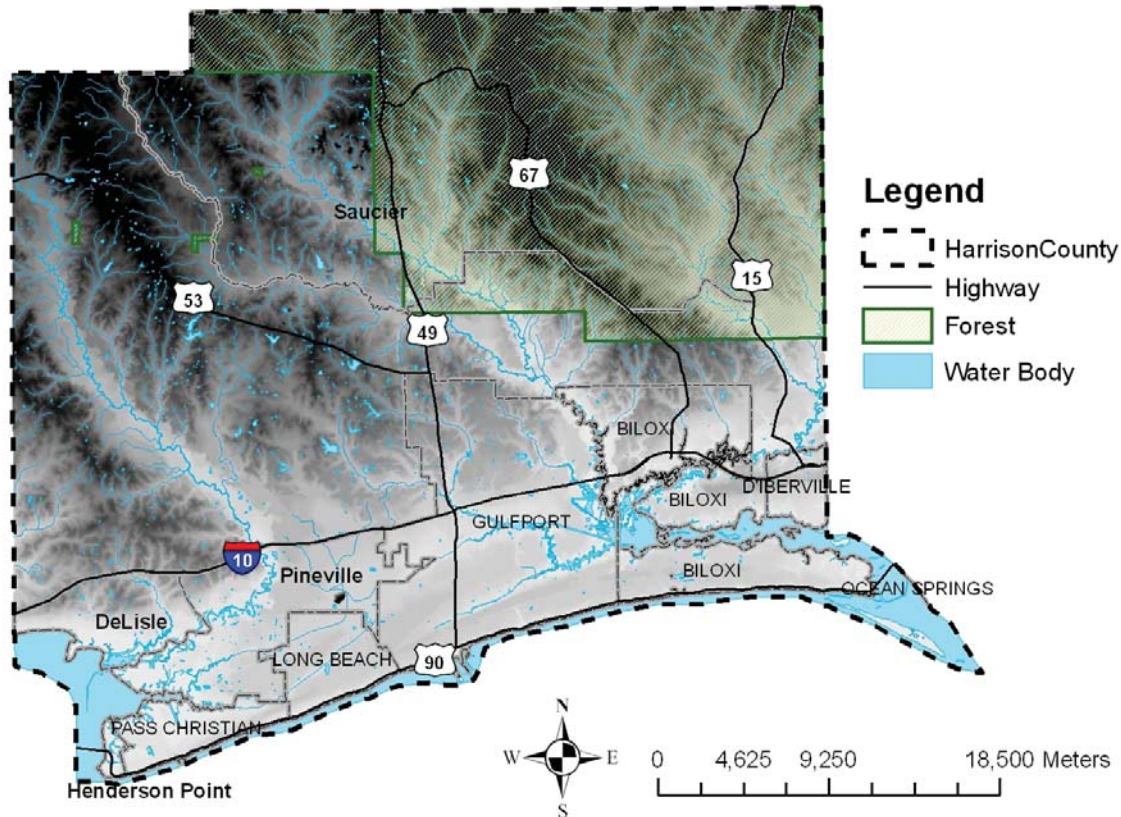
Entertainment and tourist activities have become an essential part of the gulf coast economy. In 2000, \$623,469,935 was generated by tourism related to retail sales in Harrison County. This translated into \$43,636,168 in tax revenue that same year (Figure 4). Among the 11 counties most affected by Katrina, Harrison County lost nearly 60 percent of its work force in the tourism industry,¹⁹ and since May of 2006 some 11,300 jobs have been lost, all attributed to Hurricane Katrina. As reconstruction along the coast moves forward, there should be serious discussions on the type of recovery the County should engage in and pursue. While the gaming industry has been the focus of economic development, recent data suggests that new centers of commerce are locating to the area and creating jobs in the information industry.

Other sectors hiring more people include public administration, transportation, warehousing and utilities, and employers in the professional and finance categories. Loss of employment in agricultural, forestry and fishing, and manufacturing are to be expected, given the region's emphasis on tourism. Not expected were losses in industries that included and complement the gaming industry. As of 2005, this sector's workforce has declined by 11.1 percent. Other notable losses have occurred in education, health care, and social assistance (Table 5).

Table 5. Employment in Harrison County.

	2000	2005	% Change from 2000 - 2005
Labor Force (Total)	94,847	88,141	-7.1 %
Civilian Labor Force	87,237	88,861	-1.6 %
Employed	81,944	76,887	-6.2 %
Unemployed	5,293	8,974	69.5 %
Armed Forces	7,610	2,280	-70 %
Agriculture, Forestry, Fishing, Hunting, and Mining	981	818	-16.6 %
Construction	6,838	5,928	-13.3 %
Manufacturing	6,489	4,456	-31.3 %
Wholesale Trade	1,996	1,319	-33.9 %
Retail Trade	10,385	10,229	-1.5 %
Transportation, Warehousing, Utilities	3,830	5,030	-31.3 %
Information	1,646	11,914	623.8 %
Finance, Insurance, Real Estate, Rental and Leasing	4,292	4,435	3.3 %
Professional, Scientific, Management, Administrative, and Waste Management Services	4,950	5,156	4.2 %
Education, Health Care, Social Assistance	14,938	13,889	-7.0 %
Arts, Entertainment, recreation, Accommodation, Food Services	16,531	14,699	-11.1 %
Other Service, except Public Administration	3,641	2,680	-26.4 %
Public Administration	5,427	6,334	16.7 %

Source: Mississippi Governor's Office of Recovery Renewal.



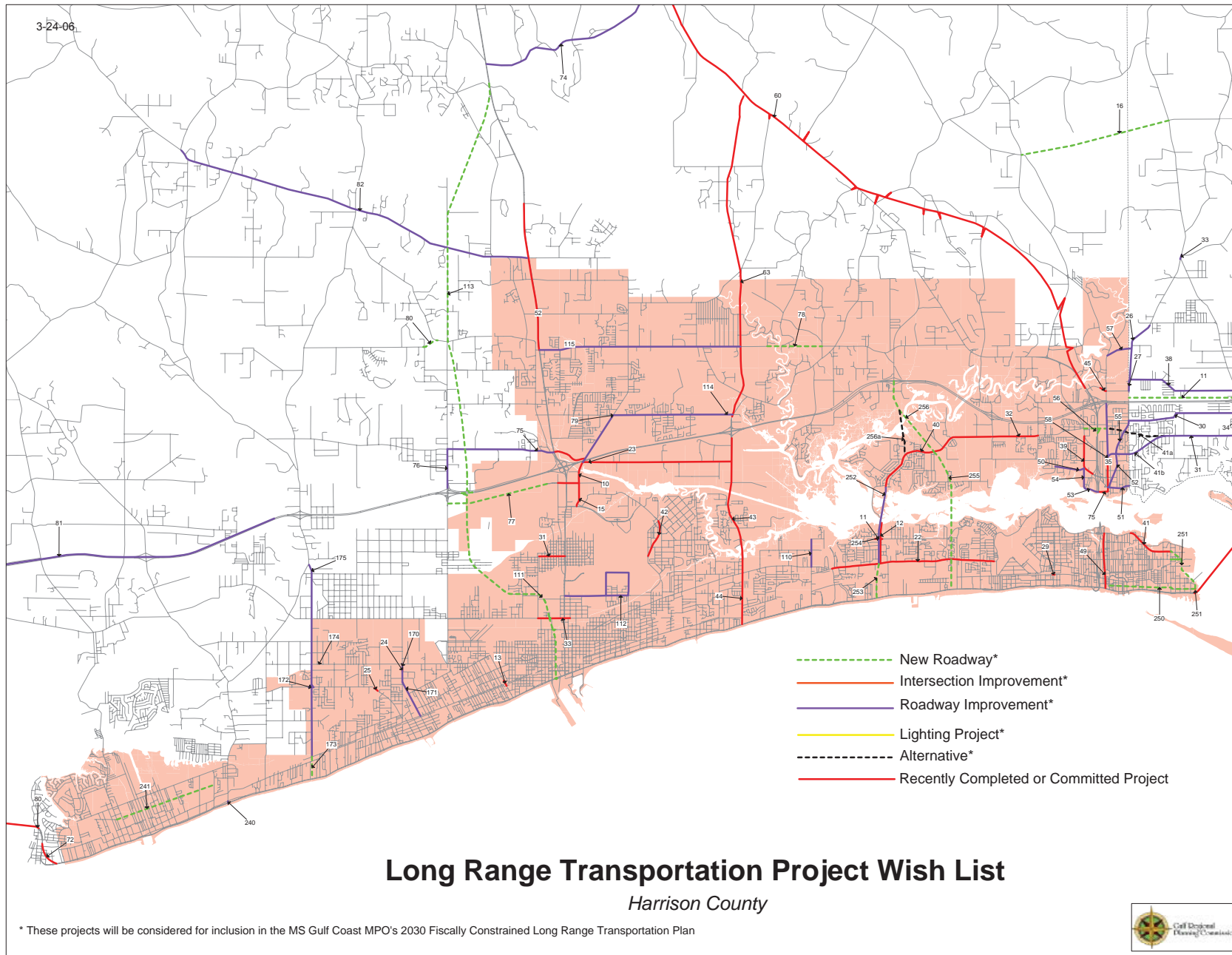
Map 3. Harrison County Geographic Map.
 Source: Southern Mississippi Planning and Development District.

THE ENVIRONMENT

Together, mainland Harrison County and its Deer, Ship, and Cat barrier islands make up 581 square miles. The barrier islands act like a buffer, reducing storm surges from approaching tropical disturbances in the Gulf of Mexico. Unfortunately, these islands were severely eroded by Hurricane Katrina. East Ship Island in particular lost 80 percent of its land.²⁰ However, over time these islands are expected to regenerate the soil, sand, and vegetation lost in the hurricane.

The County is drained by four rivers, the Tchoutacabouffa, Tuxachanie, Biloxi, and Wolf Rivers. These rivers flow from northwest to southeast, emptying into one of three bodies of water, Bay Saint. Louis, Back Biloxi Bay, or Big Lake. Smaller tributaries and bayous drain into these rivers, particularly in the southwest portions of the County. While these smaller streams and bayous have been an asset for agricultural purposes, they are also a liability during approaching storms. Because of them, flood waters were able to penetrate inland a significant distance during Hurricane Katrina. Preserving the wetlands and natural landscape along these rivers and streams is good for the environment and represents a smart growth strategy.²¹

Change in elevation is also a distinguishable geographic feature in Harrison County. The coastal lowlands, or Gulf Coast Flatwoods, run along the coast and extend five miles inland. Lack of variation in topography has made this area a desirable location to build a business or home. Away from the coast, variation in topography increases—some locations are over 200 feet in elevation. Desoto National Forest is located in these rolling uplands and encompasses 378,538 acres of land. It is home to a number of campgrounds, 170 miles of trails, and Mississippi's only scenic river, Black Creek. This portion of the County was damaged by Katrina's powerful winds, which knocked over trees and power lines.



Map 4. Harrison County Long Range Transportation Project List.
Source: Gulf Regional Planning Commission.

Harrison County is geographically situated in a unique portion of the State of Mississippi. Its topography and access to water has defined its development over the years (Map 3). Preserving the County's attributes and rich heritage should be at the forefront of policy making decisions with regards to development in Harrison County.

TRANSPORTATION

In April 2004, the Gulf Regional Planning Commission released a handbook outlining future improvement projects (Map 4). Corridors particularly sighted were between Interstate Highway 10 and south to US Highway 90. Among the most urgent projects were upgrades to US Highway 90, Interstate Highway 10, and other major arterials that allowed motorists to travel between the coast and Interstate Highway 10.²² Although public transit is available in Harrison County, it is confined to the coastal communities of Biloxi and Gulfport. If growth continues in the municipalities and unincorporated portions of the County, the Coast Transit Service should consider expanding its bus routes. Public transit is a viable mode of transportation when properly implemented.

Despite washed out and debris-scattered roadways following Katrina, the Mississippi Department of Transportation (MDOT) has pressed forward with its agenda. The MDOT has reimbursed counties along the coast over \$12 million for debris removal.²³ Projects taking place in Harrison County include paving State

Route 67 from Interstate Highway 10 to State Route 605, State Route 67 from State Route 67 to US highway 49, and State Route 605 from Interstate Highway 10 to State Route 67. Combined, these projects total \$50.8 million.²⁴ Other projects outlined in the Vision 21 plan call for the creation of a new highway (State Route 601) to be built around Gulfport so as to reduce congestion on US Highway 49. This project would greatly affect the landscape and the residents in the area.

In addition to plans outlined in the Vision 21 Plan, the MDOT is currently undertaking several new projects in the wake of Katrina. One of the most pressing is the replacement of the US Highway 90 Biloxi Bay and the Bay of Saint Louis Bridges. Both these structures were destroyed. The Mississippi Transportation Commission has authorized GC Constructors to rebuild the Biloxi Bay Bridge at a cost of \$339.8 million.²⁵ To ensure that the bridge is completed on time, the Commission provided incentives and penalties in the contract. Construction of the US Highway 90 bridge over Bay of Saint Louis will be completed in November 2007 at a cost of \$266.8 million.

WATER AND WASTEWATER TREATMENT FACILITIES

Private water and wastewater treatment facilities along the coast service incorporated and unincorporated areas of Harrison County. These public facilities are operated and contracted out to private firms by the Harrison County Wastewater and Solid Waste

Management District. It is the responsibility of this agency to ensure that these facilities are properly managed and maintained. All six of the treatment facilities are located in incorporated parts of the County. Residents who are not serviced by these facilities are required to have private septic systems.²⁶ However, these systems are not efficient and fail if they are not properly maintained.

Three facilities were completely underwater and another partially underwater after Hurricane Katrina. Today these treatment facilities are back online due to grants sponsored by the Federal Government. Discussions to relocate these facilities further inland have been stymied because of the enormous costs associated with moving them.²⁷ If growth continues to occur along and north of Interstate Highway 10, a future facility could be built to serve communities such as West Harrison County, North Pass Christian, Orange Grove, and Woolmarket. According to studies done by the Harrison County Utility Authority, these are the four fastest growing communities that are not incorporated and rely on private septic systems. It is the Utility Authority's goal to extend water and sewer to developers upon request as long as the necessary infrastructure is in place (Map 5).

A comprehensive plan for dealing with water, wastewater treatment, and storm water systems is being developed by the Mississippi Department of Environmental Quality (MDEQ). In collaboration

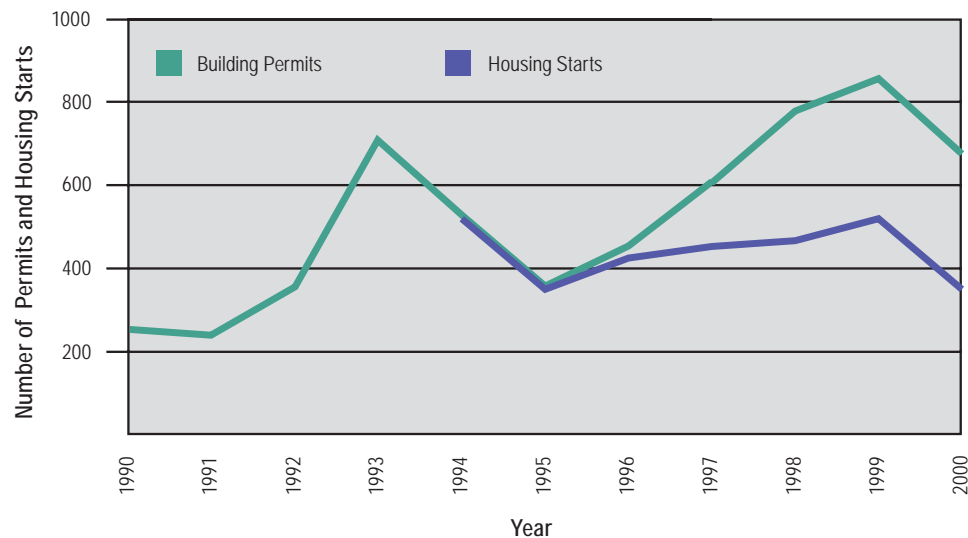


Figure 5. Permits and Housing Starts in Harrison County.
Source: 2000 Mississippi Coast Statistical Digest Gulf Regional Planning Commission.

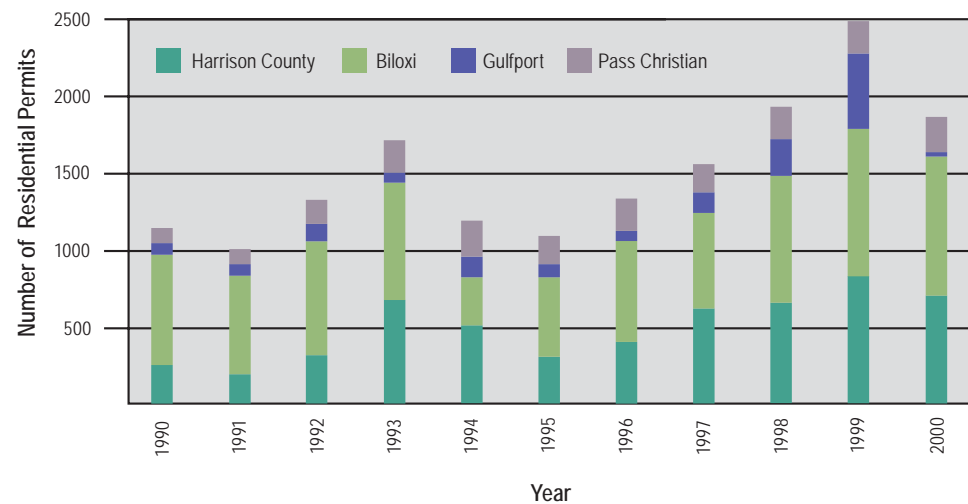


Figure 6. Residential Building Permits.
Source: 2000 Mississippi Coast Statistical Digest, Gulf Regional Planning Commission.

with local officials, MDEQ is developing a plan to upgrade and expand current infrastructure in the region so as to improve public safety and encourage economic development.²⁸

FUTURE WATER AND WASTEWATER FACILITIES

Many of the community plans identified the need to reestablish and expand infrastructure to support the rebuilding and new construction of homes and businesses. Following his report of the Commission on Recovery, Rebuilding and Renewal, Mississippi Governor Haley Barbour directed the Mississippi Department of Environmental Quality (MDEQ) to develop a regional plan with recommendations for short- and long-term improvements for water, wastewater and stormwater infrastructure within the six southernmost counties in the state. Governor Barbour allocated a portion of US Department of Housing and Urban Development long-term recovery assistance funds for water, wastewater and stormwater infrastructure improvements in the Gulf Coast region.

MDEQ released the draft Mississippi Gulf Region Water and Wastewater Plan in November 2006, which identifies alternatives and prioritizes short-term and long-term water, wastewater and stormwater infrastructure needs.²⁹ This plan proposes a comprehensive, regional approach to meet infrastructure needs utilizing county-wide utility authorities, authorized under the Mississippi Gulf Coast Region Utility Act.³⁰ Given the

comprehensive and regional approach the plan identifies projects that cross jurisdictional boundaries.

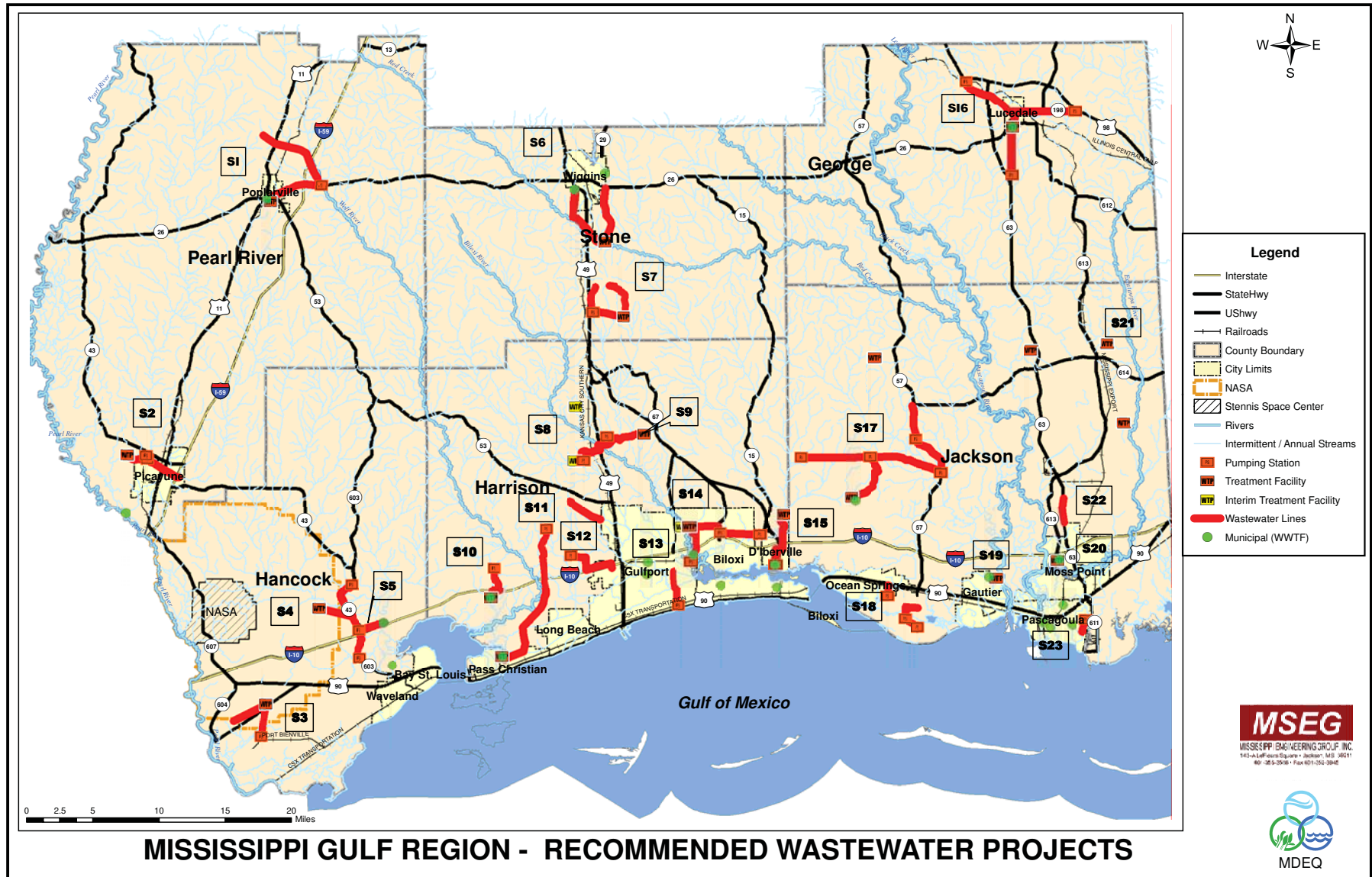
The Mississippi Gulf Regional Water and Wastewater Plan identified and recommended several near-term water and wastewater projects be funded in Harrison County. Projects include increasing the water supply system, as well as constructing five new wastewater treatment facilities (WWTF), and the necessary infrastructure to bring those facilities online (Table 6). These projects have been specifically earmarked in locations where population growth and development had been expected before Hurricane Katrina (Map 6). In light of the hurricane and the costs associated with rebuilding on the coast, it is widely assumed that many residents will relocate to interior portions of the county, in addition to rebuilding on the coast. Specifically, the Interstate Highway 10 corridor and areas to the north along US Highways 49, 67, 53, and 15 are expected to become major areas for future growth and development.

In addition to meeting future demand for water and wastewater facilities, the plan recommends that the County receive funding for a stormwater project. The project is designed to improve the water quality in the Mississippi Sound by collecting discharge from beach outfalls.³¹ This discharge would be collected in a bio-retention facility near the Interstate Highway 110 corridor.

Table 6. Water and Wastewater Programs in Harrison County Recommended for Funding.

Program	Program Description Component	Cost
Central Harrison County Regional Water Supply	Provide water supply system to serve Saucier and US 49/MS 67 area.	\$47,000,000
Easter Harrison County Regional Water Supply	Provide water supply system along MS 67 through Biloxi-Woolmarket area to MS 67/ I-110 at the City of D'Iberville	\$24,900,000
North Gulfport/Lyman Regional Water Supply	Provide water supply system from Cowan-Lorraine Road area in North Gulfport to Lyman Community	\$16,000,000
South Gulfport Regional Water Supply	Provide water supply system along US 90 corridor	\$3,000,000
Western Harrison County Regional Water Supply	Provide water supply system to serve the Delisle Community, Pass Christian, and Long Beach	\$19,900,000
DeLisle WWTF, Long Beach/Pass Christian WWTF, and Transmission System	0.2 MGD Expansion of DeLisle WWTF, North Long Beach Interceptor, and transmission systems to serve area north of I-10	\$17,350,000
D'Iberville WWTF and Transmission System	1.5 MGD WWTF and transmission system from existing D'Iberville WWTF	\$23,100,000
East Central Harrison County Regional WWTF	1.5 MGD WWTF to serve East Central Harrison County Public Utility District and North Woolmarket	\$15,100,000
Saucier WWTF and Riverbend/Robinwood Forest Transmission System	Two 0.2 MGD Interim WWTFs and transmission system to transport Riverbend/Robinwood Forest wastewater to East Central Harrison County WWTF	\$11,000,000
South Gulfport Regional Interceptor	Transmission system to serve US 90 area	\$5,600,000
South Woolmarket WWTF and Transmission System	0.2 MGD Interim WWTF, 1.5 MGD WWTF, and transmission system to serve the South Woolmarket/Biloxi area	\$32,200,000
West Gulfport Regional Interceptor	Interceptor to serve area south of MS and west of US 49	\$3,200,000
West Gulfport Regional Transmission System	Transmission system to serve Landon Road and I-10 area	\$7,900,000

Source: Mississippi Gulf Region Water and Waster Plan 2006



Map 6. Mississippi Gulf Region Water and Wastewater Plan recommendations for near-term projects in Harrison County.
Source: Mississippi Department of Environmental Quality.

Many of the projects identified in the plan will impact communities in Harrison County. For the most part development has been slow to take hold in places where centralized water and sewer services are non-existent. If the recommendations from the Mississippi Gulf Region Water and Wastewater Plan are adopted, Harrison County can expect to see an increase in development activity in undeveloped portions of municipalities and the unincorporated portions of the county, which highlights the importance of developing comprehensive plans for the future development of these areas. In addition, Smart Growth policies recommended in this Resource Guide would equip communities in Harrison County with the appropriate tools to direct development in a manner consistent with each community's desires, as new water and sewer services come online.

COMMUNITY DEVELOPMENT

The number of housing permits and new homes breaking ground is directly related to the growing population in Harrison County. Since 1990, the number of housing permits applied for in the unincorporated portions of the County has increased significantly; reaching a peak in 1999 when 848 residential permits were issued (Figure 5). Homes are either being built on large, private plats or in subdivisions. Between 1990 and 2000, the number of housing permits outpaced the number of homes being constructed. This could be due to a variety of reasons, but the most likely is that many homes are either used as vacation or weekend retreat homes.

As the Mississippi Gulf Coast becomes associated with gambling, development pressures will persist and intensify. Both long-time and new residents are probably likely to locate inland, away from the casinos and resort hotels along the coast. If this trend persists, it could usher in new demographics to the coast and change the very landscape of the region.

Biloxi continues to lead the County in the number of new residential permit applications.³² In 1999, almost 2,500 permits were issued for the purpose of building new home (Figure 6).

CONCLUSION

The historical and contextual information in this section is meant to provide policy makers with a snapshot of Harrison County. It is prudent that policy makers understand the history of Harrison County and the challenges it faces. The purpose of this document is to inform the County on a variety of tools it can use to address development pressures. This overview section is snapshot of the critical infrastructure and current state of affairs in Harrison County. Harrison County has a unique opportunity to direct growth in a smart way. Capitalizing on its diverse labor force and the new economy on the coast, this guide can assist Harrison County in rebuilding and making sustainable and economically viable plans for the future.

Endnotes

Introduction

- 1 Meck, Stuart. "Bringing Smart Growth to Your Community". The Commissioner. American Planning Association. (Summer 2000).
- 2 More information on these and other policies are included in Section Three of this Smart Growth Manual. For addition information, see Alternative Techniques for Managing Smart Growth, 2nd Edition by Irving Schiffman (1999).

Overview

- 1 Iberville was the brother of Bienville, who founded New Orleans in 1718.
- 2 Treaty at Paris on June 1, 1763 ended war over disputed territory between the England and France. Ultimately, land was ceded to England. T.J. Buckanan Heiss, Harrison County Mississippi, Facts About the Gulf Coast of Harrison County, Mississippi; W.A. Cox & E.F. Martin, Observer Publishing Co., Gulfport, MS: 1985, 8.
- 3 Captain George Johnstone was the first English governor to preside over what is now Harrison County. Same source for endnote number 2 (how should I state this)
- 4 Same source for endnote number 2 (how should I state this)
- 5 Captain J.T. Jones was a millionaire from the State of New York
- 6 Structural improvements included the construction of Interstate 10, Highway 49, and Highway 90. Although this new infrastructure has not been extensively researched, such transportation improvements do not seem to have helped develop Harrison County, then and now.
- 7 The Isle of Capri, Biloxi Belle, and the President were the first three casinos built in Biloxi. Source: Charles L. Sullivan & Murella Herbert Powell, Toward the 21st Century, The Mississippi Gulf Coast: Portrait of a People. American Historical Press, Sun Valley, Cal: 1999.
- 8 Source: Katrina Impact Assessment provide by the National Oceanic & Atmospheric Association. http://www.ncddc.noaa.gov/website/Katrina_Harrison/viewer.htm
- 9 This figure accounts for 17 percent of the total population of Harrison County. One should also point out that a majority of the population in Harrison County lives in five municipalities along the coast (Biloxi, D'Iberville, Gulfport, Long Beach and Pass Christian). Source: Hurricane Katrina: Social-Demographic Characteristics of Impacted Areas, CRS Report for Congress: 2005
- 10 This information was provided by Pat Bonck, Zoning Administrator for Harrison, in an interview on September 14, 2006.
- 11 As of August 17th 2006, 2,693,130 cubic tons of debris had been removed in Harrison County. The source for this information was provided by the Mississippi Governor's Office of Recovery Renewal.
- 12 This information was provided by the Harrison County Comprehensive Plan, 1999.
- 13 Statistic derived from estimate taken by Harrison County in July 2006. The population estimate for Harrison County stands at 177,149 people. <http://www.mississippibeyondkatrina.com/statistics/>
- 14 Source: <http://www.mississippibeyondkatrina.com/statistics/>
- 15 Information provided by the Harrison County Comprehensive Plan, 1999
- 16 Statistic derived from US Census population estimates as of July 1, 2005
- 17 Charles L. Sullivan & Murella Herbert Powell, Toward the 21st Century, The Mississippi Gulf Coast: Portrait of a People, American Historical Press. Sun Valley, Cal: 1999
- 18 As Casinos and commercial properties rebuild, sales tax revenues should increase dramatically. Gulfport is operating at or above pre-Katrina levels because it has commercially developed properties in Orange Grove and all along US 49.
- 19 The tourism industry is comprised of two broad categories: (1) trade, transportation, and utilities and (2) leisure and hospitality employment. Loss of employment in these industries has primarily affected Biloxi and Gulfport. Source: US Bureau of Statistics, Hurricane Katrina's effect on industry employment and wages, August 2006, Vol 128, No 8
- 20 Source: Chandlers, Natalie, One year after Katrina, islands making a come back, The Mississippi Press, August 23, 2006.
- 21 By reducing the number of structures along the coast, water quality is maintained and damage due to flooding is reduced.

- 22 For future improvements projects, see MDOT's Vision 21 plan and the Gulf Coast Urban Surface Transportation Program.
- 23 MDOT: Gulf Coast Transportation Recovery Update, August 4th 2006. Accessed September 7th 2006
- 24 For more information regarding these projects and others, see the MDOT Project Updates and the Gulf Coast Regional Planning Transportation Improvement Program
- 25 Bridge construction is a joint venture between Massman Construction Company of Kansas City, MO and Kiewit Southern Company of Peachtree City, GA and Taylor Brothers, Inc. of Evansville, IN. Source: MDOT: Reconstruction of US 90 Bridge at Biloxi Bay Awarded, June 7th 2006
- 26 Private septic systems have three primary components: septic tank, distribution box, and absorption field. These components allow wastewater to be properly treated so as not to pollute the environment. For more information and regulations about private septic systems, visit the Mississippi Department of Health. <http://www.msdh.state.ms.us/wastewater/EPA/SRC/page7.htm>
- 27 To relocate a 1million gallon treatment facility would require \$60-\$65 million. Source; Kamran Pahlavan, Executive Director, Harrison County Utility Authority
- 28 For more information, see the Gulf Region Water and Wastewater Plan. <http://www.msgulfregionplan.org/AboutThePlan06.htm>
- 29 Mississippi Engineering Group, Inc. (October, 2005). Mississippi Gulf Region Water and Wastewater Plan [Draft]. Accessed on November 20, 2006: http://www.deq.state.ms.us/MDEQ.nsf/page/About_MGRWaterWastewaterPlan2006?OpenDocument.
- 30 Senate Bill (SB) 2984 was signed into law on April 18, 2006, authorizing the creation of county utility authorities.
- 31 Mississippi Engineering Group, Inc. (October, 2005). Mississippi Gulf Region Water and Wastewater Plan [Draft]. Accessed on December 13, 2006: http://www.deq.state.ms.us/MDEQ.nsf/page/About_MGRWaterWastewaterPlan2006?OpenDocument.
- 32 Dates for the remaining municipalities were not included because they are not complete. For more information on these data sets, see the 2000 Mississippi Coast Statistical Digest, published by the Gulf Regional Planning Commission.

Section Two: Community Planning Highlights



Figure X. More than 200 residents gathered in Saucier to discuss the future of their community.
Source: Michael Curtis

The purpose of *Section Two: Community Planning Highlights* is to provide a brief summary of planning in Harrison County communities. This section represents the voice of residents through the review of a county-wide community survey and community planning documents established since Hurricane Katrina. A review of these documents identify key goals for many of the communities as they work toward developing plans for sustainable rebuilding and future development. Many community goals discussed in this section promote Smart Growth and assisted in identifying appropriate Smart Growth policies recommended in *Section Three*.

Harrison County Planning and Development Survey

Residents of Harrison County are charged with the enormous responsibility of rebuilding their communities in the wake of Hurricane Katrina. In an effort to gauge public opinion about planning and development in Harrison County, a newspaper survey was published in the Sun Herald Newspaper for two days in October 2006. The survey asked citizens for information regarding their involvement in the planning process before and after the storm, insight on various land use policies, and, perhaps most importantly, the planning issues that residents would like to see the County set as priorities. The 359 responses returned to the Southern Mississippi Planning and Development District as of November 2006 offer insight into the opinions and hopes of Harrison County residents as they continue to plan for growth and development.¹

One of the first questions addressed in the survey asked residents of Harrison County to compare the perceived level of importance of planning in their communities before and after Hurricane Katrina. Most respondents, 57.7 percent, felt their community was concerned about planning before the storm. Since the storm, though, residents' perception about planning in their community has changed—83.9 percent of respondents indicated that planning is of high importance in their community. This change is good news for residents who believed that growth and development has generally been poorly planned and located in inappropriate places (46.7 percent). The results from this first series of questions mirror the

change in the public's involvement in planning before and after the storm.

Before the storm, less than a third of respondents said that they occasionally attended planning meetings for their community (30.9 percent), with far fewer indicating that they attended the meetings frequently (8.2 percent). It should be noted, however, that a majority of the people either discussed planning-related issues with others in the community or at least read about the issues in the newspaper (43.7 and 67.1 percent, respectively). From a planning perspective, one reassuring outcome from the hurricane is that public awareness and involvement in the planning process have increased. Since the storm, 45.6 percent of respondents either frequently or occasionally attend planning meetings (15.1 and 29.5 percent, respectively), and 77.1 percent of respondents say that they are talking about the issues or reading about them in the paper (77.1 percent). The results of the survey imply that people want to have a voice in the growth and development of their communities (Figure X. HP meeting civic center-chen). To maintain both the interest and the increased level of participation, planning and public officials will need to continue to actively engage residents in Harrison County (Figure X. PlannersDaySchool1RM).

The survey also touched on resident views of new development and the planning priorities that they believe the County should establish. Residents have strong opinions about the location of growth and development, and they want to change the trends



Figure X. Town Hall Meeting for the Henderson Point community at the West Harris Civic Center, September 2006.

Source: Chen



Figure X. Students from Pineville Elementary get an opportunity to plan their community at a Planner's Day in School event hosted by students at The Ohio State University.

Source: Ohio State University



Figure X. Residents want to protect the natural character surrounding their cities. This photograph was taken in Pineville.

Source: Ohio State University

that have been occurring in the County since 2000. In general, residents want growth to occur in cities and/or where existing infrastructure is already in place. When asked to rank where development should occur, most respondents suggested that their first choice for the location of growth and development is near existing development in cities, while their second choice is in undeveloped parts of cities. If necessary, respondents chose spillover into rural areas of the county—they ranked locating new development near existing development in rural areas as their third choice and, finally, locating new development in the undeveloped portions of the county as their last choice if land in the municipalities has been fully utilized. This indicates that people want to maximize land use and preserve the rural character that exist in undeveloped portions of Harrison County (Figure X. Environment). In addition to prioritizing where growth should and should not occur, respondents shared their opinions on what they perceive to be the most important issues facing their communities.

In one survey question, residents were asked to weigh the importance of multiple planning issues. By marking a range of options from “very important” to “very unimportant”, respondents prioritized issues that they believe are most important for Harrison County. Of the twelve planning issues listed on the survey, seven received a “very important” rating by more than 66 percent of respondents, suggesting that these seven issues should be the focus of public officials. At the top of the list were safe neighborhoods (86.7 percent), followed by affordable housing (80.2

percent). These are both issues that concern residents when considering the costs associated with rebuilding attractive neighborhoods. In addition, public utilities and infrastructure ranked highly, as 77.3 percent of respondents said they wanted to see public officials address water, sewer, and storm water facilities in the county.

Residents also expressed concern about the quality of jobs being generated in the county (75.1 percent). Along with jobs, citizens were concerned about the roadways and the amount of time it takes to get from one place to another—72.2 percent of residents identified traffic congestions as an important problem to be addressed. Environmental problems and local business development (69.4 and 67.4 percent, respectively) were also of concern. Finally, survey responses show that respondents also ranked improving the attractiveness of a community (64.6 percent), preserving open space and natural areas (58.9 percent), revitalizing older neighborhoods (54.1 percent), and providing parks and recreational facilities (49.9 percent) as “very important.”

One of the most important parts of the survey as it pertains to the Smart Growth Resource Guide and its recommendations were resident opinions on land use and growth policies. Respondents were asked to indicate their level of agreement on the adoption of such policies in Harrison County, ranking their answers from “strongly agree” to “strongly disagree” (Table X). The results show that residents are interested in a majority of the policies listed, but some more than others. Of the

planning policies most highly agreed upon, residents felt that both existing commercial development along main streets and existing neighborhoods should be revitalized. Other policies that had high support included allowing for mixed land uses (residential, retail, commercial, and industrial development) near each other and promoting mixed uses within specific development projects.

Residents also supported forming smaller lots for homes in order to create parks and provide communities with open space. Respondents supported reducing people's dependence on the automobile by creating walkable communities (Figure X. Ocean Springs TND_9.170003). They also emphasized the importance of protecting natural areas. In fact, there was high support for preserving wetlands that exist in the county that are facing, or could potentially face, development pressures, as well as support for limiting the use of certain properties in order to preserve designated land areas. Both of these potentially reflect residents' desires to see Harrison County retain its rural character.

Where residents seemingly differed in opinion were questions concerning compact development in vacant or underutilized land. While 50.9 percent of the respondents indicated they were in favor of higher residential densities, 42.2 percent were either indifferent or did not support such densities that would ensure affordable housing or public open space. Although there was some disagreement, participants appeared to support a majority of the planning policies listed in the survey. Many of the policies listed in the survey overlap with the policy recommendations offered in this Smart Growth Resource Guide. Therefore, it appears that

survey respondents would support Smart Growth and the policies associated with it.

All of the communities in Harrison County have undertaken planning processes following Hurricane Katrina. Respondents were asked about how they perceive the planning process and the degree to which they believe their voices have been heard. According to the survey, 94.6 percent of respondents believe that their involvement in the planning or zoning process is important. While they believe participation is important, only 53.1 percent believe that their concerns have an impact on policy. As more people become involved in the planning processes, this perception may change. Respondents are eager to learn more about the planning processes in communities similar to theirs, and they believe that it would be beneficial for communities to share ideas on how to improve the planning process with each other.

The Harrison County Planning and Development Survey was a helpful tool in gauging public sentiment on a variety of different issues. The survey is particularly interesting because it shows how the perception of planning has changed in the minds of many residents in Harrison County since Hurricane Katrina. Not only are people more interested in the planning process, they want to learn more and share it with other communities in order to improve their communities and region. Respondents indicated they would like to see a number of land use policies pursued by officials in Harrison County, many of which are similar to the recommendations outlined in this Resource Guide.



Figure X. Ocean Springs, a walkable community in Jackson County.

Source: Meghan Gough



Figure X. DeLisle residents responded to a survey asking for their ideas for improving the community.

Source: Michael Curtis



Figure X. Results from the survey provide leaders in Harrison County with information on which types of policies will be supported by community members.
 Source: Michael Curtis



Figure X. Harrison County residents complete a written survey during a town hall meeting.
 Source: Michael Curtis

Table X. The Votes Are In: Land Use Policies Residents of Harrison County Support

Land Use Policy	%		Land Use Policy	%	
Encourage protection of designated land areas by limiting the use of property in order to protect the environment	19.5	Strongly Agree	Encourage compact development that fills in vacant and/or underutilized land	23.2	Strongly Agree
	31.4	Agree		28.0	Agree
	13.9	Disagree		11.6	Disagree
	9.9	Strongly Disagree		6.8	Strongly Disagree
	18.4	Indifferent or Not Sure		24.1	Indifferent or Not Sure
Revitalize existing commercial areas and main streets	63.7	Strongly Agree	Promote increased residential densities in exchange for developers providing affordable housing or park areas	19.5	Strongly Agree
	26.1	Agree		31.4	Agree
	0.6	Disagree		13.9	Disagree
	0.8	Strongly Disagree		9.9	Strongly Disagree
	4.8	Indifferent or Not Sure		18.4	Indifferent or Not Sure
Integrate a mix of land uses that locate housing, shopping, offices, and other amenities near each other	37.1	Strongly Agree	Encourage housing on smaller lots to retain the saved space for shared open space and community purposes	21.5	Strongly Agree
	34.8	Agree		24.4	Agree
	4.8	Disagree		19.3	Disagree
	4.0	Strongly Disagree		8.5	Strongly Disagree
	15.3	Indifferent or Not Sure		23	Indifferent or Not Sure
Revitalize existing residential areas	60.9	Strongly Agree	Preserve wetland areas	56.9	Strongly Agree
	27.2	Agree		20.4	Agree
	0.8	Disagree		1.7	Disagree
	0.6	Strongly Disagree		1.7	Strongly Disagree
	4.6	Indifferent or Not Sure		16.1	Indifferent or Not Sure
Encourage walkable communities to reduce dependence on private cars	47.6	Strongly Agree	Promote the combination of residential, commercial, and public uses together in one development	24.4	Strongly Agree
	26.3	Agree		33.7	Agree
	5.7	Disagree		11.9	Disagree
	2.5	Strongly Disagree		6.2	Strongly Disagree
	14.7	Indifferent or Not Sure		20.7	Indifferent or Not Sure

Source: Harrison County Planning and Development Survey 2006

Community Plans

The plans developed following Hurricane Katrina created a guide to redevelopment and growth in the individual communities in Harrison County. Many of the plans incorporated the principles of Smart Growth and New Urbanism, which reflect community interests and goals. This section highlights the plans developed in the incorporated cities and the unincorporated communities.

Incorporated Areas

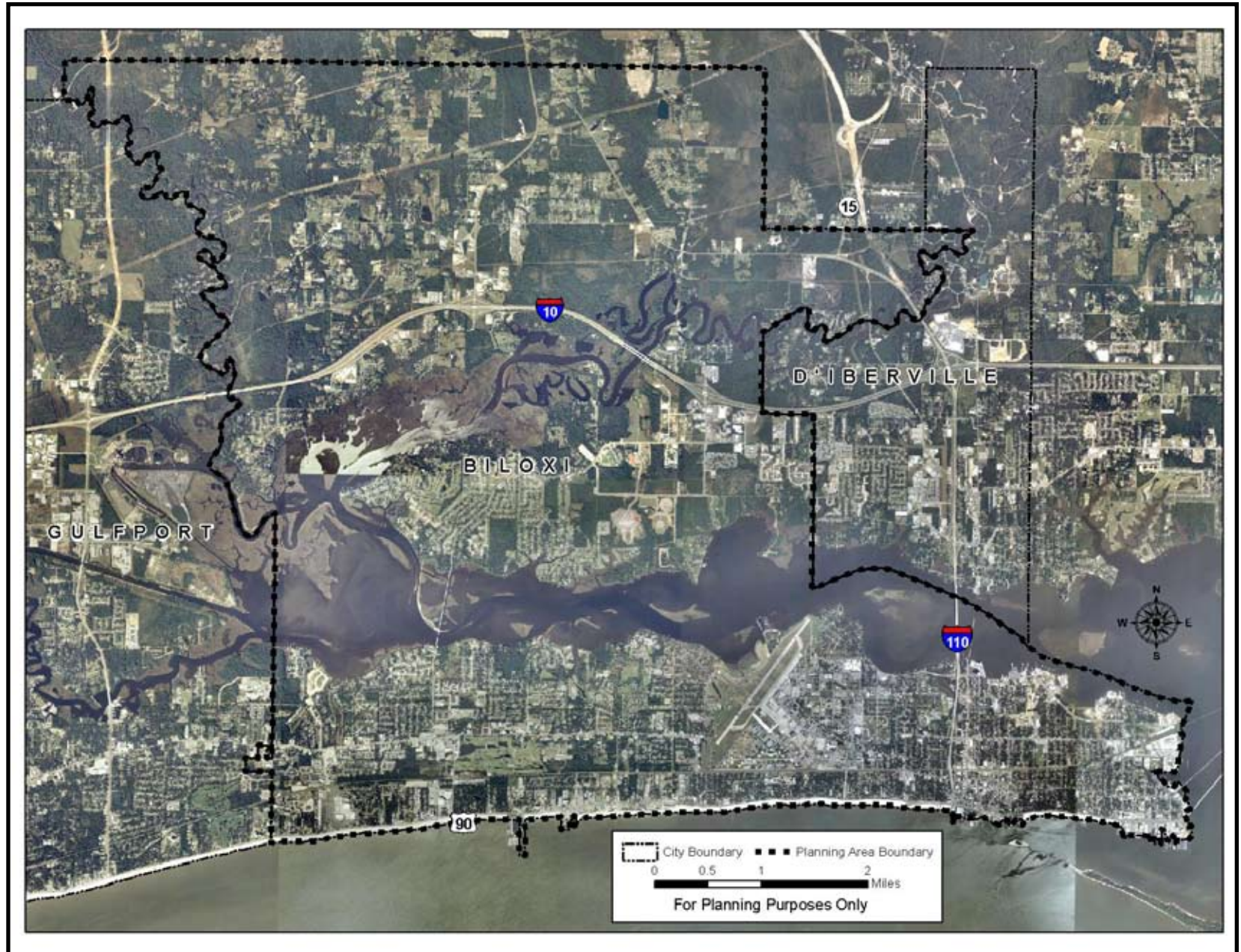
In October 2005, Mississippi Governor Haley Barbour established the Governor's Commission for Recovery, Rebuilding and Renewal. The Commission provided local leaders with ideas and information that will help them decide how their communities would rebuild. As part of this effort, the Commission hosted the Mississippi Renewal Forum, in partnership with the Congress for the New Urbanism. Over 250 planners, consultants, and design professionals were present for the Renewal Forum. Participants were divided into teams and assigned to a city to develop a plan based on stakeholder input on how the community should be rebuilt. The week-long charrette gathered stakeholder opinion, which resulted in recommendations published in the planning and design documents for each city along the Mississippi Gulf Coast.

In addition to these conceptual plans established through the Mississippi Renewal Forum, many of these cities participated in subsequent meetings and charrettes that resulted in follow-up plans and implementation documents. These plans integrate additional community input and ideas for implementation, using the Renewal Forum plans as a foundation in most cases.

Unincorporated Areas

While the Mississippi Renewal Forum did not include the unincorporated areas, the Harrison County Board of Supervisors wished to build on the success of the Mississippi Renewal Forum by inviting a planning team to assist the County. The County partnered with Ohio State University to develop plans for each of the unincorporated areas of the County. The plans for DeLisle, Henderson Point-Pass, Christian Isles, Pineville, and Saucier incorporate many ideas provided by the Governor's Commission as well as feedback and ideas generated as a result of community input.

In addition to the plans developed, communities are participating in follow-up planning processes and working towards implementation of the plans.



Map X. Aerial of Biloxi.

Source: Southern Mississippi Planning and Development District

Incorporated Areas

Biloxi

Biloxi is a tourist destination because of its gaming industry, but is also home to fishing industries and Kessler Air Force Base. Together, these industries have made Biloxi an economic engine along the coast. To begin the planning process, the City created the *Reconstruction Plan for Biloxi, Mississippi*, this was then followed by the *Building Our Future, Embracing Our Past* plan which incorporates citizens ideas for the future of their community through a series of public meetings and charrettes.

Reconstruction Plan for Biloxi

The overarching objective of the plan is to address issues of suburban sprawl in Biloxi. In recent years, the city has been overrun by suburban developments, which adversely impacted the community by focusing development projects around the use of automobiles. Hurricane Katrina presented the city with a chance to start over and address this form of development. The plan suggests that Biloxi's cultural heritage should serve as a foundation for reconstruction, permeating every aspect of development. These goals are identified and addressed as driving forces for the restoration of Biloxi.

The plan also assigns the following goals in terms of its rebuilding strategies.

- 1) Reconstruction efforts should begin in East Biloxi, the area most impacted by the storm.
- 2) The development and vitality of downtown Biloxi, which has been a concern since the early 1970s after Hurricane Camille hit the coast, should be a major focus.
- 3) Portions of the city west of Interstate Highway 110, located on Beach Boulevard, should be the site of a new town center.²
- 4) Issues of scale regarding casinos and neighborhoods should be taken into account.



Figure X. Residents have enjoyed participating in the planning process.

Source: Michael Curtis



Figure X. Many residents participated in a series of public meetings to provide input into their community plans.

Source: Michael Curtis

Specific projects include reconstructing traditional neighborhoods, focusing on downtown redevelopment, establishing a casino corridor in East Biloxi, creating a Back Bay harbor and promenade, reconfiguring a more attractive Beach Boulevard, establishing traditional neighborhood development and a central park in West Biloxi, and instituting a transportation network that connects the entire city and encourages alternative modes of transport.

Building Our Future, Embracing Our Past

Following the *Reconstruction Plan* developed by the Mississippi Renewal Forum, Mayor A.J. Holloway commissioned the *Reviving the Renaissance* Steering Committee. He charged it with developing specific recommendations for the reconstruction efforts in Biloxi. In July 2006 the Steering Committee's final report, entitled *Building Our Future, Embracing Our Past*, was adopted.

One of the most pressing issues facing the City of Biloxi is affordable housing. The plan recommends that affordable housing for low- to middle-income workers be scattered throughout the community rather than being spatially clustered. Because low- to middle-income workers are the backbone of the gaming and retail industries and serve those sectors in large quantities, ensuring affordable housing is a top priority. The Biloxi Housing Authority is charged with finding the necessary funding for this initiative³.

Reducing the volume of automobiles on roadways is also a primary concern for Biloxi, and establishing a network of boulevards throughout the city is just one aspect of the plan. These improvements and many more are designed to ease traffic congestion and connect different parts of the city. An inter-modal public transportation system and a regionally integrated transportation system are proposed to ease congestion and assist workers in commuting to work.

The plan recommends that the City encourage mixed use development, increase water and sewer capabilities, establish new commercial zones, require development projects to be built using the style of "Old Biloxi" architecture, preserve public views, and promote walkable and interconnected neighborhoods. The plan suggests that the downtown be filled in by mixed use development to create a sense of place.

Policies

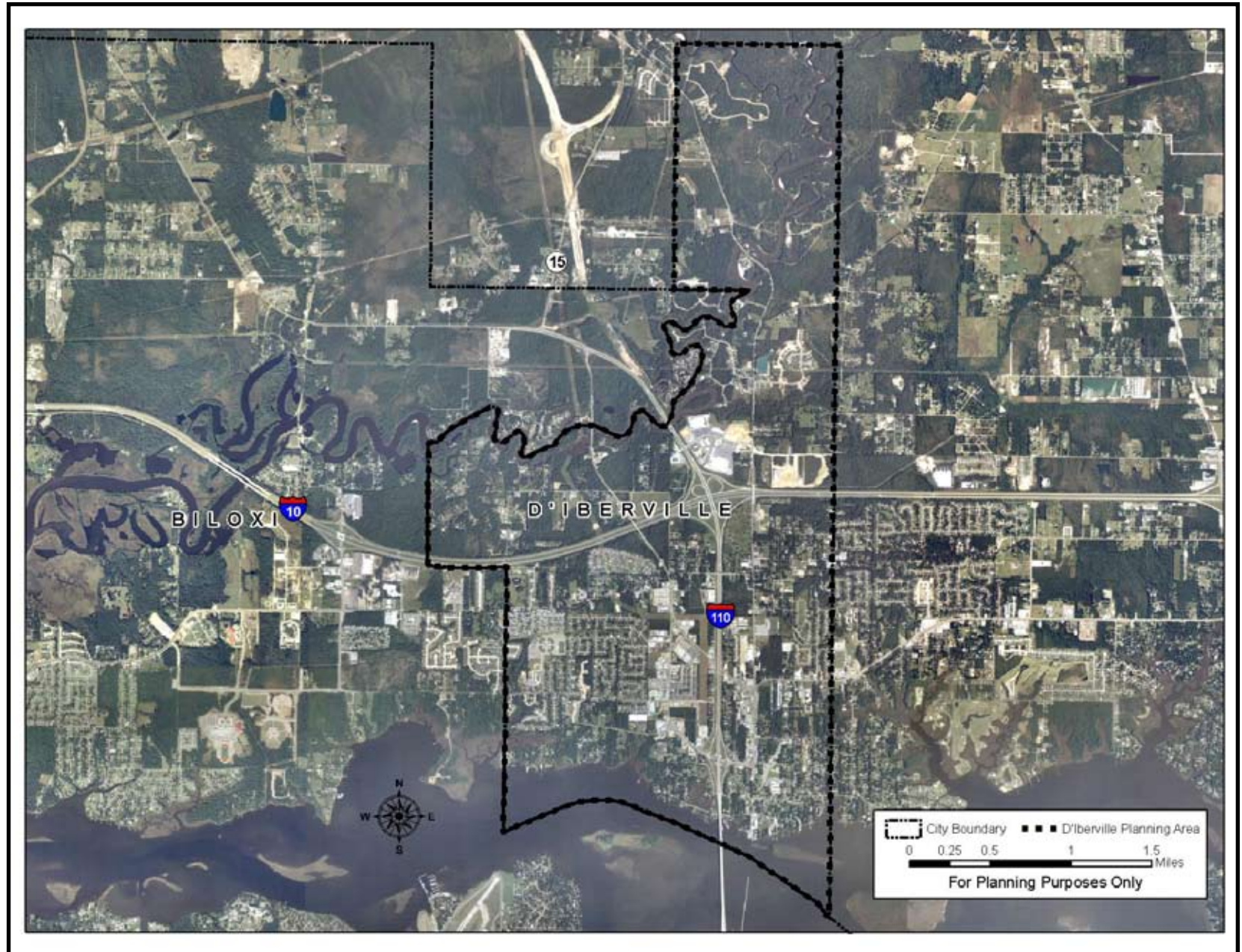
Following is a list of some of the Smart Growth policies that the *Building Our Future, Embracing Our Past* suggests should be implemented in order to meet the above goals and objectives:

- Promote infill development
- Encourage mixed income development
- Encourage walkable communities
- Offer density bonuses

Summary

The planning document published by the Steering Committee on “Reviving the Renaissance” is a viable guide to rebuilding the City of Biloxi. The recommendations put forth by the Committee reflect Smart Growth initiatives. The plan is comprehensive in that it addresses an array of issues vital to reconstruction and, in some instances, suggests sources of funding to administer these new initiatives. More regulations are imposed in the current plan in order to improve the authenticity of neighborhoods and to provide some aesthetic continuity across the city. Smart Growth policies will play an important role in implementing plans for the City of Biloxi.

The community would like to try to provide new parks and recreational activities. They would like the amenities of common spaces, developing waterfront commercial residential and developing water and sewer services.



Map X. Aerial of D'Iberville.

Source: *Southern Mississippi Planning and Development*

D'Iberville¹

Located on the Back Bay of Biloxi, the City of D'Iberville has historically been a center for timber and other natural resources. In recent years, however, the city has undergone rounds of commercial and retail investment. Wal-Mart, Lowes, and other big box retailers have established stores northeast of the Interstate Highway 10 and Interstate Highway 110 interchange and more are likely on the way. Its geographic location will prove an even greater asset when Interstate Highway 15, which will connect Biloxi via D'Iberville to US Highway 49, is completed. D'Iberville is a community that is preparing for growth.

The Citizen's Master Plan

The *Citizen's Master Plan*, developed in 2005 calls for making D'Iberville a premier waterfront destination in the region. The plan has three main objectives: to restore a sense of place, to attract commerce, and to establish a community for the residents of D'Iberville. In order to represent the will of the community, teams of planners conducted interviews with residents, local officials, and other interested stakeholders.

1) Restore a sense of place

This sense of community is achieved by fostering social interaction among neighbors through the use of cluster development that will pull residents physically closer together while creating common open space. A mixed use town center would serve as the centerpiece of the community.

2) Attract commerce

In terms of commercial development, the town center should contain a mix of specialty stores. Big box retail should be concentrated along the Interstate.

3) Establish a community for the residents of D'Iberville

The rural character and heritage of D'Iberville is important to residents. Preserving open space corridors and the waterfront can help preserve this identity (Figure X). The plan calls for green space to be highly specialized and distinguishable (i.e., one park from another park). These green spaces along the coast and the interior portions of the city should be both easily accessible by pedestrians and well connected. Conservation easements can preserve these open spaces, as well as provide educational, recreational, and tourist activities along the waterfront.

To meet the objectives, the plan calls for the institution of new Land Development Regulations (LDRs) that will require new building codes and zoning maps. The plan also makes reference to several Smart Growth policies.

Policies

Following is a list of some of the Smart Growth policies that the *Citizen's Master Plan* suggests should be implemented in order to meet the above goals and objectives:

- Utilize fiscal impact analysis
- Promote cluster development
- Encourage conservation easements
- Encourage mixed use development

Summary

The City of D'Iberville has proposed a plan to rebuild the city *that will create a strong sense of community and tax base*. The plan promotes a number of Smart Growth concepts, which the community is working towards implementing.

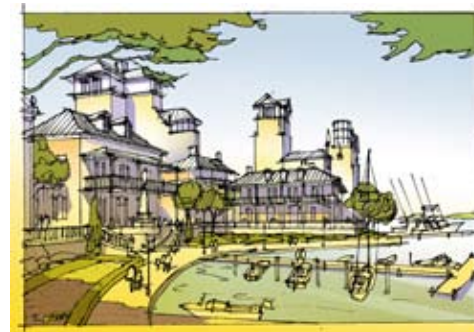
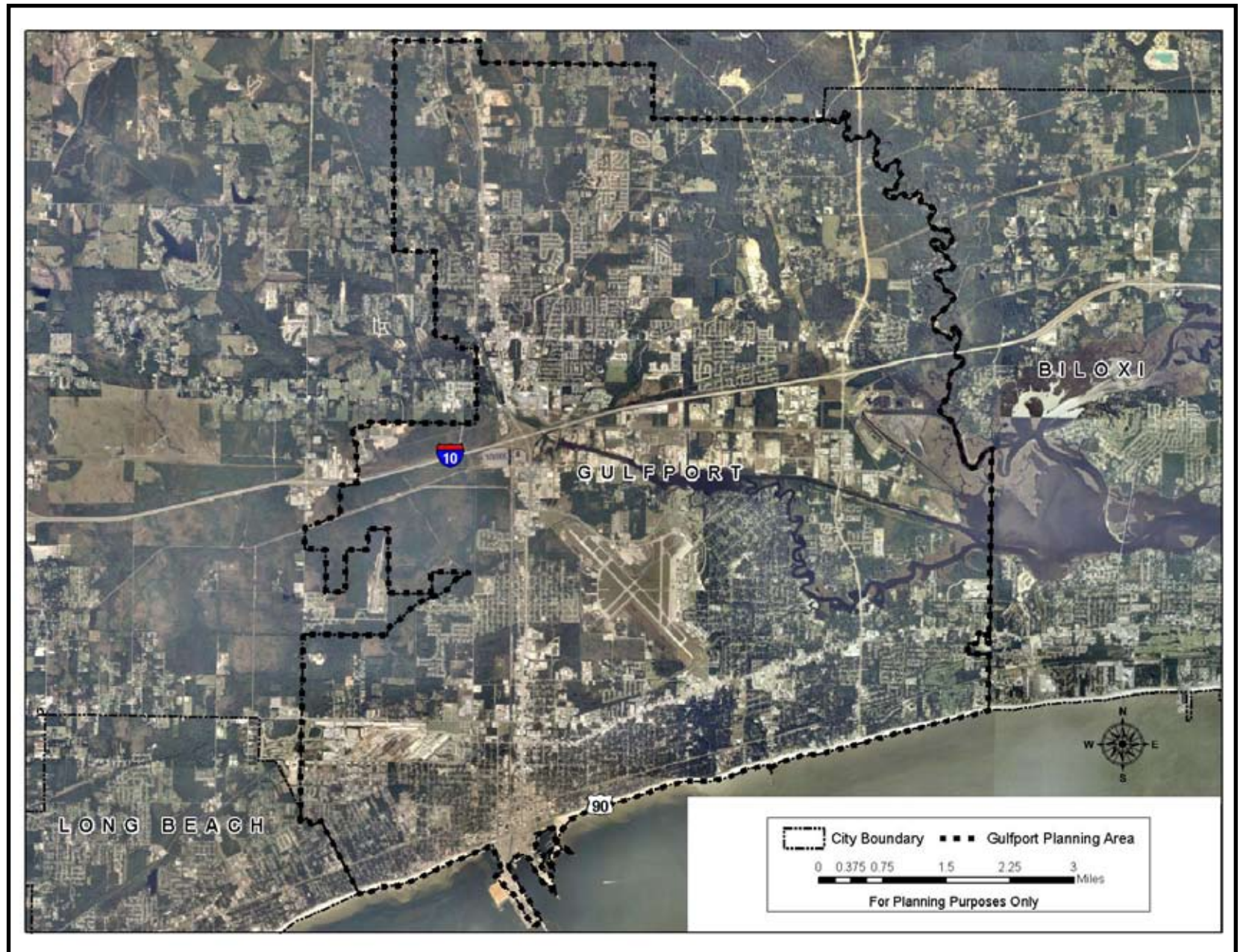


Figure X. The final waterfront perspective rendering for D'Iberville.

Source: Jaime Correa and Associates.



Map X. Aerial of Gulfport.

Source: Southern Mississippi Planning and Development

Gulfport¹

Gulfport is the County seat and hosts many businesses, include the Port of Gulfport. Prior to Hurricane Katrina the areas south of Interstate Highway 10 were densely populated, which the areas north of the Interstate contained low density residential housing. Following Hurricane Katrina, the retail development in the Orange Grove area became increasingly important in meeting the needs of the regions residents. The City is faced with the challenge of rebuilding its devastated neighborhoods and preparing for growth in the northern portions of the city. Its natural deep water port, access to major freeways, and historical downtown and neighborhoods make it attractive for future growth.

Redevelopment Master Plan Charrette Book

The *Redevelopment Master Plan Charrette Book*, created for Gulfport, Mississippi in October 2005, offers a strategy for rebuilding the city after Katrina and into the future. It emphasizes the restoration and redevelopment of downtown Gulfport and the reconstruction of the Port of Gulfport. It calls for historic neighborhoods to be preserved and integrated into the city via bike paths and sidewalks. The plan also recommends that US Highway 90 and US Highway 49 be redeveloped using several Smart Growth and New Urbanist ideas, the purposes of which are to make the city more attractive and navigable. The plan addresses several major areas of concern.

1) Reduce congestion on US Highway 49

The plan recommends a new connector road be constructed east of US Highway 49 to connect the Port of Gulfport to Interstate Highway 10. The plan also recommends that the CSX railroad be relocated north of Interstate Highway 10. Additionally, bus serve should be improved and expanded.

2) Additional public open space should be added.

Parks should be within walking distance of most residents. Jones Park should be restored create a center for civic engagement. Suggested amenities include an amphitheater, a fisherman's village, a children's play area, gardens, pavilions, a veteran memorial, and a fountain.

3) Redevelop the downtown

Infill development should be encouraged in the downtown area to create a more vibrant central business district.

4) Redevelop the Port of Gulfport

In addition to the redeveloping the port, other activities such as a boat launch, a museum, and a Grand Casino and Hotel, and a cruise ship terminal would add to the area.

5) Revitalize existing neighborhoods

Existing neighborhoods in the city of Gulfport can be improved through the addition of green space and greenways.



Figure X. SmartCode charrettes represented a common tool to gather public input for plan creation and modification.
Source: Fisher & Hall Urban Design.

SmartCode Charrette Book

Having sought input from local government and residents in the community, the *SmartCode Charrette Book* was created for Gulfport, Mississippi in February 2006 (Figure X). This document builds upon work in the *Master Plan Charrette Book* by the Mississippi Renewal Forum in 2005. It addresses similar issues, providing a few modifications and highlighting the benefits of using the SmartCode as an implementation tool.

The first recommendation is that the SmartCode be calibrated as an optional overlay zone in the existing zoning code. Further, it is recommended that the SmartCode be required for development in downtown Gulfport and south of the CSX railroad. Finally, the

SmartCode Charrette Book recommends that a design review process be created in order to ensure that development is high quality and relatively predictable.

In addition to these recommendations, the document provides renderings and explanations of future development projects, such as the Port of Gulfport, downtown revitalization, East and West side communities, and the connectivity between green spaces and neighborhoods.

Policies

Following is a list of some of the Smart Growth policies that the *Redevelopment Master Plan* suggests should be implemented in order to meet the above goals and objectives:

- Establish greenways
- Encourage multimodal transportation systems
- Promote downtown redevelopment
- Design Review

Summary

As a commercial center on the coast, the city of Gulfport is an essential community in the region. The City is currently considering adoption of the SmartCode for specific areas of the community in order to direct growth and redevelopment in a manner that is consistent with the public's desires.

Long Beach¹

The City of Long Beach was founded in 1905, and is a bedroom community. This residential community of 17,300 residents are employed in surrounding communities.

Main Goals and Strategies

The planning document that resulted from the Mississippi Renewal Forum, *Long Beach Gulf Coast Mississippi*, provides the community with a set of overarching recommendations and guiding principals for rebuilding. Several issues that are pertinent to the rebuilding of the community implicitly rely on the implementation of Smart Growth policies. The plan addresses a number of key concerns.

1) Improve connectivity

One of the proposed solutions is to relocate the CSX railroad and turn the rights of way into a main thoroughfare for vehicular traffic. US Highway 90 could be relocated away from the beach allowing for a beach boulevard. This would allow for the reconfiguration of the street network.

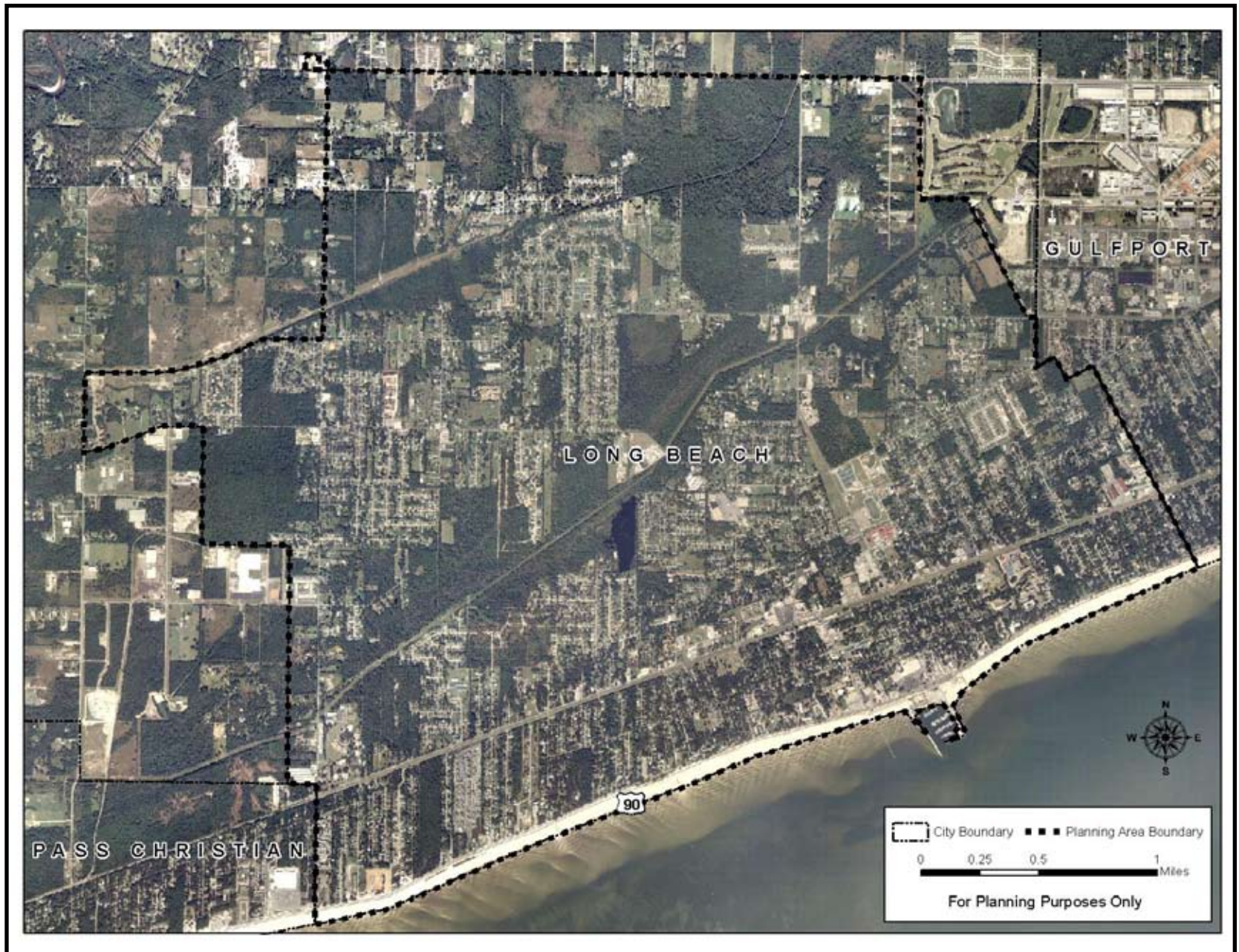
2) Create additional open space

The planning recommends allocation of civic and open spaces in neighborhoods, and access to hiking and biking trails. A waterfront park could be developed



Figure X. Looking west along the new Beach Boulevard (formerly US Highway 90), showing a new public green lined with condominium and retail frontage.

Source: Ayers/Saint/Gross Architects + Planners, Washington, DC.



Map X. Aerial of Long Beach.

Source: Southern Mississippi Planning and Development

3) Establish a main street

The proposed beach boulevard could be lined with multistory, multi-purpose buildings (Figure X). A civic square could be established at Cleveland Street and Klondyke Avenue at one end and a lighthouse in a new marina at the other on Jeff Davis Avenue. The intention of these proposals is to define Long Beach's historical center on the coast.

A Conceptual Plan for the City of Long Beach

Following the Mississippi Renewal Forum the City continued the planning process and developed *A Conceptual Plan for the City of Long Beach*, which was adopted in August 2006. This plan is an affirmation and extension of the planning document produced by the Mississippi Renewal Forum by expanding and modifying the original plan. What is noticeably different, however, is that the *Conceptual Plan* recommends that the SmartCode be adopted and calibrated for City of Long Beach in order to limit suburban-style sprawl and rebuild a vibrant community. Long Beach developed its own version of the SmartCode to meet the City's needs.²

For the City of Long Beach, Smart Growth policies are essential in constructing a new urban center, reconfiguring roadway networks, and regulating the aesthetics of buildings lining Beach Boulevard and Jeff Davis Avenue.

One of the most important projects for the city is the creation of a new park and marina on the waterfront. The purpose of this park and other outdoor spaces is to encourage interaction in the community. This plan will help ensure that its downtown is pedestrian friendly and a center of commercial activity along the coast.

Policies

Following is a list of some of the Smart Growth policies that the *Conceptual Plan for Long Beach* suggests should be implemented in order to meet the above goals and objectives:

- Utilize Design Review
- Promotion of Mixed Use Development
- Add civic and park spaces

Summary

The *Conceptual Plan* adopted by the City of Long Beach is a significant first step for a number of reasons. First, it provides a framework in which recommendations can be implemented. Second, this document offers new direction by suggesting that Long Beach be rebuilt and governed by the SmartCode. For these reasons, the *Conceptual Plan* is a document that offers promise for Long Beach to achieve its goals as the plan is implemented.



Figure X. Example of pedestrian-friendly neighborhoods and transit boulevards proposed for Pass Christian.

Source: Fisher & Hall Urban Design, drawing by Dede Christopher.

Pass Christian¹

The City of Pass Christian was founded in 1699 and became a city in 1838. Since its inception, it has been an desirable residential community. People have always been attracted by its charm and location on the coast. Over the years the city has seen several periods of growth and decline, but it has always emerged as a strong community.

Pass Christian Rebuilding

Pass Christian Rebuilding, the document prepared as a result of the Mississippi Renewal Forum, highlights some of the issues facing Pass Christian and presents proposals for rebuilding the city. The plan lists 13 principles for rebuilding neighborhoods, all of which signal the importance of people returning to Pass Christian.

1) Rebuild neighborhoods using the principles of New Urbanism

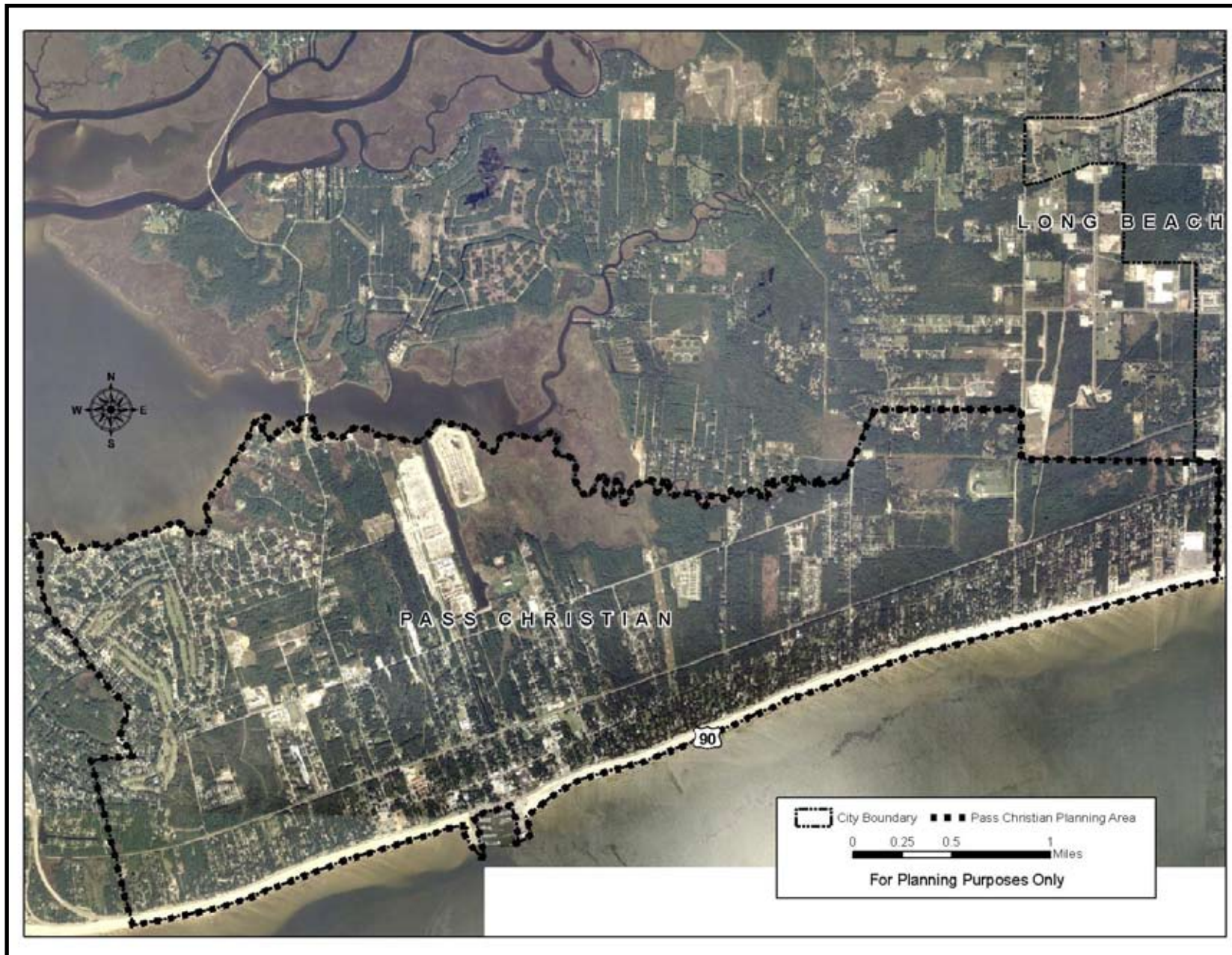
The plan proposes that neighborhoods be built with New Urbanist design principles that encourage pedestrian-friendly sidewalks, a mixed of housing stock, transit access, and garage access behind each home (Figure X). The focal point of each neighborhood would be a public green space within ¼ mile of every resident. The objective is to create a sense of community among neighbors. Light commercial and retail development would be at the edge of each neighborhood.

2) Rebuild the town center

The town center would have a variety of commercial and retail stores, in addition to condominiums and other types of housing. This area would be very accessible, connecting neighborhoods and their green spaces to the center of town. The main retail establishment being proposed to anchor the town center is Wal-Mart. The idea is to create a Wal-Mart Village that will not only cater to residents, but also generate tax revenue for the City.

3) Establish a community center

A community center should be established to initially provide citizens with information on rebuilding. Later the center could serve multiple purposes including recreation.



Map X. Aerial of Pass Christian.
Source: Southern Mississippi Planning and Development



Figure X. Pass Christian moves to “Think Smart!” as they rebuild following Hurricane Katrina.
Source: Fisher & Hall Urban Design, photo by Sandy Sorlien.

The plan suggests that Pass Christian utilize the SmartCode to implement the plan (Figure X). Currently the City is updating its Comprehensive Plan. Beyond what is in *Pass Christian Rebuilding*, the plan addresses transportation and greenways. The City wants to create an urban center focused on commerce and civic engagement. Achieving the goals outlined above would aid the community as it rebuilds.

Policies

Following is a list of some of the Smart Growth policies that the *Pass Christian Rebuilding* suggests should be implemented in order to meet the above goals and objectives:

- Implement Design Review
- Encourage Mixed Use Development
- Adopt the SmartCode

Summary

The City is preparing to rebuild and accommodate new population growth. The community’s plans call for the utilization of Smart Growth policies that will maintain a high quality of life for all residents of Pass Christian.

Unincorporated Areas

DeLisle¹

DeLisle is a primarily rural residential community, that also contains a DuPont manufacturing plant. The *Community Plan for DeLisle* is a plan for rebuilding the community after Hurricane Katrina and into the future. The plan formulates goals for the community and then develops subsequent strategies to achieve those goals. The *Community Plan* adopted by the Board of Supervisors reflects the community's interests and their desire to protect the rural character of their community.

Main Goals and Strategies

Recognizing the need to develop in a much smarter and more effective way, the *Community Plan for DeLisle* utilizes the principles of Smart Growth and New Urbanism to identify ways to rebuild the community. Goals, objectives and strategies included in the *Community Plan for DeLisle* were determined through analysis of community surveys and direct contact with residents in town hall meetings. As a result of this information gathering, it was determined that the community wanted to ensure that future development in DeLisle would enhance the area's natural setting and foster a sense of community. The goals and subsequent strategies reflected in the DeLisle Sector Map are further summarized as follows:

1. Ensure DeLisle Prepares for Growth

In order to accomplish this main goal, the County and community must partner to acquire the financial resources and adopt the policy to protect the community from growth.

2. Rebuild the Community

In order to rebuild, homeowners must be made aware of the housing options available to them. They will be able to do this by searching for funding programs specifically for rebuilding. It is also important that residents rebuild lawfully and that they are insured. In addition, modular housing and other affordable housing products should be made available to residents who want to rebuild but cannot afford to build homes on site.

3. Maintain the Rural Character of the Community

Residents support the concept of small community oriented retail at the intersection of Kiln-DeLisle/Cuevas-DeLisle and Vidalia/Wittmann roads. Low density residential development is preferred, with conservation subdivision as one development method supported by the community to preserve open space.

4. Protect and Preserve the Environment

The community wishes to preserve the bayou, the wetlands, and the coastal areas of DeLisle. The plan supports protecting environmentally sensitive areas by working with the Land Trust for Mississippi Coastal Plain and the Wolf River Conservation Society to develop riparian zones along the Wolf River and its watershed. These environments can also be protected by transferring the developing rights to less sensitive areas. Finally, conservation easements are another strategy for individual property owners whose land is adjacent to such bayous and streams.



Figure X. Live Oaks lining Menge Avenue represent an important part of the community.
Source: Jung-Chen Huang.

5. Maintain and Enhance DeLisle's Close-Knit Community

The *Community Plan for DeLisle* recommends that a bike path run throughout the community and connect with other paths in neighboring communities. Such a path should originate in the proposed community center near the DeLisle Elementary School. Facilities such as a community recreation center or a community park are also recommended. The Plan also suggests that the community apply to have specific sites preserved and designated as historical landmarks. To enhance the community, a mixed use development is supported at the intersection of Kiln-DeLisle and Wittman Road.

6. Protect the Health and Safety of Residents

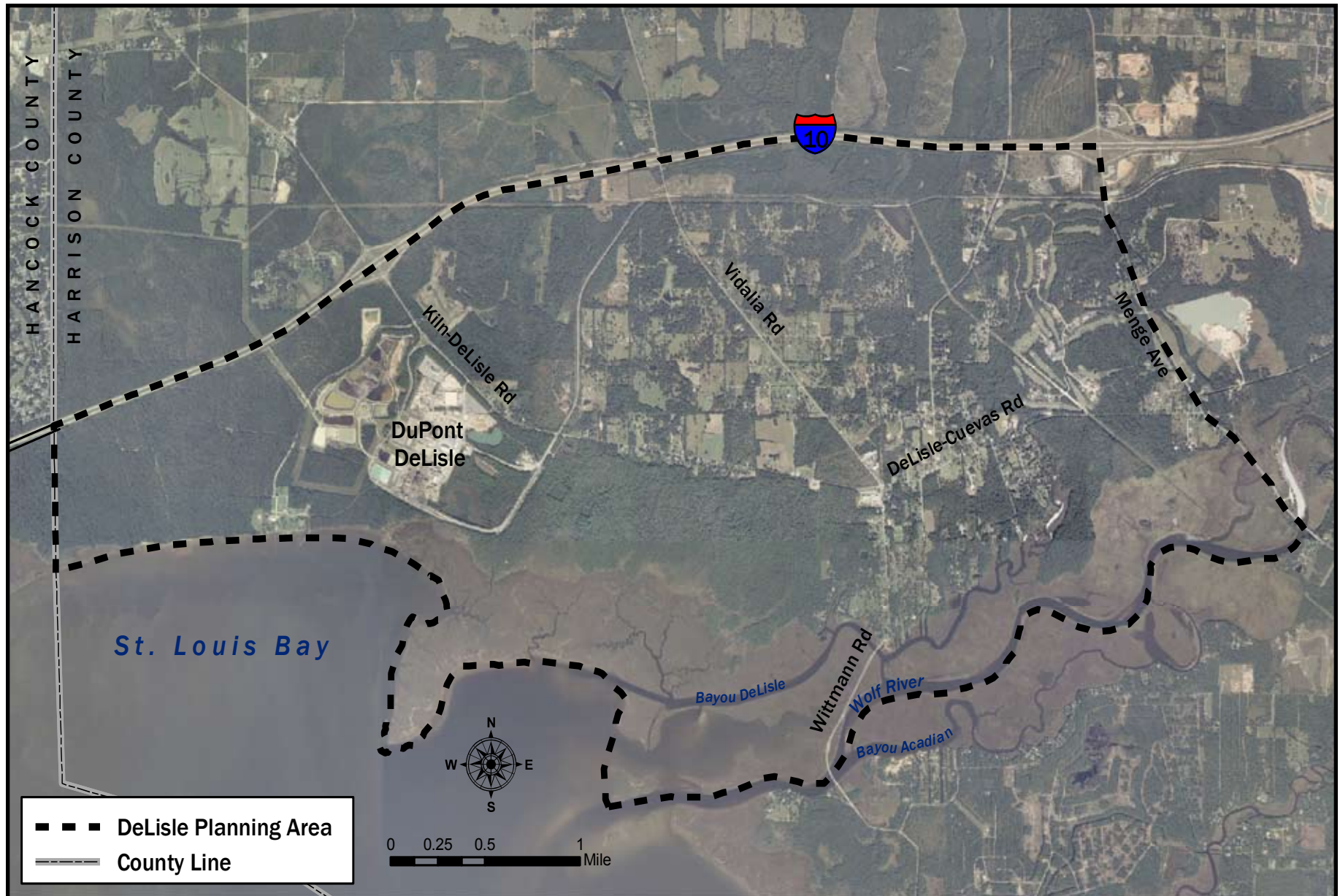
The plan recommends roads should be made safer for pedestrian use, especially along Wittmann Road. In addition, the emergency response plan should be updated in order to protect residents in case of a natural disaster.

7. Encourage and Support the Development of a Water Service Area

Water and sewer services should be extended or established in the area, which may be achieved by working closely with the regional water and sewer authority.

Although SmartCode is typically identified by six sectors, the *Community Plan* incorporates three of the sectors and a special district, reflecting the area's rural character. This sector map represents the future development patterns for the community (Figure X). The following is a brief description of each sector;

- *Preserved Open Sector (O-1)* – this sector is characterized by open space that is either protected by law or has been acquired by conservation purchases.
- *Reserved Open Sector (O-2)* – this sector is characterized by undeveloped parcels of land that should be preserved as the opportunity arises.
- *Restricted Growth Sector (G-1)* – this sector is characterized by low density rural residential development.



Map X. Aerial of DeLisle.

Source: Southern Mississippi Planning and Development District

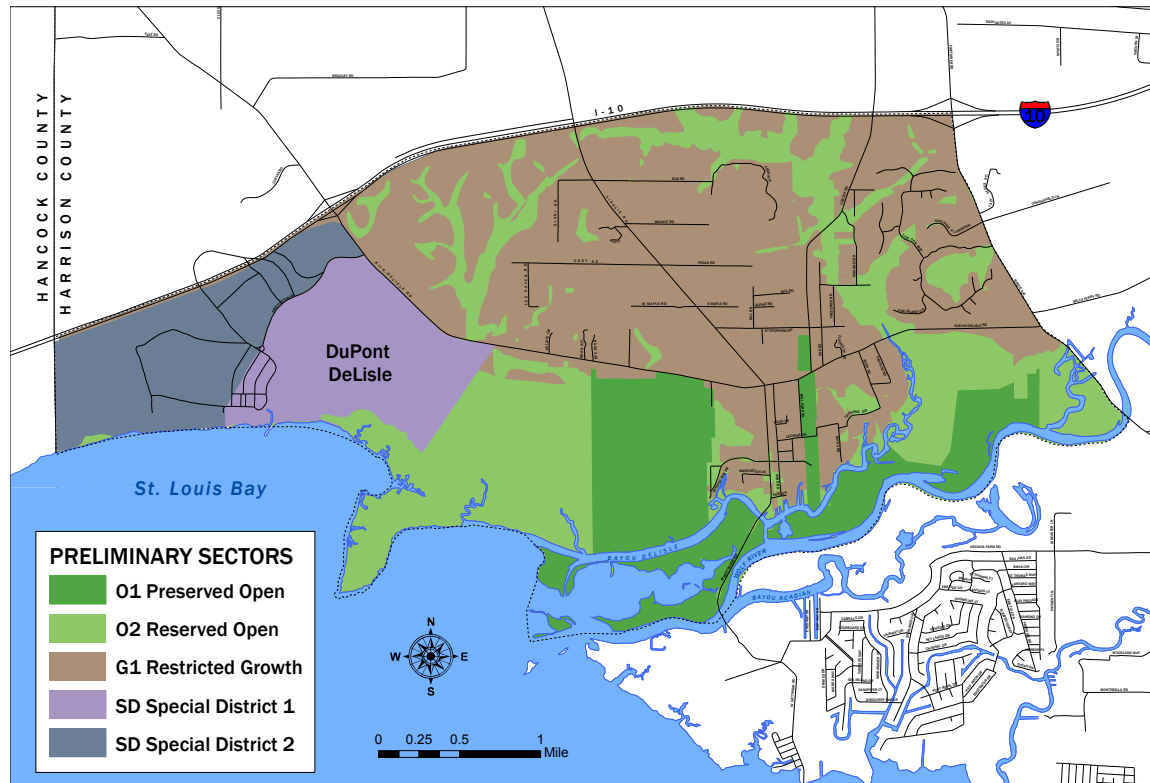


Figure X. DeLisle Sector Map.
 Source: The Ohio State University.

- *Special Districts (SD)* – this sector is non-residential development that is situated away from residential neighborhoods (DuPont and a casino site)

Policies

Following is a list of some of the Smart Growth policies that the *Community Plan for DeLisle* suggests should be implemented in order to meet the above goals and objectives:

- Create a historic tree protection ordinance.
- Encourage conservation easements and conservation subdivisions.
- Promote Purchase of Development Rights (PDR) as a way of preserving land.
- Advocate for legislation creating a Transfer of Development Rights (TDR) Program, as legislation already exists for PDRs.

Summary

The *Community Plan for DeLisle* incorporates information collected from residents and public officials in the community. The community’s overarching goal is to preserve DeLisle’s rural character. To achieve this goal and maintain the community’s character, specific Smart Growth policies are recommended for effective implementation.

Henderson Point-Pass Christian Isles¹

Henderson Point-Pass Christian Isles is a primarily residential community that contains a mix of permanent and seasonal residents. The *Community Plan for Henderson Point-Pass Christian Isles* highlights goals that citizens have stated that they want for their community as it rebuilds. Given the level of destruction experienced by the Henderson Point-Pass Christian Isles community, the *Community Plan* serves as a long-range policy guide for rebuilding and reestablishing a strong community.

Main Goals and Strategies

The *Community Plan for Henderson Point-Pass Christian Isles* is organized around four main themes for future rebuilding that were identified through the citizen participation process. These themes include rebuilding, preserving, working with the environment, and considering new possibilities for the community. These four themes guided the development of the following goals included in the *Community Plan*:

1. Establish a Short-Term Strategy for Rebuilding

One of the key elements to creating a short-term strategy for rebuilding involves identifying realistic economic options for homeowners who want to rebuild in the community. The Plan focuses on educating property owners about the regulations and associated costs of elevating buildings in the flood plain, encouraging storm-resistant building standards,



Figure X. Residents have expressed a strong desire to bring back the small businesses that were in the community before the hurricane.

Source: Andrews University

and identifying funding options. The community wants to preserve a single-family character for rebuilding, while allowing mixed uses in designated areas.

2. Establish a Long-Term Strategy for Rebuilding

Long-term strategies for rebuilding must integrate necessary infrastructure and infrastructure funding to support new development. In part, this infrastructure will support the return of businesses important to the revival of the larger community.

3. Re-establish and Enhance Community Identity

Henderson Point-Pass Christian Isles enjoyed a strong community identity that made it such a special place before Hurricane Katrina. Citizens want to re-create the community's sense of place by preserving scenic views, limiting light pollution that would impact the views of night skies, and establishing locations for community interaction.



Map X. Aerial of Henderson Point-Pass Christian Isles.
Source: Southern Mississippi Planning and Development District

4. Enhance and Preserve the Natural Environment

Protecting the natural environment remains important for Henderson Point-Pass Christian Isles. Citizens support strategies to protect wildlife and the coastal ecosystem contained within their community. Other aspects of the natural environment include protecting green spaces and public areas important to the community.

5. Improve and Assure Circulation and Connectivity

Establishing pedestrian and bicycle systems throughout Henderson Point-Pass Christian Isles will improve circulation and connectivity within the community and between other areas. Other strategies, such as improved connectivity of waterway access and associated parking needs, would likewise help create desirable traffic circulation and access.

6. Protect the Health and Safety of Residents

Development of an emergency management plan for Henderson Point-Pass Christian Isles is important to protect its residents. The Plan suggests coordinating with FEMA and other agencies to establish updated evacuation measures to protect against natural disaster situations. Also, strategies to decrease crime or perceived crime in the community will require cooperation between citizens and local law enforcement officers.

Some of the overarching objectives of the citizens include ensuring that investments in the community enhance the natural setting, sense of place, and strong sense of community among its residents. A sector map for Henderson Point-Pass Christian Isles integrates three sectors to provide a policy guide for the location of future development that reflects the community goals (Figure X). Following is a brief description of the three sectors reflected in the Henderson Point-Pass Christian Isles Sector Map:



Figure X. Preliminary Henderson Point-Pass Christian Isles Sector Map.

Source: The Ohio State University.



Figure X. The Henderson Point-Pass Christian Isles community wishes to preserve the residential character of the community, but is receptive to multi-family housing of differing types, such as this elevated duplex.

Source: Andrews University

- Preserved Open Sector (O-1) – this sector is characterized by open space that is either protected by law or has been acquired by conservation purchases (e.g., Desoto National Forest)
- Reserved Open Sector (O-2) - this sector is open space that should be, but has not yet been, preserved
- Infill Growth Development (G-4) – this sector is characterized by new or modified development, and it is the location of present in the proposed town center
- Create a historic tree protection ordinance.
- Encourage mixed use development in the neighborhood center.
- Promote opportunities to create a safer, more walkable community.

Summary

Henderson Point-Pass Christian Isles now has the opportunity to rebuild its community to re-establish the distinctive charm that has been valued by residents and visitors. Many of the actions associated with the planning goals will require considerable financial investment. The *Community Plan for Henderson Point-Pass Christian Isles* recognizes this and suggests funding sources that are available to implement ideas in this plan. The *Community Plan* suggests important Smart Growth strategies as a means to protect against future natural disasters and to preserve scenic areas important to the sense of community valued by citizens.

Policies

Following is a list of some of the Smart Growth policies that the *Community Plan for Henderson Point-Pass Christian Isles* suggests should be implemented in order to meet the above goals and objectives:

Pineville¹

Pineville is a quiet community made up of a variety of rural residential neighborhoods. Community goals and strategies were based on community input from town hall meetings and community surveys. The residents of Pineville want to remain a rural community while allowing for future growth. The *Community Plan for Pineville* addresses these and other goals as a strategy to rebuild a stronger and more unified community.

Main Goals and Strategies

The *Community Plan for Pineville* is based on the principles of new urbanism.

Three themes that developed from the planning process examined the restoration, connection, and preservation of Pineville (Figure X). These three themes guided the development of goals and strategies to implement the plan. Following is a brief description of the seven goals reflected in the Pineville Sector Map and outlined in the *Community Plan for Pineville*:

1. Ensure Pineville Prepares for Growth

The Plan recommends that growth take place according to the sectors outlined in the sector map. More specifically, it encourages the development of a neighborhood center, the redevelopment of Discover Bay using conservation oriented development, and the promotion of commercial businesses to support the community. Expanding water and sewer service is also recommended where growth is likely to occur.



Figure X Residents have a strong desire to provide additional connections to the water. This canoe and kayak access point would allow residents to travel by water to visit local businesses

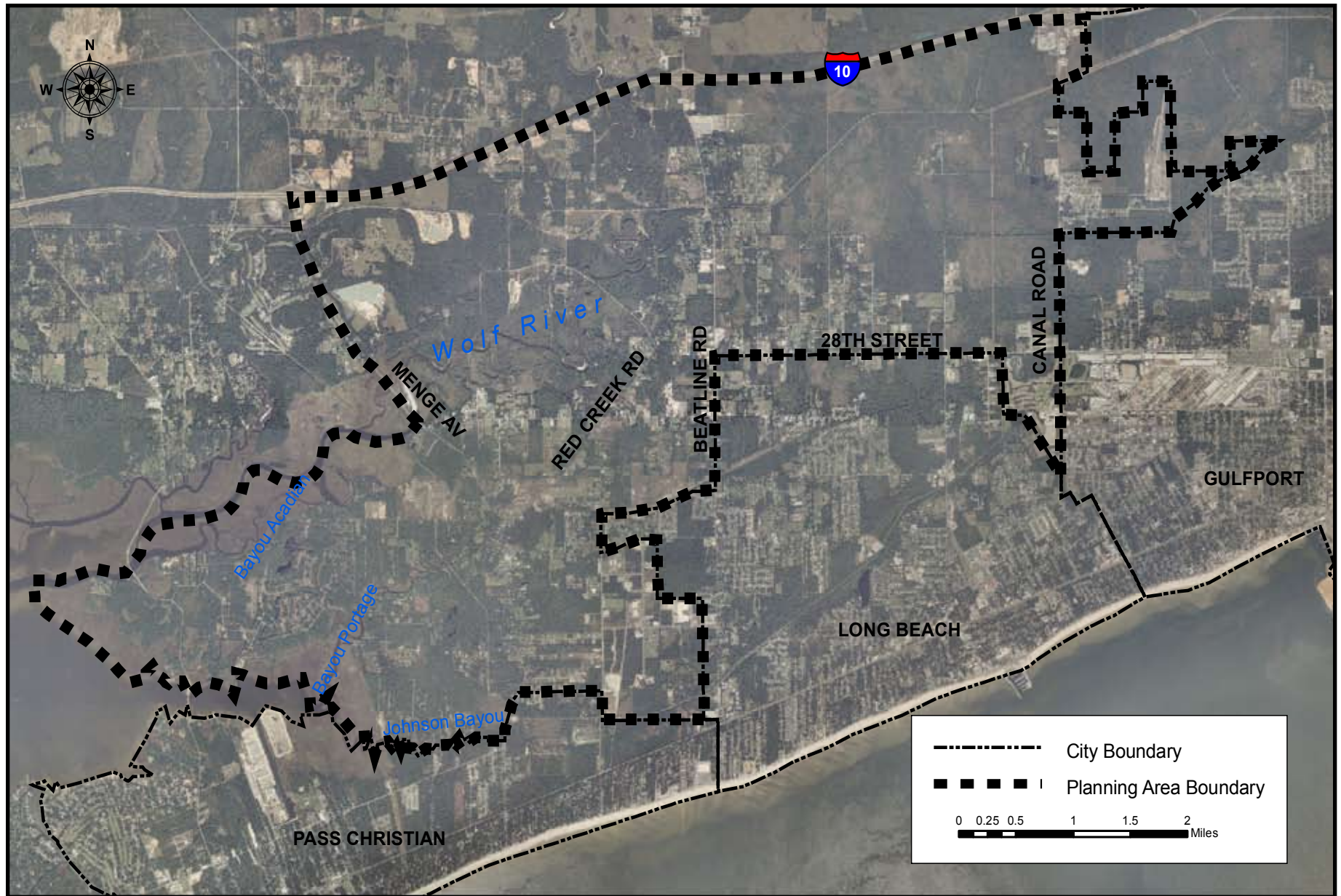
Source: Andrews University

2. Maintain the Rural Character of the Community

The plan recommends that rural residential development be permitted in most of the planning area. Commercial development and higher density residential would be concentrated at specific nodes in the community.

3. Restore Impacted Areas of the Community

Portions of Pineville were completely devastated by Hurricane Katrina. The *Community Plan for Pineville* suggests that funding be sought in order to assist residents and small businesses in starting over. Specific attention should be given to the impact that revised flood elevation regulations will have on residents' ability to return home.



Map X. Aerial of Pineville.

Source: Southern Mississippi Planning and Development District

4. Protect and Preserve the Environment

The plan recommends that Pineville work in conjunction with other organizations in the area to promote wetland protection. The purpose of this strategy is to preserve the Wolf River and Bayou Portage as scenic waterways that can be used for recreational purposes.

5. Develop and Expand Recreational Opportunities

The park adjacent to the West Harrison Civic center should be expanded to provide a walking trail and other recreational opportunities. Bike- and pedestrian-friendly trails connected to other communities, as well as a canoe and kayak launch, are also proposed to achieve this goal.

6. Improve and Maintain the Health and Welfare of the Pineville Community

The intersections and traffic signals need to be improved to enhance safety throughout the community. The *Community Plan for Pineville* also suggests that a medical facility be located in Pineville, in addition to a number of other health related services. Finally, the plan suggests that fire and police service be expanded as the community grows.

7. Promote the Principals of New Urbanism and Green Development

In developing the planning area, particular attention should be given to planning tools such as the SmartCode and Leadership in Energy and Environmental Design (LEED) in order to promote the goal of this plan.

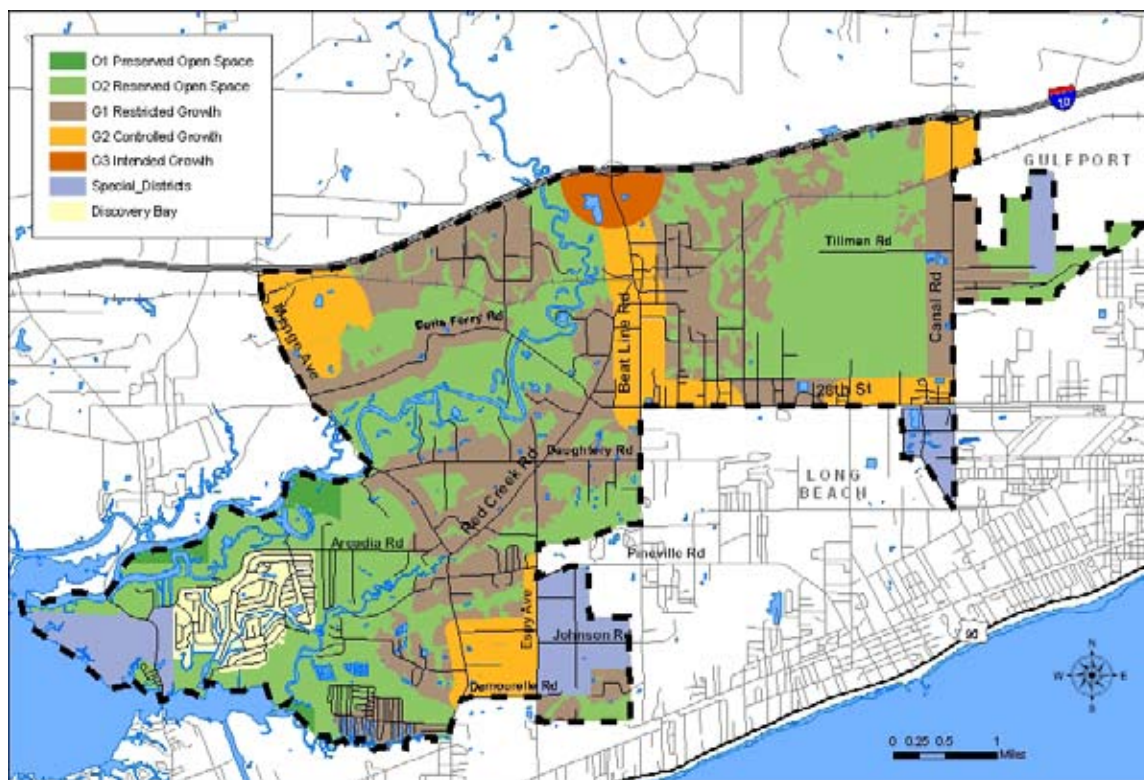


Figure X. Pineville Sector Map. [REPLACE THIS MAP WITH NEW]

Source: The Ohio State University.

A sector map for Pineville integrating five sectors provides the framework in which goals and recommendations are developed (Figure X). The following is a description of the future sector map:

- Preserved Open Sector (O-1) – this sector is characterized by open space that is either protected by law or has been acquired by conservation purchases
- Restricted Growth Sector (G-1) – this sector is characterized by low residential development, where parcels range in size from ½ to 20 acres

The citizens of Pineville felt strongly about supporting underground utility lines throughout the community, while Henderson Point felt that it was imperative to support the growth of retail at Bayview and 3rd.

- Controlled Growth Sector (G-2) – this sector is characterized by low residential development, where parcels range in size from ½ to 20 acres
- Intended Growth Sector (G-3) – this sector is characterized by its location along major transportation routes that have the capacity to accommodate a significant amount of commercial development that already has or will have access to sewer service
- Special Districts (SD) – this sector is non-residential development that is situated away from residential neighborhoods (e.g. casinos)

Policies

Following is a list of some of the Smart Growth policies that the *Community Plan for Pineville* suggests should be implemented in order to meet the above goals and objectives:

- Create a historic tree protection ordinance.
- Encourage live-work units in the neighborhood center.
- Encourage conservation oriented development.

Summary

While not located immediately along the coast, the Pineville community remains vulnerable to approaching storms because of its numerous bayous, canals, river, and the Bay of Saint Louis. These waterways and the area's rural environment have made it an increasingly desirable place to live. In order to prepare for future growth with the objective of being able to sustain a rural environment, Smart Growth policies should be adopted and put into practice.



Figure X. View of proposed community center in the town green.

Source: Andrew vonMaur, Andrews University.

Saucier¹

Saucier is a rural community tucked in the pine forests of northern Harrison County. The *Community Plan for Saucier* articulates the voice of the community as it pertains to creating a town center, changing the transportation network in northern Harrison County, dealing with the associated development pressures, and accommodating the migration of people to Saucier from the coast following Hurricane Katrina. While the Plan does set goals and objectives, it focuses on developing scenarios for the community that are not mutually exclusive. One challenge is that the planning

area for this community is 179 square miles, a third of which lies in the Desoto National Forest. This challenge and others are acknowledged and addressed in the plan by promoting the implementing of Smart Growth policies.

Main Goals and Strategies

Similar to other unincorporated communities in Harrison County, residents in Saucier want to preserve their rural character while creating a sense of community. Since most citizens commute approximately 30 minutes to work, the community acknowledges that economic

opportunities are also needed in the immediate vicinity. The community wishes to concentrate growth in the town center, which is a triangular area bound by US Highway 49 to the east and Old US Highway 49 to the west. The community developed 6 goals and objectives for the Saucier planning area. The goals and subsequent strategies are further summarized as follows:

1. Carry out the Goals and Policies of the Planning Document

In order to achieve the goals in the plan, a non-profit Saucier Improvement Association (SIA) needs to be established to oversee and implementation of the plan.²

2. Preserve the Rural Character of Saucier

The community strongly desires to protect the open space and forested areas in Saucier. The plan proposes the designation of State Highway 67 as a scenic byway and adoption of ordinances protecting the community from light and noise pollution.

3. Create Diverse Housing Options in Saucier

The residents of Saucier need access to more affordable housing opportunities. The plan recommends that the SIA work with different organizations at the state and federal level to ensure an array of funding for the community to support housing. There is also a need for a mixed use development in the town center providing a variety of housing options.

4. Develop and Enhance the Town Center

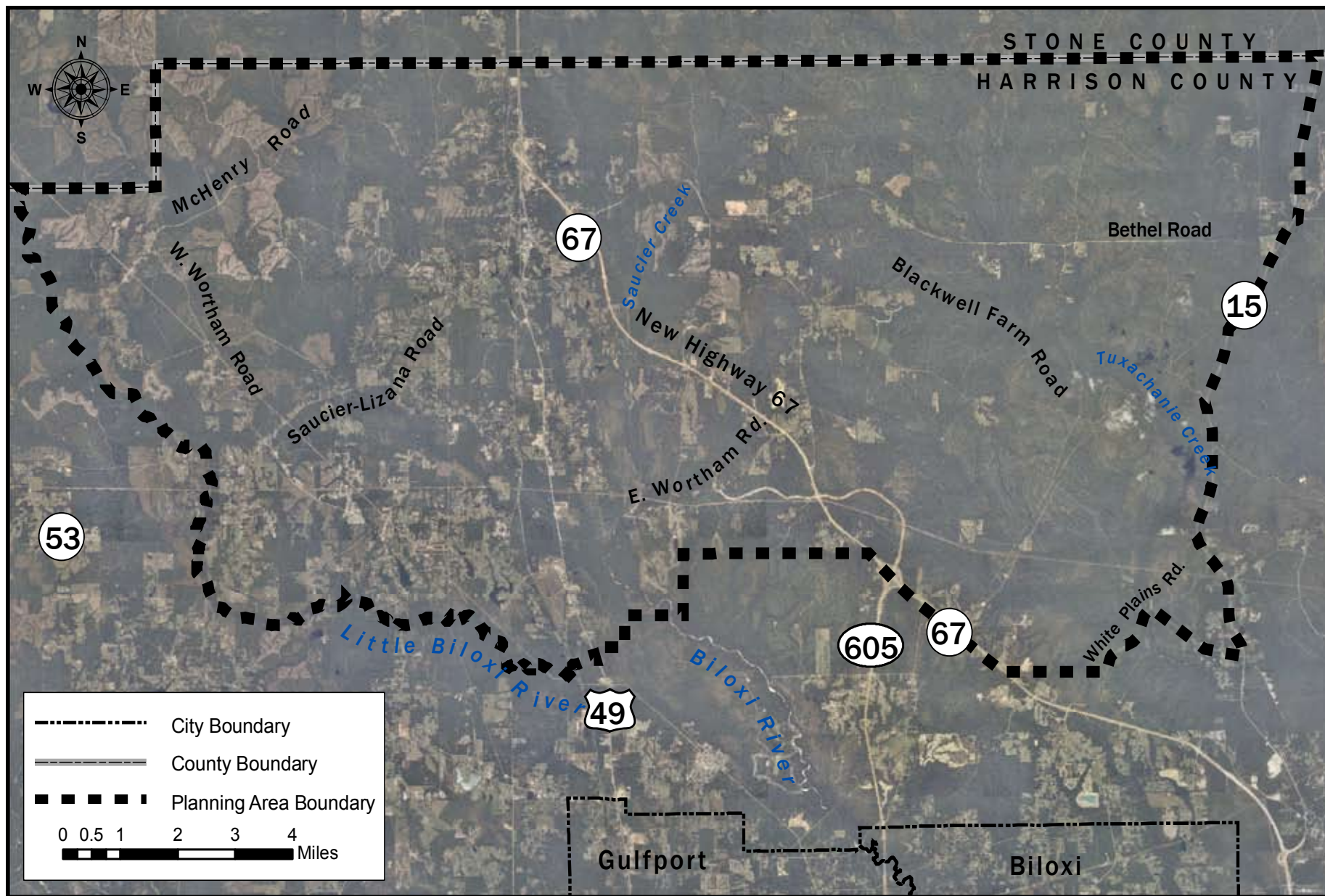
Residents support enhancing the town center in Saucier. One of the prominent structures in the town center is an elementary school building, and it is proposed that businesses should be concentrated around the town center, a public space should be created for civic engagement, the area should be bike and pedestrian friendly, and the aesthetic appeal of the town center should be preserved (Figure X). It is possible to achieve these goals by adopting a SmartCode overlay districts and encouraging that all development be subject to a design review process.

5. Support a Variety of Economic Activity

Identifying the optimal locations for economic development is a major concern for residents in Saucier. The *Community Plan for Saucier* reflects this not only in its goals, but also in the different scenarios presented concerning the highways and the interchange between the highways. Scenarios were developed for the US Highway 49 corridor, the State Highway 67 corridor, and the State Route 601 project currently under consideration. To ensure that the interests of the people are taken into account as the new route is finalized, the SIA and County will need to work closely with the Mississippi Department of Transportation.

6. Improve and Maintain the Health and Welfare of the Saucier Community

The Plan suggests that law enforcement and fire protection services be expanded as growth occurs. In



Map X. Aerial of Saucier.

Source: Southern Mississippi Planning and Development District

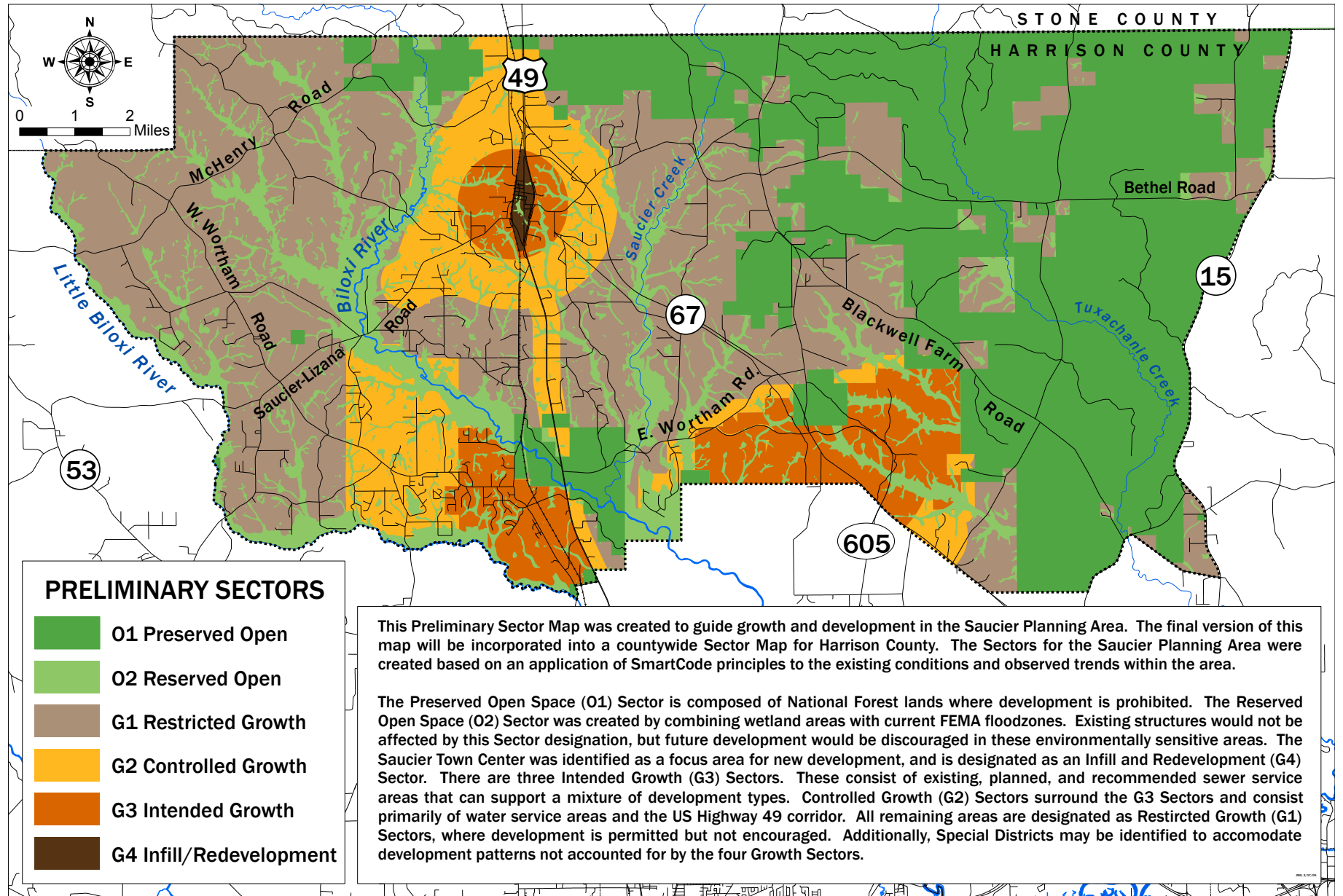


Figure X. Saucier Preliminary Sector Map.
 Source: The Ohio State University.

addition, medical facilities should be constructed and roadways should be made safer to address community safety issues.

The Sector Map identifies areas where growth can be concentrated, while protecting the rural character of the community (Figure X). Following is a brief description of each sector:

- *Preserved Open Sector (O-1)* – this sector is characterized by open space that is either protected by law or has been acquired by conservation purchases (e.g., Desoto National Forest)
- *Reserved Open Sector (O-2)* - this sector is open space that should be preserved, but has not been yet.
- *Restricted Growth Sector (G-1)* – this sector is characterized by low density rural residential development.
- *Controlled Growth Sector (G-2)* – this sector is characterized by low density residential development and neighborhood supportive commercial development in proximity to major roadways.
- *Intended Growth Sector (G-3)* – this sector is characterized by its location along major transportation routes that have the capacity to accommodate a significant amount of commercial development that already has or will have access to sewer service.

- *Infill Growth Development (G-4)* – this sector is characterized by new or modified development, and is encouraged in the town center .

Policies

Following is a list of some of the Smart Growth policies that the *Community Plan for Pineville* suggests should be implemented in order to meet the above goals and objectives:

- Create a mixed use town center.
- Encourage conservation oriented development.
- Preserve natural areas.

Summary

Saucier is a family-oriented community that values its rural character but understands that growth is inevitable and that economic development is needed in this portion of Harrison County. By developing a set of goals and objectives, the *Community Plan for Saucier* articulates a number of recommendations that will help Saucier achieve its ambitions. One central point is the creation of a non-profit organization, SIA, that will oversee the plan and its implementation. By adopting the plan and utilizing some of the Smart Growth policies, Saucier can build a desirable community that is embraced by all of its residents.

Endnotes

Harrison County Planning and Development Survey

- 1 The complete survey as it appeared in the Sun Herald newspaper on October 21, 2006 is available in the appendix.

Incorporated Areas

Biloxi

- 1 The summary of plans for Biloxi included the Reconstruction Plan for Biloxi, Mississippi plan, prepared as part of the Mississippi Renewal Forum in November 2005 by Moule & Polyzoides, Architects and Urbanists, and the Building Our Future, embracing Our Past plan was prepared in July, 2006 by the Reviving the Renaissance Steering Committee.
- 2 US Highway 90 is referred to as Beach Boulevard in the planning document. The purpose of reconfiguring Highway 90 as a boulevard is to promote a pedestrian-friendly environment along the coast line, making it easy for residents and tourists to cross the street.
- 3 It is recommended that the Biloxi Housing Authority seek funding from Gulf Opportunity Zone Initiatives, Low Income Housing Tax Credits offered by Mississippi Home Corporation and Fannie Mae.

D'Iberville

- 1 The summary of plans for D'Iberville included the 2005 Citizen's Master Plan for D'Iberville, Mississippi plan prepared as part of the Mississippi Renewal Forum in October 2005 by Jaime Correa and Associates, and information regarding the City's next steps was based on information obtained from the City of D'Iberville in October 2006.

Gulfport

- 1 The summary of plans for Gulfport included the Redevelopment Master Plan Charrette Book prepared as part of the Mississippi Renewal Forum in October 2005 by Robert Alminana and Christopher Ross of HDR/LCA Sargent Town Planning, and the SmartCode Charrette Book prepared in February 2006 by Robert Alminana and Susan Poliwka of HDR/LCA Sargent Town Planning.

Long Beach

- 1 The summary of plans for Long Beach included the Long Beach Gulf Coast Mississippi plan prepared as part of the Mississippi Renewal Forum in October 2005 by Ayers/Saint/Gross Architects + Planners, and the Long Beach, Mississippi Concept Plan prepared in August 2006 by Ayers/Saint/Gross Architects + Planners as well as the Long Beach Executive Committee.
- 2 The Conceptual Plan classified 10 transect zones regarding residential, commercial, civic space, and the development of an educational district. See the Conceptual Plan for Long Beach, Mississippi for more information.

Pass Christian

- 1 The summary of plans for Pass Christian included the Pass Christian Rebuilding plan prepared as part of the Mississippi Renewal Forum in October 2005 by Laura Hall, Howard Blackson, Ann Daigle, Ben Pentreath, and Kimberly Brown, and the Draft City of Pass Christian Comprehensive Plan prepared in September 2006 by the Gulf Regional Planning Commission.

Unincorporated Areas

DeLisle

- 1 The summary of plans for DeLisle included the Community Plan for DeLisle prepared by The Ohio State University, Knowlton School of Architecture in April 2006.
- 2 The Harrison County Board of Supervisors adopted the Community Plan for DeLisle on November 6, 2006.

Saucier

- 1 The summary of plans for Saucier included the Draft Community Plan for Saucier prepared by The Ohio State University, Knowlton School of Architecture in November 2006. Subsequent modifications to this document are expected, reflecting public input.
- 2 The Saucier Community Improvement Association has been established and has enjoyed success in implementing many of the objectives set forth in this Plan.

Pineville

- 1 The summary of plans for Pineville included the draft Community Plan for Pineville prepared by The Ohio State University, Knowlton School of Architecture in November 2006. Subsequent modifications to this document are expected, reflecting public input.

Henderson Point-Pass Christian Isles

- 1 The summary of plans for Henderson Point-Pass Christian Isles included the draft Community Plan for Henderson Point-Pass Christian Isles prepared by The Ohio State University, Knowlton School of Architecture in November 2006. Subsequent modifications to this document reflecting public input are expected.