

Comprehensive  
Plan  
Update      2016

Strengthening the  
Economy



**FOR PUBLIC REVIEW**



4320 McInnis Ave  
Moss Point, MS 39563  
228.475.0300

[www.cityofmosspoint.org](http://www.cityofmosspoint.org)

Where the past blends with the future

## Contents

Executive Summary.....	1
History .....	1
How to Use the Comprehensive Plan .....	2
Introduction.....	4
Population Trends.....	4
Components of Population Change .....	5
Population Projections .....	6
Racial Composition by City and County.....	7
Population by Sex and Age in the City and County .....	8
Housing Characteristics.....	10
Housing Occupation and Tenure .....	10
Housing Tenure .....	12
Tenure by Type of Housing .....	13
Value of Owner-Occupied Units .....	14
Housing Affordability.....	16
Housing Trends and the Market .....	16
Vision, Guiding Principles, Goals and Policies .....	18
The Vision of the City of Moss Point.....	18
Community Values.....	19
Goals and Policies .....	19
Historic, Social and Cultural Goals and Policies.....	19
Housing Goals and Policies .....	21
Economic Goals and Policies.....	22
Land Use Goals and Policies .....	24
Transportation Goals and Policies .....	25
Community Facilities Goals and Policies .....	27
Existing Land Use Inventory and Analysis.....	29
Land Use Methodology.....	29
Inventory.....	29
Land Uses within the City of Moss Point.....	30
Land Uses in the Planning Area .....	35
Analysis of Existing Land Use .....	37
Constrained and Unconstrained Vacant Land Within Moss Point.....	38

Future Land Use Plan.....	42
Accommodating Growth .....	42
Neighborhood Analysis and Neighborhood Improvement Strategy .....	47
Economic Analysis and.....	50
Economic Development.....	50
Financial Condition .....	50
Moss Point Businesses and Industries .....	53
Unemployment Rate .....	56
Economic Development Recommendations .....	58
Other Economic Development Recommendations .....	64
Community Facilities and Services .....	68
Jackson-George County Library System .....	68
Moss Point School District .....	68
Moss Point Police Services .....	69
Moss Point Fire Department.....	71
Water System .....	73
Wastewater Collection and Treatment Systems .....	76
Solid Waste Collection and Disposal .....	76
Gas System .....	76
Parks and Recreation .....	77
Transportation Plan .....	83
Multimodal Facilities .....	83
<b>Rail Service</b> .....	83
<b>Port and Harbors</b> .....	83
<b>Pascagoula River</b> .....	84
<b>Bayou Casotte</b> .....	84
<b>Surface Transportation Facilities</b> .....	84
Transportation Planning Factors.....	84
<b>Overview of Transportation System</b> .....	84
<b>Functional Classification</b> .....	86
Long-Range Transportation Plan.....	89
<b>Projected Traffic and Level of Service</b> .....	97
Alternative 1 .....	99
Alternative 2 .....	99

Major Employment Centers – Traffic Generators .....	102
<b>Employment Centers .....</b>	<b>102</b>
<b>Community Generators .....</b>	<b>103</b>
Alternative Transportation.....	103
Bicycle and Pedestrian Facilities .....	104
Safety.....	104
Schools and Parks .....	106
Implementation .....	109
Transportation Improvement Program (TIP) .....	109
Project Planning and Development.....	110
Access Management or Frontage Roads.....	110
2-Lane Avenue.....	110
3-Lane/2-Lane Divided Avenue.....	111
4-Lane or 6-Lane Boulevard .....	111
The City of Moss Point Recommended Future Transportation Projects .....	112
Summary of Future Recommendations .....	112

This page intentionally blank

## Executive Summary

A Comprehensive Plan is a policy document designed to guide the future development of the city and serves as the basis for zoning and related ordinances. The Comprehensive Plan identifies the future vision, values, principles and goals for the community, determines the projected growth for the community and identifies policies to plan, direct and accommodate the growth of a community.

Moss Point undertook a substantial planning effort following the impact of Hurricane Katrina. This post-Katrina planning effort involved a substantial number of professional planning groups and citizen involvement.<sup>1</sup> The results of that effort led to the adoption of a 2009 Comprehensive Plan which incorporated the input from the many participants; however, the 2009 Plan contained an overabundance of detail that served to obscure many of the important points of the plan.

In an effort to make Moss Point's Comprehensive Plan a more useful tool, and to place an emphasis on economic development, Moss Point commissioned a revision of the plan beginning in 2015. This revision process accomplished several things:

- The 2009 plan was reduced in volume in order to become a more usable. The original 2009 plan was 240 pages in length.
- Demographic data was updated to reflect the most recent available data.
- Because the City was not experiencing the growth as projected, adjustments were made to the overall approach to encourage growth, as opposed to managing growth.
- The Economic Development chapter (Part. VII) was modified to place an emphasis on retail and service sector development and city economic health, rather than the traditional economic focus of industry and employment.
- Corrections were made in various places within the document.

Moss Point is a city that recognizes the fact that it possesses great strengths and opportunities contemporaneously with great challenges. The city faces numerous challenges brought about by population shifts, economic downturns, impactful environmental events such as the 2005 Hurricane Katrina and the BP oil spill. In light of these challenges, City leadership commissioned this comprehensive plan update to accomplish one overarching goal: Economic Development.

In conjunction with this plan, the City of Moss Point should also consider the recommendations of *Moss Point, MS Resource Team Report* prepared by the Mississippi Main Street Resource Team.

## History

The City of Moss Point is one the most unique places in South Mississippi. The City of Moss Point is located in southeastern Jackson County, at the confluence of the Pascagoula River and the Escatawpa River. Both rivers are unique within the Nation. The Pascagoula River is the largest undammed or free flowing river in the continental United States, and the National Park Service called the Escatawpa River "probably the finest undeveloped black water stream in the Nation." The City of Moss Point is the only coastal Mississippi City that is also a riverfront city.

Moss Point grew from several small communities that existed prior to the turn of the twentieth century. Early history indicates that several Native American tribes lived within the southeastern region of Coastal Mississippi, and it was likely utilized as hunting and gathering grounds for early Native Americans. The early French settlements were located at Biloxi and Mobile, and French settlers lived alongside the Pascagoula as early as the 1700's.

The area which would become the City of Moss Point started developing industry as early as the 1830's. Due to the City's location, two early industries in Moss Point and Escatawpa were ship building and milling. As early as the 1830's, sawmills were operating in the Beardslee's Lake area and as early as the late 1830's

---

<sup>1</sup> A more complete discussion of the process is contained in the 2009 Comprehensive Plan.

shipbuilding was occurring north of Escatawpa near the Three Rivers area.<sup>2</sup> Timber was shipped down the Pascagoula River from interior areas of the region. At first, trees were logged near the riverbanks, tied together and rafted down the river. In time, as forested areas near the rivers were cut, dummy line railroads were built to haul timber to the mills. Once rail was introduced, the industry expanded dramatically. The investment in the mills in south Mississippi increased more than one hundred-fold, while the number of sawmills doubled. In 1880, 295 sawmills existed in South Mississippi, south of Jackson, with an investment of less than \$1 million. By 1899, there were 608 sawmills with an investment of \$608 million<sup>3</sup>.

The Jackson County Archivist identified nine sawmills located on the river in Moss Point and another three sawmills located on the Pascagoula River within one mile of the area which would become the City of Moss Point between 1890 and 1900. In 1911, a new plant was established in Moss Point which made pulp for paper from waste yellow pine products from the area lumber mills. Southern Paper Company became part of International paper in 1928.<sup>4</sup>

The City of Moss Point incorporated in 1901. At that time, it was the first community in Mississippi to be incorporated initially as a city and not as a village or town, before it grew into a city.<sup>5</sup>

The City of Moss Point has a rich history that is related to the use and overuse of the natural resources within the region. It's first major industry, the timber and sawmill industry were reliant upon a finite regional resource. Resourceful businesspeople within the community identified the use of waste products from cutting board from timber to develop the pulp paper industry which became the City's next successful industry. However, the industrialization of the City throughout the 1960's and 1970's saw increased usage of the City's water resources and pollution issues arise associated with the storage of industrial by-products.

So it is with this history in mind, that the City has sought to develop a new identity for itself. In fact, the City has eloquently defined a vision of the future, which is the "Evolution from an 'industrial city' to a city committed to eco-tourism, sustainable 'green' development, and the utilization of the City's waterfront location."<sup>6</sup> The City has invested in Pelican Landing, a state-of-the-art environmentally sustainable conference center, and has actively sought to integrate the waterfront into its park system, providing safe waterfront access for landside recreation and for water recreation. The City is home to an Audubon Center, one of only two in the State of Mississippi. The City has accomplished renovations to the downtown waterfront to provide greater accessibility and has defined a need and a desire to create a city-wide greenways system to link the community to the natural environment and the neighborhoods to each other.

### How to Use the Comprehensive Plan

The Comprehensive Plan is a living document which guides the physical development of the City of Moss Point. While the plan defines a desired condition for the City by the year 2030, the plan does not anticipate all developments that may have an effect on the physical development of the City. Therefore, it is recommended that the City monitor growth and development and seek to update or review the plan periodically or after any major development occurs. It would be a good idea if the city at least measured its progress with respect to this plan every year or two.

As a blue print for the future, the Comprehensive Plan provides a guide for zoning, subdivision and architectural standards within a community. While the plan defines the established goals, objectives and policies of the community, the zoning ordinance, subdivision regulations and architectural standards prescribe the regulations to achieve the goals set forth in the Comprehensive Plan. Additionally, the established goals, objectives, policies and recommendations within the Community Facilities Element of

<sup>2</sup> Jackson County Historical Timeline. Compiled by Betty Rogers, Record Manager of the Jackson County Archives. [www.co.jackson.ms.us/GIPages/GICHistory\\_TimelineMunicipalities.html](http://www.co.jackson.ms.us/GIPages/GICHistory_TimelineMunicipalities.html).

<sup>3</sup> Tony Howe. "Growth of the Timber Industry, 1840-1930". Mississippi History Journal; Online publication of the Mississippi Historical Society. [www.mshistory.k12.ms.us/index.php?id=171](http://www.mshistory.k12.ms.us/index.php?id=171)

<sup>4</sup> Jackson County Historical Timeline.

<sup>5</sup> Jackson County Time Line.

<sup>6</sup> City of Moss Point Web page.

the Plan seek to ensure that there are adequate public facilities and services at the time needed for the growth that is anticipated.

As Moss Point implements this plan, leadership will have to determine the extent to which certain goals or policies apply to a situation and the extent to which a development project may be consistent with the plan.<sup>7</sup>

The measure of consistency lies exclusively in the domain of the City of Moss Point, sitting as the local legislative zoning authority. With regard to the degree consistency between zoning and the comprehensive plan, others have noted:

“Many zoning boards use a comprehensive plan as a guide. Yet, whether a practice or a statutory requirement, this allows considerable latitude for zoning board judgement in deciding individual cases. That which is used as a guide need not be followed strictly and there can be considerable difference of opinion on the extent to which the zoning of individual property should adhere to or depart from the strict letter of plan.”<sup>8</sup>

The Comprehensive Plan has a geographic relationship to the City and an extraterritorial planning area. The base geography of the two areas are indicated on the following maps.

---

<sup>7</sup> Mississippi Code Section 17-1-9 requires that “zoning regulations shall be made in accordance with a comprehensive plan”.

<sup>8</sup> Seith, *How to Use A Comprehensive Plan in a Zoning Case*, 52 Chicago B. Record 283, 284 (1971) cited in Hagman, Urban and Land Development Cases and Materials, 2<sup>nd</sup> ed. West 1973. P. 354.

## Introduction

A community's demographic profile is important for several reasons related to long term planning. First, and at the most basic level, land use planning is dependent upon anticipated population increases, decreases, or stagnation. Expected increases in population may indicate a need for more housing and services. A decrease or stagnation in population may indicate a reduced economy, lack of job availability, or other issues on the urban landscape.

The users of this plan should be aware that demographic data is far more readily available today than it was 20 years ago. The American Community Survey program releases data for larger communities as frequently as each year. Although specific demographic data is provided below, in a short time this data will be replaced with more current data. For the most current demographic data for Moss Point, one should consult the American Community Survey website at <https://www.census.gov/programs-surveys/acs/>.

The City of Moss Point has experienced a declining population since 1970. A simple projection of the city's historical population will indicate further decline; however, through the implementation of this plan the population trend could easily be reversed. With increased quality of life, enhanced social gathering opportunities, and growing retail availability, Moss Point could see development occur at a greater pace such that the population begins to trend upward.

## Population Trends

In 1910 Moss Point was the largest City in Jackson County and its population accounted for nearly one-quarter of the County's population. Since that time, a wide array of social, economic, geographic and environmental factors has influenced the growth of the region. Population trends since 1960 are indicated in the table below.

**Table 1. Historic Population Trends in Jackson County, 1960 to 2014**

Census Year	Jackson County	% Chg	Moss Point	% Chg	Gautier	% Chg	Pascagoula	% Chg	Ocean Springs	% Chg
<b>2014</b>	141,137	1.1%	13,671	-0.2%	18,596	0.1%	22,224	-0.8%	17,530	0.5%
<b>2010</b>	139,668	6.3%	13,704	-13.5%	18,572	59.0%	22,392	-14.5%	17,442	1.3%
<b>2000</b>	131,420	14.0%	15,851	-11.1%	11,681	15.8%	26,200	1.2%	17,225	17.5%
<b>1990</b>	115,243	-2.3%	17,837	-6.1%	10,088	--	25,899	-11.7%	14,658	1.1%
<b>1980</b>	118,015	34.1%	18,998	-1.7%	n/a	--	29,318	7.5%	14,504	51.4%
<b>1970</b>	87,975	58.5%	19,321	191.4%	n/a	--	27,264	58.9%	9,580	90.6%
<b>1960</b>	55,522		6,631	--	n/a	--	17,155	--	5,025	--

Source: U.S. Census Bureau for years noted. Percent change is computed on prior census period.

As Table 3 indicates, there are some significant trends that emerge from the population statistics. First, it should be noted that some of the significant population increases are the result of municipal annexation, such as the 59% increase seen by Gautier between 2000 and 2010. Next, with the exception of the 1960 to 1970 period, Moss Point has experienced population loss every census period. Fortunately, current Census estimates (2014) indicate the rate of population loss may be slowing. The data also indicates that other county municipalities are experiencing little to no growth, with the exception of that caused by annexation.

One very significant population statistic is the degree to which the population in the unincorporated territory of Jackson County has changed. Table 3A indicates that with the exception of the 1980 to 1990 decade, the unincorporated area has experienced significant population increases. The causation of this increase may be multi-faceted: pursuit of a popular school attendance zone, population driven inland by storm events, lack of suitable land within incorporated areas, employment opportunities, avoidance of municipal taxes, and the list could go on and on. Suffice it to say that people are choosing to live outside incorporated areas perhaps to the detriment of the incorporated places.

**Table 2. Historic Population Trends in Jackson County, 1960 to 2014**

Census Year	Jackson County	% Chg	Uninc. Area	% Chg
<b>2014</b>	141,137	1.1%	69,116	2.3%
<b>2010</b>	139,668	6.3%	67,558	11.7%
<b>2000</b>	131,420	14.0%	60,463	29.3%
<b>1990</b>	115,243	-2.3%	46,761	-15.3%
<b>1980</b>	118,015	34.1%	55,195	73.5%
<b>1970</b>	87,975	58.5%	31,810	19.1%
<b>1960</b>	55,522		26,711	--

Source: U.S. Census Bureau for years noted. Percent change is computed on prior census period.

## Components of Population Change

Municipal population changes occur due to three reasons; net migration, the number of births exceeds the number of deaths, and annexation. Although annexation has added population to Moss Point over time, much of city's population loss is due to out-migration.

Reviewing vital statistics reported by the Mississippi State Department of Health for the City of Moss Point between 2000 and 2013, the number of births exceeded the number of deaths for most years.

**Table 3. Birth and death statistics.**

	Births	Deaths	Natural Increase
<b>2000</b>	331	223	108
<b>2001</b>	320	207	113
<b>2002</b>	277	221	56
<b>2003</b>	272	214	58
<b>2004</b>	311	221	90
<b>2005</b>	279	203	76
<b>2006</b>	337	242	95

<b>2007</b>	328	183	145
<b>2008</b>	304	173	131
<b>2009</b>	249	205	44
<b>2010</b>	200	202	(2)
<b>2011</b>	223	192	31
<b>2012</b>	194	230	(36)
<b>2013</b>	171	199	(28)

Source: Mississippi Department of Health, Vital Statistics, 2000 to 2013.

From this vital statistics data, the natural increase can be summed up for the period of 2000-2009, and 2010-2013. Then comparing the natural increase summary to the actual population change indicates net migration for the city:

**Table 4. Migration Analysis.**

Population Change		Natural Increase		Resulting Estimated Migration	
2000-2010	2010-2014	2000-2009	2010-2013	2000-2010	2010-2014
-2,147	-33	916	-35	-3,063 (out)	2 (in)

Source: Calculations by Bridge & Watson, Inc. based on published Census statistics for years noted and vital statistics published by the MS Dept. of Health, 2000 to 2013.

From the table above it is significant that the most recent data indicates a significant change in the migration patterns impacting Moss Point. Between 2000 and 2010 over 3,000 persons moved out of the city, yet by 2014 the out migration had stopped. This, of course, is an analysis that is only as accurate as the census estimates themselves.

Besides natural growth and net migration, the City increased its land area and population through annexation. The last major annexation undertaken by Moss Point was in the early 1990's and included the Escatawpa area. Despite periodic annexations, Moss Point has lost population during each census period since 1970. This trend is not surprising knowing that Ingalls Shipbuilding facility, the largest manufacturing employer in the State of Mississippi, has experienced an ebb and flow of activity over time, and Hurricane Katrina displaced many residents from their homes.

## Population Projections

Post Katrina population projections were computed for many coastal jurisdictions and time has proven that such projections were overly optimistic. A series of population projections for Moss Point, computed in 2008, projected the city's 2010 population would be 15,673. In reality, the Census Bureau reported Moss Points 2010 population at 13,704. The discrepancy is likely due to the dramatic impact of Katrina.

Numerically speaking, if Moss Point's population figures were projected into the future, the data would indicate further population decline. If the City is able to maintain its current share of the County's population (slightly less than 10%) the Moss Point's population will see a slight increase over time amounting to some 1,200 persons. For the purpose of the Comprehensive plan, the City's population can be considered to be flat over time, unless influenced by some outside force.

Outside forces impacting the city's population change over time include annexation, economic opportunities (increased job availability), social changes such as birth and death rates, or natural disasters. Additionally, the lack of vacant unconstrained land will serve to limit the opportunities for new construction and inhibit in migration into the City.

## Racial Composition by City and County

The City of Moss Point is unique on the Mississippi Gulf Coast in that it has the greatest degree of racial diversity among its population. The 2010 Census statistics indicate in Moss Point 73.6% of the population is African American, while the area with the next closest proportion is Pascagoula at 32.7%. Approximately one third of all African American population within Jackson County lies in Moss Point. As with other Mississippi jurisdictions, there is little diversity with regard to other races and ethnicities. Moss Point, along with the remainder of Mississippi, is still a predominately Black -White jurisdiction.

**Table 5. Population by Race for Jackson County, 2010.**

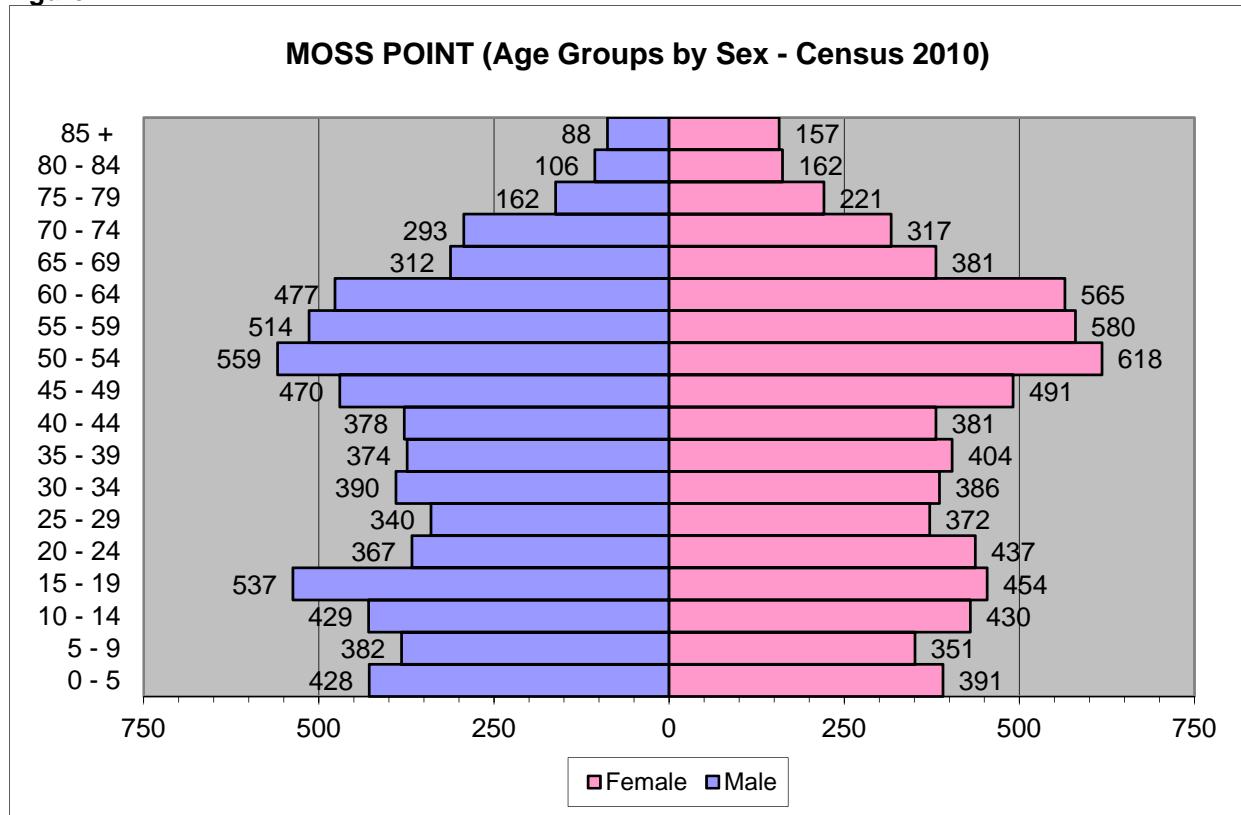
	<b>Moss Point</b>	%	<b>Gautier</b>	%	<b>Pasca-goula</b>	%	<b>Ocean Springs</b>	%	<b>Uninc. Jackson County</b>	%	<b>Jackson County</b>	%
<b>Total</b>	13,704		18,572		22,392		17,442		67,558		139,668	
<b>African-American</b>	10,080	73.6	6,012	32.4	7,317	32.7	1,298	7.4	5,188	7.7	30,034	21.5
<b>White</b>	3,280	23.9	11,355	61.1	13,169	58.8	14,901	85.4	57,886	85.7	100,735	72.1
<b>American Indian</b>	28	0.2	102	0.5	69	0.3	67	0.4	298	0.4	565	0.4
<b>Asian</b>	60	0.4	274	1.5	224	1.0	544	3.1	1,918	2.8	3,023	2.2
<b>Native Hawaiian</b>	4	0.0	8	0.0	14	0.1	12	0.1	41	0.1	79	0.1
<b>Other Race</b>	105	0.8	412	2.2	1,218	5.4	232	1.3	635	0.9	2,610	1.9
<b>Two or More Races</b>	147	1.1	409	2.2	381	1.7	388	2.2	1,292	1.9	2,622	1.9

Source: U.S. Department of Commerce, Bureau of the Census, 2010

## Population by Sex and Age in the City and County

Census data identified several trends related to the age of residents in the City of Moss Point. Below is an age/sex pyramid of Moss Point's population and there you can see the relationship of the age versus number versus sex of the population. Moss Point contains a large number of working age persons and persons approaching retirement age. Getting above 65 years of age, the population reduces rapidly.

**Figure 1.**



Source: U.S. Department of Commerce, Bureau of the Census, 2010

Figure 1 illustrates that population growth within the City of Moss Point is likely to occur. The age-sex pyramid indicates a significant proportion of the City's population within child-bearing years. City Leaders will need to address the needs of families, such as creating a good quality of life for its community, and City Leaders must also develop a strong economic agenda to continue to bring employment into the City of Moss Point, to retain existing population and attract new city residents.

The following table provides a comparison of the age structure of Moss Point's population to that of Jackson County and the State of Mississippi. Moss Point has a slightly older population structure in that above the age of 49 the City's population is greater in proportion than that of Jackson County or the state, indicative of Moss Point's aging population.

**Table 6. Percentage of Population by Age within Moss Point, County and State, 2010**

Age Category	Moss Point		Jackson County		Mississippi
	Number	Percentage of Total City Population	Number	Percentage of Total County Population	Percentage of Total State Population
<b>under 5</b>	819	6.0%	9,530	6.8%	7.1%
<b>5 to 9</b>	733	5.3%	9,809	7.0%	6.9%
<b>10 to 14</b>	859	6.3%	9,899	7.1%	7.0%
<b>15 to 19</b>	991	7.2%	10,063	7.2%	7.6%
<b>20 to 24</b>	804	5.9%	8,459	6.1%	7.1%
<b>25 to 29</b>	712	5.2%	8,931	6.4%	6.7%
<b>30 to 39</b>	1,554	11.3%	18,357	13.1%	12.7%
<b>40 to 49</b>	1,720	12.6%	20,174	14.4%	13.3%
<b>50 to 59</b>	2,271	16.6%	19,287	13.8%	13.3%
<b>60 to 64</b>	1,042	7.6%	7,818	5.6%	5.4%
<b>65 to 69</b>	693	5.1%	5,864	4.2%	4.1%
<b>70 to 79</b>	993	7.2%	7,825	5.6%	5.5%
<b>over 80</b>	513	3.7%	3,652	2.6%	3.2%

Source: U.S. Department of Commerce, Bureau of the Census, 2010

**Table 7. Percentage of Population by Age Group in the City of Moss Point, Jackson County and the State of Mississippi, 1990-2010**

	Under 18	18-24	25-49	50-64	65 and Over
<b>2010</b>					
City of Moss Point	21.9%	8.8%	29.1%	24.2%	16.0%
Jackson County	25.5%	8.7%	34.0%	19.4%	12.4%
Mississippi	25.5%	10.3%	32.7%	18.7%	12.8%
<b>2000</b>					
City of Moss Point	26.5%	9.3%	32.9%	17.9%	13.3%
Jackson County	27.6%	9.3%	37.0%	15.7%	10.3%
Mississippi	24.0%	13.0%	33.0%	17.0%	14.0%
<b>1990</b>					
City of Moss Point	29.6%	9.8%	33.3%	13.9%	11.3%
Jackson County	29.7%	9.7%	37.1%	14.1%	9.4%
Mississippi	29.0%	11.0%	34.0%	13.0%	13.0%

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

A trend noticed in both Jackson County and in the City of Moss Point was the relatively small percentage of residents that lived in the county and the City of Moss Point between the ages of 18 to 24.<sup>9</sup> Young people may leave to go to college or to enter the military, or they may leave to find entry level employment in the larger job markets elsewhere.

<sup>9</sup> A factor contributing to this percentage is fact that only seven years are included in this age range, compared to other age ranges that include substantially more years.

Trend data suggested that residents stayed in the City of Moss Point and aged in the City of Moss Point. Key to maintaining families within the City of Moss Point will be ensuring that there is adequate employment, good schools, and safe neighborhoods and housing.

The median age of the population of Moss Point is significantly higher than that of Jackson County and the State of Mississippi. For the 2010-2014 American Community Survey cycle, the median age is reported as follows:

	Moss Point	Jackson Co.	Mississippi
Median Age (yrs.)	42.9	37.6	36.3

Moss Point's aging population lends itself to increases in the healthcare and assisted living industries.

## Housing Characteristics

An adequate supply of high quality, affordable housing is essential to the health of a community. Residential land uses make up the majority of land uses within most communities, and for Moss Point that equates into 58% of the developed land. In addition to quality and affordability, housing opportunities in a community should vary among housing types. Moss Point contains an array of housing types including single family homes, duplexes, multi-family developments and manufactured housing.

Over the last decade, Moss Point has seen virtually no growth in its housing stock (6,149 homes in 2010 versus 6,269 in 2000). One reason for this trend is the fact that Hurricane Katrina destroyed some number of homes within the city. This trend can be seen in other coastal municipalities that were also impacted by Katrina.

Another factor that influences the trend in housing development is land availability. Simply put, Moss point has very little land remaining which is free from constraints to accommodate new housing development, or any other type of development for that matter. Many other factors are also at play, such as more restricted lending practices, market limitations, and increased costs (particularly regarding insurance rates).

As population grows and as the population in the City of Moss Point ages, there may be a need to supply a diversity of housing types. Among the considerations that should be planned for include ensuring that smaller households have access to appropriate and affordable, as well as safe housing; consideration of how households can remain within a neighborhood throughout their lifetime; consideration of new building styles and building materials that create sustainable homes which maintain their value over time and contribute to the value of the neighborhood; consideration of policies and programs to continue to create homeowners.

## Housing Occupation and Tenure

The Table below provides statistical data regarding the number of housing units and occupancy data for 2000 to 2010 for various areas within the County.

**Table 8. Occupied Housing Units within the City of Moss Point, 2000 and 2010**

	2000			2010			% Change in Total Units
	Total Units	Occupied Units	Vacant Units	Total Units	Occupied Units	Vacant Units	
<b>Moss Point</b>	6,269	5,762	507	6,194	5,327	867	-1.9%
<b>Pascagoula</b>	10,942	9,855	1,087	10,224	8,481	1,743	-6.6%
<b>Gautier</b>	4,645	4,289	356	8,047	6,898	1,149	73.2%

<b>Ocean Springs</b>	7,092	6,666	426	7,814	6,984	830	10.1%
<b>Vancleave</b>	1,769	1,634	135	2,343	2,059	284	32.4%
<b>Helena</b>	249	237	12	472	429	43	89.6%
<b>Escatawpa</b>	1,438	1,304	134	1,681	1,475	206	16.9%
<b>Hurley</b>	351	344	7	565	518	47	61%
<b>Remainder of Jackson County</b>	19,523*	17,585	1,338	22,727	20,034	2,693	16.4%
<b>All Jackson County</b>	51,678	47,676	4,002	60,067	52,205	7,862	16.2%

Source: U.S. Department of Commerce, Bureau of the Census, 2000 and 2010.

The data above makes it abundantly clear that substantial growth in housing is occurring in all places within the county with the exception of Moss Point and Pascagoula. Both Moss Point and Pascagoula share the common characteristics of 1) having accomplished a significant level of buildout and 2) are heavily constrained for new development due to elevation/flood plain and wetland areas. Unincorporated areas, which are inland areas, are enjoying substantial growth.

The vacancy rate is universally higher than it was ten years ago. A high vacancy rate implies that housing is vacant and available for occupancy, but in fact practical limitation impact whether or not the housing is truly available. For example, a house that was damaged by Katrina but has yet to be torn down or rehabilitated stands vacant, but not available for occupancy.

Among the neighborhoods within the City of Moss Point, only two areas had occupancy rates that were slightly lower than that for the City. These two areas included East Moss Point and the Downtown Neighborhood. In 2000, the occupancy rates were about 82.5% and 86.8% respectively. However, in the rural neighborhood around the Trent Lott International Airport, the occupancy rate was 100%.

**Table 9. Occupied Housing Units in Neighborhoods in Moss Point, 2000**

	2000		
	Total Units	Occupied Units	Vacant Units
<b>Moss Point</b>	6,269	5,762	507
<b>Airport</b>	13	13	0
<b>Brickyard Bayou</b>	382	358	24
<b>Central Moss Point</b>	2,141	2,010	131
<b>Downtown</b>	476	413	63
<b>East Moss Point</b>	171	141	30
<b>Escatawpa</b>	576	537	39
<b>Hospitality</b>	197	189	8
<b>Kreole</b>	1,017	932	85
<b>Sawmill</b>	1,608	1,475	133

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

The largest neighborhoods in the City of Moss Point, the Central Moss Point Neighborhood, the Sawmill/West Moss Point Neighborhood and the Kreole Neighborhood all had occupancy rates consistent with that of the city as a whole. Respectively, these occupancy rates were 93.9% in the Central Moss Point Neighborhood, 91.7% in the Sawmill Neighborhood and 91.6% in the Kreole Neighborhood.

## Housing Tenure

The City of Moss Point has a slightly higher than average rate of homeownership compared to other incorporated areas within the county. This trend has held constant since 1990.

**Table 10. Tenure of Occupied Housing in Moss Point and other places, 1990 - 2010**

Occupied Housing Units	2010	2000	1990
Moss Point	5,327	5,714	6,162
Pascagoula	8,481	9,878	9,774
Gautier	6,898	4,260	3,489
Ocean Springs	6,984	6,650	5,530
Unincorporated County	24,515	21,174	15,499
County Total	52,205	47,676	40,454
<b>% Owner-Occupied</b>			
Moss Point	72.1%	74.2%	70.8%
Pascagoula	56.8%	56.8%	59.3%
Gautier	67.0%	70.0%	68.4%
Ocean Springs	71.7%	72.2%	66.5%
Unincorporated County	78.1%	84.6%	87.2%
County Total	71.7%	74.6%	73.5%

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

Two of the largest neighborhoods in the City of Moss Point had the highest rates of owner-occupied housing units according to the 2000 Census. These neighborhoods were Central Moss Point and the Sawmill/West Moss Point Neighborhood. In the Sawmill/West Moss Point Neighborhood, about 83.5% of the homes in the neighborhood were owner-occupied. In the Central Moss Point Neighborhood owner-occupied homes accounted for 76.0% of all homes.

**Table 11. Occupied Housing Units in Neighborhoods by Tenure in Moss Point, 2000**

	Total Occupied Units	Owner-Occupied Units	Renter Occupied Units
<b>Moss Point</b>	5,762	4,249	1,513
<b>Airport</b>	13	13	0
<b>Brickyard Bayou</b>	358	289	39
<b>Central Moss Point</b>	2,010	1,529	471
<b>Downtown</b>	413	255	158
<b>East Moss Point</b>	141	108	33
<b>Escatawpa</b>	537	352	187
<b>Hospitality</b>	189	140	49
<b>Kreole</b>	932	646	286
<b>Sawmill</b>	1,475	1,231	244

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

Several neighborhoods in Moss Point had a rate of home ownership that was lower than that of the City as a whole. These neighborhoods included the Downtown Neighborhood and the Escatawpa Neighborhood. Approximately 61.7% of the housing units in the Downtown Neighborhood were owner-occupied and about 65.5% of the housing units in the Escatawpa Neighborhood were owner-occupied.

## Tenure by Type of Housing

Examining tenure by type of housing indicates not only ownership trends, but also changes in housing by housing type. Moss Point lost housing units over the decade, and the loss occurred across all types of housing. However, the user of this data should understand a very important fact regarding Census data.

The U. S. Census Bureau changed its data collection and reporting cycle with the 2010 census data. While data was once collected every ten years, now the Census Bureau, through the American Community Survey (ACS) Program, now engages in a year-to-year rolling statistical sampling technique and averages either one, three or five years of data together for reporting purposes. The size of the community determines the frequency and period at which data is reported.

The ACS data can vary widely from year to year because it is based on averages and sampling. In some cases, the margin of error may exceed the point estimate reported. The user should understand that ACS data is only a statistical sample and should rely on it only with that understanding.

As is the case in most communities, single family housing is the predominate housing type within Moss Point:

**Table 12. Types of Housing by Tenure in Moss Point, 2000 - 2010**

	Single Family	Single Family Attached	2 Units	3 to 9 Units	10 or More Units	Mobile or Manufactured Homes	Other
<b>2010</b>							
Total	4,608	73	123	150	33	68	0
Owner Occupied	3,335	33	26	0	0	22	0
Renter Occupied	1,273	40	97	150	33	46	0
<b>2000</b>							
Total	4,973	131	187	242	98	131	0
Owner Occupied	4,077	64	13	19	0	76	0
Renter Occupied	896	67	174	223	98	55	0

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

Over the census period, Moss Point experienced a reduction in occupied housing units (from 4,973 to 4,608) likely due to natural disaster and other causes. This reduction impacted housing of all types.

During a land use survey completed by the prior consultant in April 2008, planners identified small multi-family apartment complexes of eight units or less, and large apartment complexes of more than eight apartment units. Through the land use survey, planners identified 139 housing units located in small apartment complexes and 262 housing units located in large apartment complexes. Approximately 134 housing units were managed by the Mississippi Region 8 Housing Authority.

Most of the apartment complexes within the City of Moss Point were located in the Kreole Neighborhood. In this neighborhood there were fifteen small apartment complexes which had sixty-five housing units and there were five large apartment complexes that had 212 apartment units. About 69% of all multi-family housing was located within the Kreole Neighborhood.

## Value of Owner-Occupied Units

Although housing values in Moss Point are among the lowest in the County, they have increased at a greater rate than several other areas and faster than the state as a whole. The data indicates that apparently significant investments are being made in the Helena, Hurley and Vancleave communities as the home value has increased dramatically. With little unconstrained land remaining, communities such as Moss Point will have a difficult time attracting new housing development.

The term “infill” is used to describe the type of development that takes place on the remaining parcels of land once a community has approached buildout. Infill development is more difficult to accomplish when neighborhood character is already established or land assemblage must occur.

**Table 13. Median Value of Owner-Occupied Homes in Selected Communities and Cities in Jackson County, 1990 - 2010**

City or Community	2010	2000	1990	Change in Value	
				10-00	90-00
Moss Point	\$91,200	\$58,400	\$43,200	56.2%	35.2%
Pascagoula	\$105,400	\$63,800	\$47,800	65.2%	33.5%
Gautier	\$114,000	\$78,700	\$57,000	44.9%	38.1%
Ocean Springs	\$155,600	\$96,900	\$61,600	60.6%	57.3%
Escatawpa	\$88,600	\$59,100	\$45,600	49.9%	29.6%
Helena	\$101,300	\$49,200	na	105.9%	
Hurley	\$155,100	\$71,400	na	117.2%	
Vancleave	\$141,900	\$78,800	\$51,800	80.1%	52.1%
Jackson County	\$123,300	\$80,300	\$49,900	53.5%	60.9%
Mississippi	\$99,900	\$64,700	\$45,100	54.4%	43.5%

*Source: U.S. Department of Commerce, Bureau of the Census for years noted.*

One impact of having lower home value is that of a corresponding lower assessment and thus lower tax revenue. Without substantial new growth and development to add value to the city's tax base, Moss Point must either geographically expand its tax base to capture lost development and population, or increase its tax rate to generate income, or a combination of both.

Within Moss Point, Census data enables neighborhood level analysis. From this data, many of the census tracts and block groups located throughout the City of Moss Point indicated a healthy rate of growth in the median value of owner-occupied homes between 1990 and 2000. The homes in two block groups in the Central Moss Point Neighborhood experienced a growth in the median value of about 60%. These block groups included Census Tract 415 Block Group 2 which indicated a change in the median value of 62% and Census Tract 418, Block Group 2 which indicated a change in the median value of 57.2%. The median value of owner-occupied homes in the Downtown Neighborhood increased by 55.1%.

**Table 14. Median Value of Owner-Occupied Housing in Neighborhoods in Moss Point, 1990 and 2000**

Area or Neighborhood	2000	1990	Change in Value
Moss Point	\$58,400	\$43,200	35.2%
Brickyard Bayou	\$66,200	Not available	
Central Moss Point			
Census Tract 415 Block Group 2	\$62,900	\$38,700	62.5%
Census Tract 416 Block Group 2	\$53,700	\$40,300	33.3%
Census Tract 417 Block Group 2	\$47,700	\$42,100	13.3%
Census Tract 418 Block Group 1	\$45,700	\$34,800	31.3%

Census Tract 418 Block Group 2	\$54,000	\$30,900	57.2%
Census Tract 418 Block Group 4	\$51,900	\$41,900	23.9%
Downtown	\$63,600	\$41,000	55.1%
Escatawpa	\$49,700	Not available	
Hospitality	\$62,300	\$36,100	72.6%
Kreole			
Census Tract 416 Block Group 1	\$52,600	Not available	
Census Tract 416 Block Group 3	\$57,100	Not available	
Census Tract 417 Block Group 1	\$56,000	Not available	
Sawmill/West Moss Point			
Census Tract 414 Block Group 1	\$84,200	\$72,000	16.9%
Census Tract 414 Block Group 2	\$85,500	\$67,000	27.6%
Census Tract 414 Block Group 3	\$59,100	\$43,000	37.4%
Census Tract 414 Block Group 4	\$75,300	\$65,900	14.3%
Census Tract 418 Block Group 3	\$43,200	\$39,900	8.3%
Jackson County	\$80,300	\$49,900	60.9%
Mississippi	\$64,700	\$45,100	43.5%

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

Only two Neighborhoods had median values lower than the City in 2000. These were the Escatawpa Neighborhood and the Kreole Neighborhood. The Escatawpa Neighborhood had the lowest median home value within the city. In the Kreole Neighborhood, the median value of owner-occupied home in Census Tract 416, Block Group 1 was \$52,600. This block group is located along the northern and eastern edge of the Kreole Neighborhood. The other two block groups within the Kreole Neighborhood had median housing values of \$56,000 and \$57,100. One area within the Sawmill/West Moss Point Neighborhood had a median housing value significantly lower than that for the City of Moss Point. This area was identified as Census Tract 418 Block Group 3. This area was located in the southeastern area of the Sawmill/ West Moss Point Neighborhood between Magnolia Street and Main Street, from the corporate limits of the city to Dr. Martin Luther King Jr. Drive. Finally, there was one area within the Central Moss Point Neighborhood, Census Tract 417 Block Group 2 that had a low median value for owner-occupied homes and a low rate of growth between 1990 and 2000. This area was identified as Census Tract 417 Block Group 2, and was located in the southeastern corner of the Central Moss Point Neighborhood. This area was bounded on the east by MS Highway 63 and on the west by 2<sup>nd</sup> Street, on the north by Dr. Martin Luther King Jr. Drive and on the south by Shortcut Road.

The median value of owner-occupied housing units is an indicator of the health of a neighborhood. Therefore, there are several neighborhoods in which housing is able to maintain a high median value. These are generally in the Sawmill/West Moss Point Neighborhood, with the exception of one block group. Another healthy neighborhood is the Brickyard Neighborhood which had a median housing value which was higher than that for the State of Mississippi and the City of Moss Point. The Downtown Neighborhood and the Hospitality Neighborhood are also relatively healthy, with median housing values higher than that for the City, but lower than that for the State. These two neighborhoods saw the median housing value grow at a rate faster than that for the City of Moss Point.

Finally, there are two areas within the Central Moss Point Neighborhood in which the median value for owner-occupied units is lower than that for the City of Moss Point, but the areas had a rate of growth of the median value of about 60% between 1990 and 2000. These areas in the Central Moss Point Neighborhood were Census Tract 415 Block Group 2 and Census Tract 418, Block Group 2. Census Tract 415 Block Group 2 was located south of Elder Avenue to Jackson Avenue, and from Main Street or MS Highway 613 to Second Street. The median value of an owner-occupied home in this block group was \$62,900 and the value increased by more than 62% between 1990 and 2000. Census Tract 418 Block Group 2 was located south of Jackson Avenue to the Moss Point Corporate Limits, between Main Street or MS Highway 613 and MacPhelah Street. The median value of a home in this neighborhood was \$54,000, but the value increased by 57.2% between 1990 and 2000.

The previously mentioned neighborhoods may be considered healthy, and strategies adopted and implemented by the City should seek to maintain their health. Such strategies should continue to promote the quality of life within these neighborhoods, and may include the maintenance of city utilities, the addition of sidewalks, continued code enforcement to prevent hazardous situations within the neighborhoods and protection from encroachment from intensive commercial uses.

Among the areas which may be monitored and may require intervention to ensure that the housing market will become healthier include the Escatawpa Neighborhood and small areas located in the Central Moss Point Neighborhood, the Kreole Neighborhood and the Sawmill/ West Moss Point Neighborhood.

### **Housing Affordability**

Housing is generally considered affordable when housing costs do not exceed 30% of the average household's income. The latest available affordability data published by the Census Bureau spans the 2010 to 2014 period. For those renter occupied households measured, 43% pay rent that is in excess of 35% of their household income. Nearly 80% of this group (some 588 households) has a household income of less than \$20,000 per year.

For the current stock of vacant for rent housing (366 units according to 2010 to 2014 ACS data), the rent asked varies. Utilizing the \$20,000 per year figure above, affordability means housing available at the rate of \$500 per month or less. Of the 366 units, only 23% (or 85 units) have a "rent asked" of less than \$500. It appears that although land is limited, there is a need for additional housing in Moss Point which is within financial reach of a lower income segment of the population.

Additional information regarding rental housing and affordability can be found through the Gulf Regional Planning Commission. Each year, Gulf Regional Planning Commission contracts with W.S. Loper to survey the number of apartment complexes across the Mississippi Gulf Coast. The survey indicates the number of units, the number of vacant units and the rental rate for apartments in complexes with more than eight housing units. The last survey was completed in 2015, and it indicated that the multifamily construction has been limited due to overbuilding in previous decades. For specific details, the W. S. Loper should be consulted annually.

### **Housing Trends and the Market**

Housing needs and preferences change over time, and Moss Point will need to be in a position to recognize and accommodate those changes. As our nations' population ages, and as technology becomes more widespread and adapted to all aspects of our daily lives, societal changes occur, and labor markets change, housing will take on a different form than what was built in the 70's and 80's for instance.

Our nations' young adults have dramatically different preferences when compared to their parents or grandparents. They are socially different and their interests are different, and the housing market must be prepared to accommodate. Our young adults today wait longer to start families, are typically more social, and enjoy technology based jobs that are not location specific. Some even work from home with nothing more than their smartphone.

In recognition of this, Moss Point should ensure that its zoning regulations are suited to accommodating modern, reduced size housing, and that it contains provisions for "green" development characteristics. For example, solar panels, rain barrels and non-pervious hard surfacing are only a few components of "green" infrastructure.

In support of both existing housing and families, as well as future housing and families that come to Moss Point, the City should consider the following recommendations:

- 1) Expend significant effort to enhance and maintain a high quality of life within Moss Point. Quality of life issues touch on nearly all aspects of the City including, but not limited to, crime rate, quality of schools, shopping opportunities, pedestrian friendliness, infrastructure, opportunities for commerce, job availability, etc.
- 2) Locate groups or organizations that specialize in affordable housing and infill housing. Habitat for Humanity is one such group. Invite the group to consider developing in Moss Point and perhaps the city can play an instrumental role in inducing infill development. For example, the City may be in a position to acquire vacant or underutilized properties and in turn administer a redevelopment effort to place the property back in use.
- 3) Through the use of code enforcement, blighting influences should be eliminated as they arise. This is particularly true as it relates to the quality and condition of existing housing stock.
- 4) Moss Point should participate, or continue to participate, in programs which provide funding for the rehabilitation or construction of the city's housing stock. The City's Community Development Department currently fills this role and should be supported or expanded in the future, if possible. Each rehabilitation project eliminates a blighting influence and incrementally improves a neighborhood.
- 5) Evaluate the city's zoning code for impediments to residential redevelopment, particularly in older neighborhoods where lot sizes may be substantially smaller. Take corrective action as needed to facilitate the redevelopment and infill process.
- 6) With an aging population and changing market preferences, Moss Point could benefit by embracing more efficient housing patterns. Smaller homes on smaller lots, with less yard area to maintain, appeals to both older and younger occupants. Older occupants may have reduced ability to maintain a yard and open space while younger occupants may have less interest in doing so.

## **Vision, Guiding Principles, Goals and Policies**

The Comprehensive Plan provides a long-term, up to twenty-five years, vision for the community and defines goals and policies which determine the pathway to reach this vision. This chapter frames a vision for the City of Moss Point, which was developed by the city's elected leaders, community leaders and city staff. The goals describe a desired future condition, usually in general terms. Policies define a course of action or rule of conduct to be used to achieve the goals of the plan.

This Comprehensive Plan is based upon the following:

- ***Vision*** describes the desired outcome.
- ***Values*** and ***Goals*** refine this desired outcome.
- ***Policies*** describe anticipated actions and responses to specific circumstances that will help to achieve the vision and goals.
- ***Strategies*** and ***Recommendations*** are specific actions to reach standards prescribed by levels of service or the policies.

### **The Vision of the City of Moss Point**

Moss Point, Mississippi is a friendly five-star river city with an abundance of natural resources, significant economic opportunities and outstanding public services. Moss Point strives to enhance all aspects of education and quality of life for current and future generations. We provide opportunities for every citizen to aspire to live the American dream, be proud of the city's heritage, and be enriched by the diversity of culture and faith. We are well-known for being green-focused and pollution and litter-free. Public and private partnerships are continuously at work to enhance our citizens' daily life.

#### **Moss Point is a Naturally Beautiful River City**

Moss Point is a naturally beautiful city that sits at the confluence of the pristine Pascagoula and Escatawpa Rivers. The city is easily accessible by land, water, rail and air, thus providing the city with strategic economic benefits. There are clean creeks, streams and bayous throughout the city. We value our long shorelines, moss-laden live oak trees, green vegetation, rich productive soil, seafood variety, clean air, natural harbors, and abundant wildlife habitat. The moderate climate allows for year-round boating, kayaking, water-skiing, riverboat rides, and dinner cruises. Along the waterfront, citizens and visitors enjoy plentiful waterfront recreational opportunities including nature trails into the marshland, boardwalks, and parks bordering the river. Sustainable mixed use development that blends with the natural environment allows for shopping, cafes and restaurants, entertainment and culture, including annual festivals and a riverfront amphitheater.

#### **Moss Point is People Friendly**

Moss Point is a quaint place where people are proud to live and enjoy the quiet, natural lifestyle of sitting on their front porches and watching the sunrise and sunset. Moss Point is a safe, peaceful city where residents work, shop, worship and are entertained. Historic homes and numerous massive, moss draped oaks connect the past to the present and contribute to the city's unique character. People are known by their first name and greeted with a smile. The city has a clean and landscaped environment. Residents coexist in distinctive, diverse neighborhoods and live in quality housing that is well maintained. Our neighborhoods are safe and active, with sidewalks, bike trails, parks, playgrounds and community centers that promote ownership and healthy living. Recreation programs for all ages include a multi-sport complex, a movie theater and an indoor swimming pool. Arts, crafts and performing arts foster development and showcase local talent.

### **Moss Point is a well-run city**

We provide the highest quality of life delivering quality service in areas of public safety, recreation, public works, code enforcement and finance. Our employees are well-trained and competent, and they actively seek citizen feedback and ways to improve efficiency. Customers are treated in a professional, courteous, and respectful manner. The quality of our services is consistently described as responsive, timely, efficient, and cost-effective. With accountability at all levels, we ensure that trust in government is our ultimate product.

### **Community Values**

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

**Values<sup>10</sup>** that can make this change happen:

- Invest Right the First Time
- Work Together
- Build on Community Strengths
- Practice Democracy
- Preserve the Past
- Grow Leaders and Leadership
- Invent a Brighter Future

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

### **Goals and Policies**

#### **Historic, Social and Cultural Goals and Policies**

The City of Moss Point is unique in that it sits at the confluence of two rivers in the Coastal Mississippi plain. The Pascagoula River is noted for its environmental diversity across the nation and is the longest undammed river that remains in the continental United States. The Escatawpa River is a black water river, which in 1978 was recognized as one of the most scenic rivers in the United States by the U.S. Park Service in their review of a nomination of the river to the Federal Scenic Rivers Program. The confluence of these two rivers is characterized by upland areas to the south, which is the location of some of the oldest neighborhoods in Moss Point, to sleepy bayous and wetlands which provide wildlife habitat in the middle of an urban area.

Besides their natural beauty, these rivers have provided the economic livelihood and shaped the culture of the City of Moss Point. Since approximately 1830, people migrated to this area to work in the historic ship building and timber processing industries. Homes throughout the city speak to the providence of the economic forces of Moss Point industries, with pockets of historic homes surviving to this day. These homes include historic mansions and upper income cottages in the Sawmill Neighborhood and cottages and shot gun style homes of middle class craftsmen along Elder Ferry Road.

In 2009, leaders of the City of Moss Point identified in their vision the desire to reconnect with the natural and historical environment. The city seeks access to the waterfront for citizens to recreate and enjoy the natural areas.

**Goal 1: Continue to preserve the history of Moss Point by preserving historic homes, public buildings and commercial buildings.**

---

<sup>10</sup> Suzanne W. Morse. Smart Communities: How Citizens and Local Leaders Can Use Strategic Thinking to Build a Brighter Future. John Wiley & Sons, Inc. 2004.

	Policy 1.1	Designate buildings worthy of preservation.
	Policy 1.2	Complete the application for Local Certified Government status to ensure that the city may be eligible for grant funds for resource inventories and rehabilitation and conservation projects.
	Policy 1.3	Adopt a local ordinance to protect identified historic structures within districts.
	Policy 1.4	Complete the inventory of historic homes in the City of Moss Point to ultimately create a Historic Overlay District within the city's Zoning Ordinance.
	Policy 1.5	Work with the Mississippi Main Street Program to educate property owners in the downtown area of the attributes, including economic attributes of historic preservation of commercial buildings.
	Policy 1.6	Utilize façade improvements in the downtown area to insure that buildings within the area look attractive and compliment the historic buildings in downtown.
<b>Goal 2:</b>	<b>Community festivals bring the community together and bring visitors to the community. Continue to host the existing festivals, as more venues are developed, support organizations that can bring well organized festivals that enhance the community.</b>	
	Policy 2.1	Enhance the city's riverfront in the downtown area with town greens and with an amphitheater on the waterfront to create a venue for festivals and community activities.
	Policy 2.2	Establish town greens with increased housing densities. These town greens can be utilized for festivals and markets, and also for informal socialization.
<b>Goal 3:</b>	<b>Moss Point is a community of faith, built on the strength of many churches and parishes. Ensure that faith and communities of faith continue to be part of the network of this community.</b>	
<b>Goal 4:</b>	<b>Preserve the small town atmosphere of Moss Point.</b>	
	Policy 4.1	Continue to encourage family-friendly festivals at the waterfront.
	Policy 4.2	Establish sidewalks in all neighborhoods.
<b>Goal 5:</b>	<b>Become a model for sustainable development, adopting practices, building processes and the use of materials and technologies at all levels of development, ensuring the safety of residents from toxic and natural hazards.</b>	
	Policy 5.1	Support LEED Certified developments within the community by promoting the development and explaining the importance of the development to residents in the community.
	Policy 5.2	Adopt the Renaissance Guild standards for subdivision and multi-family development to ensure that affordable housing is sustainable and contributes to the community.

Policy 5.3	Establish a public/private program that will retrofit existing homes of moderate to low-income residents with energy efficient technologies.
<b>Goal 6:</b>	<b>Maintain and improve the quality of the natural resources of the City of Moss Point.</b>
Policy 6.1	Support efforts to create and to restore the tree canopy with species that are native and that may be resistant to damage from hurricanes.
Policy 6.2	Ensure that new residential or commercial development on the Riverfront provides public access to the riverfront.
Policy 6.3	Coordinate with state and federal agencies to monitor and protect water quality.
Policy 6.4	Coordinate with state and federal agencies to protect wetlands and wildlife habitats.
Policy 6.5	Work with local partners, such as the Land Trust for the Coastal Mississippi Plain and the Mississippi Audubon Center to preserve habitat and wetlands areas in Moss Point.
Policy 6.6	Adopt and enforce a tree ordinance within the City of Moss Point.

### **Housing Goals and Policies**

Residents and city leaders envision safe and sustainable neighborhoods throughout the City of Moss Point, which maintain their value, but also provide a diversity of housing types which allow residents to remain in the neighborhood they choose as they age or as their economic conditions change. Concepts were created that illustrate these ideals. Retail and service developments could offer residential development on upper floors. Townhomes and cottages on smaller lots within the development could provide affordable family living and could be located between the mixed use areas and the lower density residential that blends into existing subdivisions.

A redeveloped city block in the Kreole neighborhood could offer apartment and townhome living around a town green which could be used for festivals, markets and informal socializing. Housing could be rented or owned, providing options for older residents in Kreole to give up their larger homes in subdivisions and move into smaller units with less maintenance or for young families to find an affordable housing unit in the neighborhood in which they intend to raise their children.

Finally, Downtown offers a new opportunity to create owner or rental housing above retail and service businesses. This type of urban living can create a walkable community, places residents in a safe location with proximity and views of the Escatawpa River and lends a new sophistication to the City of Moss Point. Further, it places a market component (shoppers) in proximity to retailers.

These three concepts seek to create sustainable neighborhoods.

<b>Goal 1:</b>	<b>Stabilize and improve neighborhoods. Begin by aiding in improving inhabited substandard homes and remove dilapidated vacant housing to provide opportunities for new construction.</b>
Policy 1.1	Establish programs to help people of moderate and low income renovate their homes, to insure that their homes are up to code and provide a safe place to live.
Policy 1.2	Establish a public/private program that will retrofit existing homes of moderate to low-income residents with energy efficient technologies.
Policy 1.3	Establish a Comprehensive Code Enforcement Program to insure that housing is safe and work with homeowners of limited means to secure assistance to make the needed repairs to their homes.

<b>Goal 2:</b>	<b>Offer affordable housing choices that serve residents of all ages, from young working families through senior citizens.</b>
----------------	--------------------------------------------------------------------------------------------------------------------------------

- Policy 2.1 Allow a diversity of housing types within the community, from single family homes on smaller lots to townhomes, upper story residential units over commercial buildings and multi-family complexes.
- Policy 2.2 Allow the creation of mixed use neighborhoods in which there is a diversity of housing types.
- Policy 2.3 Create neighborhood blocks with a mix of diverse but dense housing types around town greens.
- Policy 2.4 Ensure that home construction results in safe homes that will appreciate in value over time.

**Goal 3:** **Continue to rebuild and grow in a manner consistent with the diverse historic forms of the neighborhoods.**

- Policy 3.1 Ensure that new development is compatible with adjacent land uses. Diversity of housing types may be encouraged, but the scale, size, design and density should be compatible with adjacent development.
- Policy 3.2 Where residential uses abut non-residential development, integrate the uses through site and building designs that provide for pedestrian connections between uses, but restrict residential from commercial traffic.
- Policy 3.3 In areas that are close to the waterfront or have wetlands or low-lying areas or other environmental factors, encourage conservation subdivision design to preserve environmental features.
- Policy 3.4 Where adjacent residential density, unit type or scale of buildings differ, provide for compatible transitions through a combination of building designs, buffering or transitional uses.

**Economic Goals and Policies**

The City of Moss Point has a growing economic sector and a bright economic future. The city has two industrial parks with unsurpassed transportation options to offer clients. Just as important, the community has shifted away from a reliance on heavy industry, and finds itself to be a suitable fit with high technology aeronautic based industries and energy industries.

The desire of the community is to establish clean industries within its borders. The city has made several very smart and courageous investments in the environment that are cornerstones in a regional eco-tourism industry. The development of Pelican Landing Meeting and Conference Center and the city's Riverwalk have brought residents back to the waterfront, brought eco-tourism organizations and opportunities to the city, and created opportunities for eco-tourist entrepreneurs.

In the past, the city has relied upon large industrial employers, but both eco-tourism efforts and downtown redevelopment will promote the independent entrepreneur. To insure residents within Moss Point have the capacity to take advantage of these industries, as well as serve the contract needs for big businesses within the region, the City of Moss Point, Jackson County and private sector partners established a Business Incubator to nurture new businesses in Moss Point.

Moss Point is also focusing on retail and service business. The city has tremendous transportation advantages. Businesses that serve both the commuting public and traveling public are growing within the City of Moss Point.

In addition to the following goals and policies, Part XX Economic Development contains a more detailed list of measures for the enhancement of economic development opportunities within the city.

**Goal 1:** **Promote the Trent Lott International Airport and the Technology and Industrial Park, to provide opportunities for state-of-the-art aeronautics and high tech industries.**

	Policy 1.1	Development along Highway 63 and along Saracennia Road should complement and enhance the airport.
	Policy 1.2	Establish an airport overlay district to protect the airport from barriers to development.
	Policy 1.3	Attract companies that utilize technology by installing fiber optic cable for data and information transfer.
<b>Goal 2:</b>	<b>Eco-Tourism is a viable and desirable economic development strategy for Moss Point. Continue to build on the location of and the relationships with the Audubon Center, the Grand Bay National Estuarine Research Reserve, Pelican Landing Meeting and Conference Center, Downtown Moss Point, and the Pascagoula and Escatawpa Rivers.</b>	
	Policy 2.1	Develop a Greenway Plan which links anchor eco-tourism attractions to each other and to neighborhoods in Moss Point.
	Policy 2.2	Seek to establish public-private partnerships to create greater opportunities for eco-tourism entrepreneurs within the community.
	Policy 2.3	Continue to ensure public access to the riverfront through public projects, and in cooperation with State and Federal partners and with non-profit partners.
<b>Goal 3:</b>	<b>Encourage economic diversity to avoid over reliance on any one company or economic sector to ensure that the city's workforce and economy is able to transform as the national and international economies transform.</b>	
	Policy 3.1	Work with the Jackson County Economic Development Foundation to diversify the manufacturing base of the city.
	Policy 3.2	Retain small businesses in neighborhood settings to encourage a variety of businesses and business ownership, as well as convenience for nearby residents.
	Policy 3.3	Work with the Jackson County Eco-Tourism Organization to build the eco-tourism industry in Moss Point.
	Policy 3.4	Continue to support the Small Business Incubator to nurture small businesses and entrepreneurs.
	Policy 3.5	Establish a light industrial park for small manufacturing companies.
	Policy 3.6	Support the role of an individual to work with the Main Street Program, eco-tourism and environmental efforts, the business incubator, and the Jackson County Economic Development Foundation to build a healthy small business community in Moss Point.
	Policy 3.7	A harbor or industrial port may be considered for part of the north shore of the Escatawpa River in the vicinity of Highway 63 extending to an area south of Ehlers Street. This port could function as a transshipment point, allowing ships and barges to dock and be unloaded and then shipped via rail or truck. Access to Interstate 10 and existing rail lines and the vicinity of the airport are attributes.
<b>Goal 4:</b>	<b>Establish Moss Point as a destination for meetings and conferences, building on the thriving eco-tourism resources and planning for additional types of meetings and different types of meeting participants.</b>	
	Policy 4.1	Establish a plan to promote and to market the use of the Pelican Landing Meeting and Conference Center at a regional level.
	Policy 4.2	Establish a Task Force among the city's hotels, bed and breakfast facilities, as well as other hospitality providers to determine the capacity to host workshops and provide supportive services.

**Goal 5:** **Continue to recruit employers to the community that can offer employment that will build the community.**

Policy 5.1 Continue to partner with the Jackson County Economic Development Foundation to recruit businesses into the city's industrial parks.

**Goal 6:** **Establish downtown and the downtown waterfront as a destination location.**

Policy 6.1 Promote downtown businesses and the waterfront as the city's central business district and a place of significance.

Policy 6.2 Implement the CDBG Downtown Façade Improvement Program.

Policy 6.3 Encourage the development of residences on upper floors in the downtown area.

Policy 6.4 Realize a downtown waterfront park and town green, which incorporates opportunities for community festivals and concerts.

Policy 6.5 Discourage or otherwise prohibit land uses in the downtown area that fail to project a sense of prosperity. These include discount stores, pawn shops, title loan and similar services.

**Goal 7:** **Retain the existing businesses in Moss Point as a vibrant part of the economy.**

Policy 7.1 Establish a light industrial park to provide support to businesses at the larger industrial sites in Jackson County.

Policy 7.2 Establish programs at the Small Business Incubator that help existing businesses prepare for challenging economic times, and to help existing businesses modify their practices to be more competitive.

**Goal 8:** **In furtherance of attracting economic development opportunities, the City of Moss Point commits to examining methods by which it can incentivize economic development on a project by project basis.**

Policy 8.1 Moss Point recognizes that tax breaks and other available financial incentives aid in reducing risk for the developer, and reduced risk aids in furthering economic development projects.

Policy 8.2 Moss Point will encourage other governmental entities to partner and provide like incentives, where possible, for economic development project.

Policy 8.3 Moss Point will not, as a matter of policy, provide financial incentives to each and every economic development project. The City recognizes that each project must be evaluated and the degree of incentive, if any, must be examined.

### **Land Use Goals and Policies**

City residents and city leaders have a desire for new development to be sustainable and maintain its value over time. Additionally, the city desires to preserve neighborhoods, and new residential construction should be built to create sustainable neighborhoods. Public access to the waterfront should be enhanced, requiring that access be provided in new developments, or that access be built into older neighborhoods. Also, the city seeks development and redevelopment that respects the cultural and natural environment.

**Goal 1:** **Create traditional, sustainable neighborhoods through a combination of zoning, guidelines for design and construction, and the provision of community facilities such as sidewalks and community gathering spaces.**

Policy 1.1 Require developers to build new subdivisions and new multi-family housing that is consistent with the standards proposed within the Renaissance Guild.

	Policy 1.2	Adopt the latest versions of the International Building Codes to ensure that new construction is compliant with safety standards.
	Policy 1.3	Update subdivision regulations to ensure that new subdivisions are built to adequate public facility standards.
<b>Goal 2:</b>	<b>Maintain and enhance the character of neighborhoods and preserve the integrity of the natural, historic and cultural resources within the City of Moss Point.</b>	
	Policy 2.1	Ensure development in the vicinity of the airport does not constrain future growth and operations of the airport.
	Policy 2.2	Preserve historic resources in the City of Moss Point.
	Policy 2.3	Maintain working waterfronts in Moss Point that support the ship building industry.
	Policy 2.4	Allow taller buildings to exist in higher density areas, such as the downtown area.
	Policy 2.5	Protect neighborhoods from encroachment of incompatible land uses by ensuring that the zoning is consistent with the Future Land Use Map, and by developing and enforcing compatibility standards that address noise, traffic and aesthetics.
	Policy 2.6	Allow the development of limited neighborhood service and retail uses for residential sites that are sufficiently large to allow such uses to be integrated compatibly with proposed residential development. Standards for these uses should achieve compatibility through a combination of building form, building scale and site and building design standards. Non-residential uses, generally, should be located on collector or arterial streets.
	Policy 2.7	Establish standards such that non-residential development occurs at appropriate scales and locations. Standards should ensure that uses (including home occupations) within or adjacent to residential areas are compatible with residential uses.
	Policy 2.8	Preserve historic cemeteries located within the City of Moss Point and preserve the historic buildings within the city.
<b>Goal 3:</b>	<b>Utilize the Comprehensive Plan as a guide for future development decisions.</b>	
	Policy 3.1	Maintain the Future Land Use Map to guide land use decisions for public and private decision makers.
	Policy 3.2	Use the Future Land Use Map in conjunction with other goals and policies within this plan to guide zoning and development decisions.
	Policy 3.3	Use the Future Land Use Map in conjunction with the policies within this plan and the city's Zoning Ordinance and Subdivision Regulations to achieve neighborhood stability, expand economic opportunities and to achieve the goals of this plan.
	Policy 3.4	The Future Land Use Map establishes a land use pattern that will accommodate anticipated commercial and residential growth in the community. Prior to amending the Future Land Use Map, finding must be made that the proposed amendment would be consistent with the plan's goals; would be compatible with future land uses for surrounding areas of the community; would not create a shortage of any particular type of residential or non-residential land; and would enhance the overall quality of life in the community.

#### **Transportation Goals and Policies**

The City of Moss Point has tremendous transportation attributes. Rail, air, waterways and roadways provide excellent access for industry in the community. The city's roadways are some of the busiest in

Jackson County, providing a safe route for commuters to industries in Moss Point, Pascagoula and southern Jackson County.

**Goal 1: Enhance Transportation system mobility and accessibility for all roadway users and modes.**

- Policy 1.1 Relieve traffic congestion and decrease travel time on local roadways.
- Policy 1.2 Facilitate the design of roadways to accommodate multiple users.
- Policy 1.3 Increase mobility opportunities for the elderly, physically and mentally challenged, and low income residents who lack the means to use existing travel options.
- Policy 1.4 Enhance bicycle and pedestrian mobility.
- Policy 1.5 Improve urban to rural connections for transit.
- Policy 1.6 Consider the impact of development on adjacent roadway corridors.
- Policy 1.7 Improve regional access to community facilities.
- Policy 1.8 Facilitate inter-modal goods movement.
- Policy 1.9 Plan and promote viable opportunities for residents to commute.

**Goal 2: Enhance Local and Regional Connectivity and Economic Viability.**

- Policy 2.1 Improve local and regional connectivity by enhancing mobility for vehicles, freight, transit, bicycle and pedestrian within Moss Point and to other locations in the Mississippi Gulf Coast.
- Policy 2.2 Place a high priority on development of planned improvements to MS Highway 63 and MS Highway 613 to improve upon commercial accessibility and hurricane evacuation.
- Policy 2.3 Ensure that highway corridors are designed to support the full range of travel options within or parallel to the corridors.
- Policy 2.4 Maximize connectivity between streets to increase travel options.
- Policy 2.5 Ensure that land uses, site designs, and street improvements do not limit mobility options for all users unless there are parallel facilities.
- Policy 2.6 Reduce demands for new transportation facilities through better integration of land uses that enable residents to work, play and shop in closer proximity to their homes.

**Goal 3: Enhance Environmental Quality and Public Safety.**

- Policy 3.1 Support hurricane and other emergency evacuation planning efforts by giving priority consideration to proposed transportation system improvements that safely and efficiently remove residents from the area.
- Policy 3.2 Promote the safety of pedestrians, bicyclists, and other users of non-motorized modes and motorized modes.
- Policy 3.3 Support allocation of resources to upgrade grade crossings and warning systems on major rail lines.
- Policy 3.4 Enhance air quality in the region by developing projects that would help reduce mobile-source emissions of pollutants.
- Policy 3.5 Promote access management, divided roadway and other roadway design measures intended to maximize safety for all roadway users.
- Policy 3.6 Promote traffic calming measures where warranted.
- Policy 3.7 Promote the design of safe intersections for all roadway users.
- Policy 3.8 Promote “context sensitive” design in the project development process.
- Policy 3.9 Promote maintaining a natural landscape buffer between natural resources and local development.
- Policy 3.10 Work with Jackson County Heritage Trails Partnership, to promote and support the planning and development of a trail and blueway system along local greenways, water bodies and or abandoned rail lines.

**Goal 4: Support Local Values and Preserve Existing Community Resources.**

- Policy 4.1 Ensure that proposed improvements are consistent with local plans, goals, and objectives.
- Policy 4.2 Support local standards by giving priority consideration to projects that meet community expectations regarding walkability, aesthetic appeal and other quality-of-life issues.
- Policy 4.3 Support land use and community planning activities by developing projects that are consistent with access management and traffic-calming strategies for transportation system development.
- Policy 4.4 Plan ahead by identifying and acquiring or protecting transportation corridors and the necessary rights-of-way in advance of immediate need to permit future safe and efficient transportation improvements at a minimal cost.
- Policy 4.5 Promote the designation of scenic byways.

**Community Facilities Goals and Policies**

The Community facilities goals and policies are the cornerstone to the quality of life in the City of Moss Point. Adequate sewer, safe water and excellent public safety services are basic to the function of every home and business in Moss Point. Educational, cultural and recreational programs offered through schools, the library and the city's Parks and Recreation Department invigorate the community, and offer opportunities for residents to experience personal growth.

In the past, the city built community facilities which enhanced the quality of life and also spurred new economic development opportunities. The city's Riverwalk and Downtown Park and the city's Pelican Landing Meeting and Conference Center led the City of Moss Point to be on the forefront of eco-tourism along the Mississippi Gulf Coast. City leaders and residents desire to continue to promote access to the waterfront and to protect and enhance the natural environment for the benefit of residents of the City of Moss Point.

**Goal 1: Provide high quality educational services for residents of the City of Moss Point.**

- Policy 1.1 Provide new state of the art school buildings for the students of Moss Point.
- Policy 1.2 Coordinate with the School District to utilize community schools for after school community meeting and learning programs.
- Policy 1.3 Provide opportunities for Mississippi Gulf Coast Community College to sponsor job-training workshops and degree level classes within the City of Moss Point to enhance the employability skills of residents within the city.
- Policy 1.4 Work with the Moss Point School District to improve academic opportunities and academic achievement for students.

**Goal 2: Provide seamless management of public facilities.**

- Policy 2.1 Time public facilities to coincide with major developments.
- Policy 2.2 Ensure staff has up to date training and certifications.

**Goal 3: Provide safe drinking water.**

- Policy 3.1 Ensure that water systems are designed and constructed to meet minimum levels of service for normal and emergency needs.
- Policy 3.2 Participate with the Jackson County Utility Authority to make improvements to the existing water and sewer system and to expand transmission lines; thus, expanding the system.

- Goal 4:** **Ensure public safety.**
- Policy 4.1 Monitor and continue to maintain or improve priority call response times, crime rates and case resolution rates.
  - Policy 4.2 Encourage citizen participation in public safety programs that increase public awareness of crime and safety issues to support and reinforce the efforts of public safety officers.
  - Policy 4.3 Improve facilities of downtown stations to support Downtown redevelopment, and to insure the city has adequate space for projected growth.
  - Policy 4.4 Investigate the need for substations in specific neighborhoods to provide quicker response and community policing activities.
- Goal 6:** **Maintain a high quality library system that serves all ages.**
- Policy 6.1 Continually strive to enhance the levels of service available at the library, either through improved facilities, expanded programs, enhanced funding, or a combination of items.
- Goal 7:** **Public access to the waterfront, the rivers and the ecosystems in Moss Point is important, therefore, continue to provide public access where it does exist and create more opportunity for residents and visitors to access natural resources.**
- Policy 7.1 Establish a network of boat launches across the city's waterfront areas to provide convenient access to the city's wonderful water resources. Launches should be accessible to many sized watercraft, including canoes and kayaks.
  - Policy 7.2 Coordinate with State and Federal agencies to provide appropriate access to public lands for recreational purposes.
- Goal 8:** **Establish a network of trails and sidewalks and incorporate these into both a greenway recreational system, and a form of safe public transportation.**
- Policy 8.1 Continue to plant sustainable trees to form a canopy for shade and beauty in the urban areas and the neighborhoods and are the linkage with the greenway system.
  - Policy 8.2 Coordinate with State and Federal agencies to provide appropriate access to public lands for recreational purposes.
  - Policy 8.3 Develop a long range Greenways Plan that links eco-tourism assets to historic sites and historic buildings, to downtown and links neighborhoods to neighborhoods and to the waterfront.
- Goal 9:** **Improve city parks and establish new parks in areas not served by adequate recreation.**
- Policy 9.1 Establish a network of city greens that provide a space for impromptu and organized recreation, social interaction and neighborhood and community festivals.
  - Policy 9.2 Continue to provide a variety of recreational programs for residents of all ages in Moss Point.
  - Policy 9.3 Consider creating a third recreation center geared towards life long health.

## Existing Land Use Inventory and Analysis

The purpose of an existing land use analysis is to understand the spatial distribution, type and intensity of land uses. Analysis of the land use inventory identified patterns of development within the city, patterns of growth and the analysis revealed existing land development deficiencies and how they might affect future development. Analysis of existing land use also helped determine changes that may need to be made to the Future Land Use Plan and/or the Zoning Ordinance, based upon the long term goals of the City of Moss Point.

### Land Use Methodology

A land use survey was performed by the 2009 comprehensive planning consulting firm for Moss Point and the surrounding planning area. To accomplish this task, planners first mapped land uses coded by the Jackson County Tax Assessor and Collector. These land use codes are utilized for tax purposes and provided only a general overview of the types of existing land uses.

Next, planners reviewed the codes and determined a more specific land use code to refine the tax data. Planners next mapped the parcels, coloring the parcels in accordance with the tax coding. Then planners utilized these maps to perform a visual field survey of all of the parcels within the City of Moss Point and within the planning area. This survey was completed over five days in March, 2008. Planners then transferred the data gained while in the field into a Geographic Information System (GIS) based upon parcel data.

The land use data defined current conditions and development trends and formed the basis for establishing the Future Land Use, Community Facilities and Transportation Plans.

### Inventory

Following is an explanation of the categories of existing land use within the City of Moss Point and the planning area.

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

**Church or Institutional** - Church uses entailed a public or semi-public function, reserved for specialized spiritual or religious structures that may have large assembly areas, stages and choirs, classrooms, bells, bell towers, steeples and may include residential quarters on site. This category of land use included cemeteries that serve a public or semi-public function. Cemeteries usually included open space and monuments and statuary.

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

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

**Medical**- Medical land uses had a primary function to the conduct of medical treatment. This category of land uses included medical clinics, hospice, but not medical offices, or nursing homes.

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

Offices- This category included land used primarily for the conduct of a business where professional services were provided, such as accounting, engineering, legal, medical or real estate services.

Public and Semi-Public- This category included areas of public function such as local, county, state and Federal governmental offices, meeting halls, libraries, and post offices and National Guard Armories. This category also included semi-public organization offices and meeting rooms, as well as semi-public clubs, which included VFW, American Legion, and Masonic Halls. This category included public school buildings, auditoriums, recreation fields and support land uses such as school bus parking areas.

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

Manufactured Housing – Land uses identified as a manufactured housing included a residential land with one or more factory-built dwelling units, including mobile homes (“trailers”) and manufactured homes located either on individual lots or within a subdivision or mobile home park.

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

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

Vacant or undeveloped – Vacant or undeveloped lands were defined as lots in developed areas as well as wooded areas not associated with agriculture or recreation.

The following paragraphs identify the land uses within the City of Moss Point and the planning area outside the City of Moss Point, and provide an analysis which compares developed land uses in Moss Point with developed land uses of other communities.

### **Land Uses within the City of Moss Point**

The City of Moss Point consists of land, water, and areas in between. Based upon tax parcel data, there are approximately 10,911.6 acres of land located within the City. The land within Moss Point is utilized for a variety of land uses and support services, as discussed below. The following land use measurements were the product of the City's 2009 comprehensive planning effort.

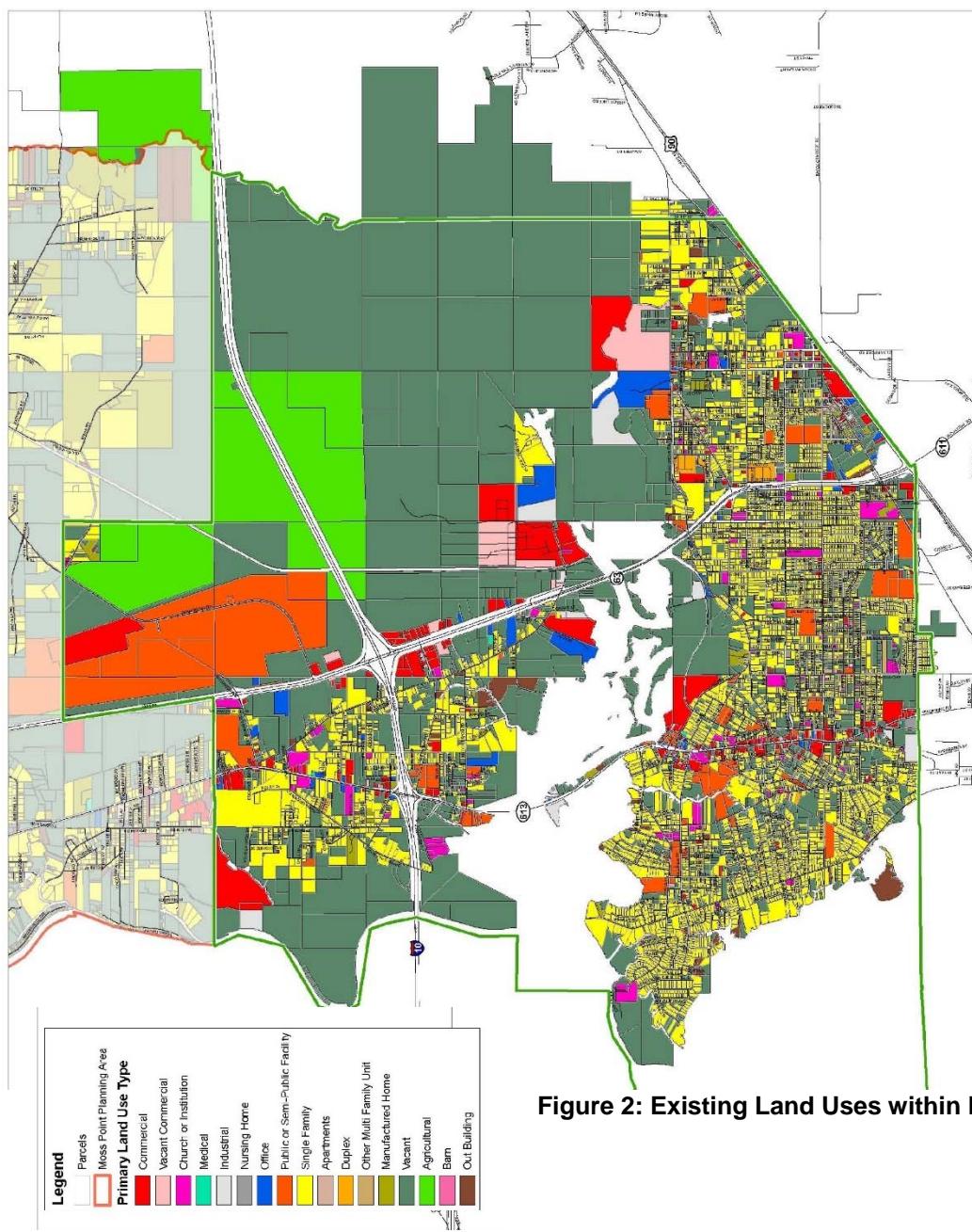
**Table 15. Land Use within the City of Moss Point, 2008**

Land Use Type	Acres	Percent of Total Land Area
<b>Agricultural</b>	426.5	3.9%
<b>Commercial</b>	716.7	6.6%
<b>Offices</b>	176.8	1.6%
<b>Industrial</b>	109.5	1.0%
<b>Medical</b>	6.8	0.06%
<b>Nursing Home</b>	4.7	0.04%
<b>Public/Semi-Public Facility</b>	297.4	2.7%

<b>Church/Institutional</b>	159.7	1.5%
<b>Residential- Single Family</b>	2,806.0	25.7%
<b>Residential- Manufactured Homes</b>	88.5	0.8%
<b>Residential- Duplexes</b>	46.1	0.4%
<b>Residential- Multi-Family</b>	29.9	0.3%
<b>Residential- Outbuildings only</b>	133.4	1.2%
<b>Developed Land</b>	5,002.0	45.8%
<b>Vacant</b>	5,909.6	54.2%
<b>Total</b>	10,911.6	100%

Source: Slaughter & Associates, PLLC. Land Use Survey completed in March 2008. Bridge & Watson was unable to confirm the accuracy of the above data.

The land use survey as conducted and mapped by the 2009 consultant is as follows, for both the existing city and extraterritorial planning area.



**Figure 2: Existing Land Uses within Moss Point**

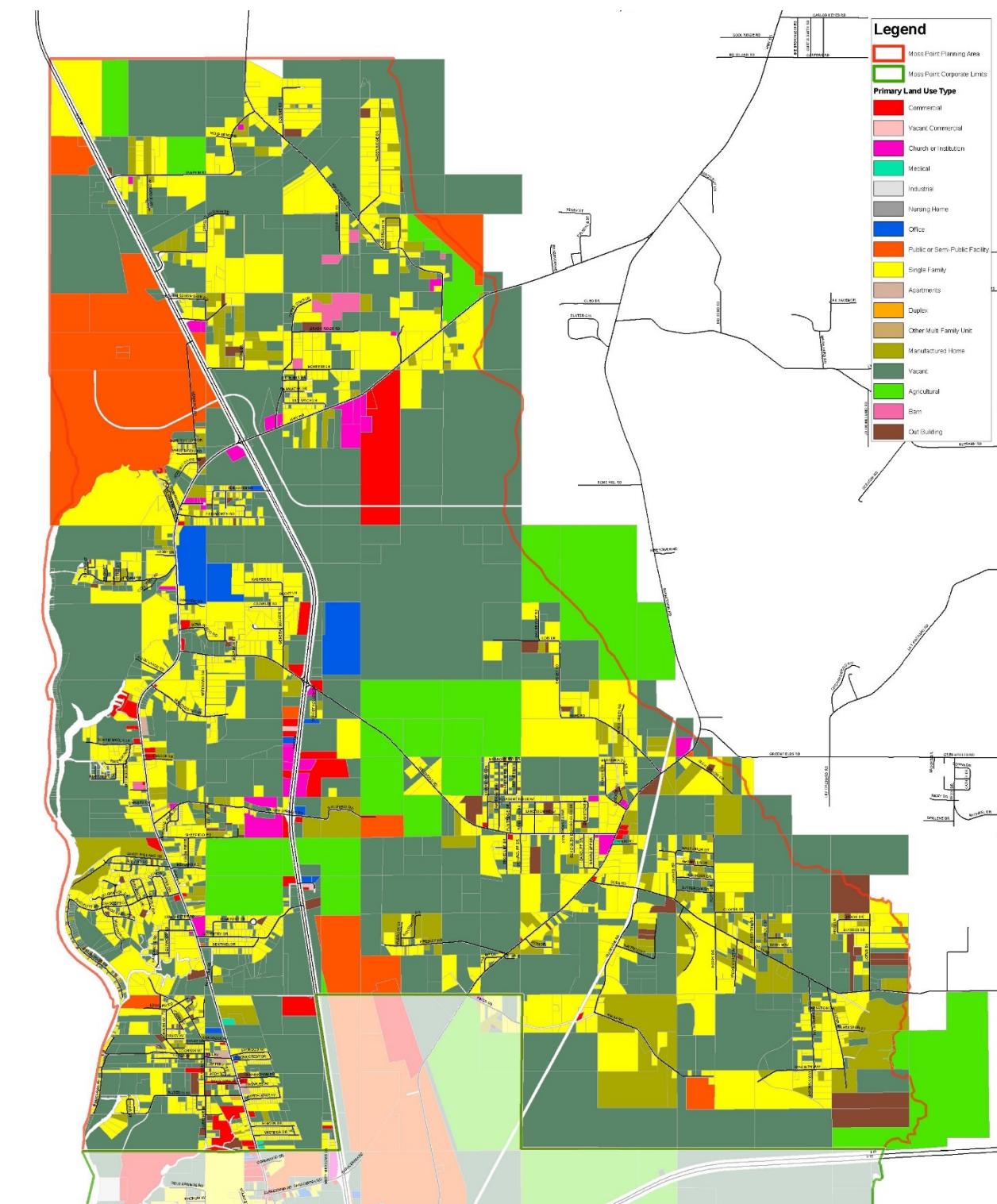


Figure 3: Existing Land Uses within Moss Point's Extraterritorial Planning Area.

### **Agricultural**

Approximately 426.3 acres of land or about 3.9% of the land area in Moss Point is devoted to agricultural land uses, most of which appeared to be used as pasture lands or crop land and was located in the northeastern portion of the city, along Interstate 10, and along Saracennia Road. Although devoted to agricultural purposes, these lands may someday transition to urban uses and therefore agricultural uses are synonymous with vacant lands for future land use purposes.

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

Residential land uses total 3,103.9 acres (28.4%) in the City. The majority of residential land uses (2,806 acres) are used for single-family residential development, which includes homes located in suburban subdivisions, on large private lots, and in the developed urban areas of the City. Other types of residential land uses include duplexes, multi-family residential housing and manufactured housing. Duplexes exist on 46.1 acres within the City of Moss Point. Multi-family residential uses exist on 29.9 acres. Together these two land uses account for 76 acres or 0.7% of the land use within the City of Moss Point.

### **Commercial**

Commercial land uses within the City of Moss Point comprise 716.7 acres or 6.6% of the land area within the City and commercial development is concentrated along major roadways and intersections including Interstate 10, MS Highway 63, and along MS Highway 613. There also exist commercial areas within neighborhoods, at crossroads and at significant collector roadways within the urban neighborhoods.

The commercial areas within the City of Moss Point have unique characteristics that differentiate each of the districts from one another. Following is description of the notable commercial areas within the City of Moss Point.

#### *MS Highway 63 Intersection with Interstate 10*

One of the most commercially intensive areas within the City of Moss Point is the intersection of Interstate 10 and MS Highway 63. The commercial uses serve automobile traffic and feature gasoline service stations, both drive-through and table service restaurants, hotels and banks. Within this area, easy access utilizing the automobile is very important. More than 49,000 vehicles per day travel this intersection.

#### *MS Highway 613, South of Welch Avenue*

This segment of highway is another intensive commercial area within the City of Moss Point. This roadway supports local retail needs, as well as commuter traffic. The predominate commercial activities along MS Highway 613 are small strip centers of mostly independently owned businesses, automobile service stations and drive through restaurants. Two large commercial strip centers are located along this street. One shopping center has several commercial storefronts which were converted into office space to support Northrup Grumman Shipbuilding.

#### *Downtown area (Central Business District)*

The City's Central Business District is located near the Moss Point riverfront, on the south side of the MS Highway 613 bridge. On the east side of Highway 613 is a complex of city buildings, including City Hall, the Riverside Recreation Center, the Community Development Department, the Police Department and the Fire Department. Many of these buildings were damaged by the floodwaters or wind from Hurricane Katrina and the City has relocated many of their offices from the center of this block to the outside of the block to allow commercial development within this area adjacent to the waterfront and MS Highway 613.

On the west side of MS Highway 613 and on both sides of MS Highway 613, north of McInnis Avenue are a mix of specialty retail businesses, offices and single family homes. This area includes some of the oldest commercial buildings in existence in the city with a row of brick and masonry buildings facing MS Highway 613 dating to the 1920's. This business district extends a few blocks east and west from Highway 613, within this immediate area. Besides the historic buildings within this area, other attributes include the spectacular views of the waterfront.

### *Eco Tourism*

Both city residents and City administration want a city in which natural resources are valued. The City developed Pelican Landing Meeting and Conference Center, which incorporated many environmentally sound building practices. Across the Escatawpa River from Pelican Landing, the City established a waterfront park on the river. These activities encourage several recreation and environmental related businesses and non-profit organizations to relocate to the City of Moss Point.

A bed and breakfast was established in Moss Point and is the only Eco-Certified lodging facility in the Southeastern United States. The Mississippi Audubon Center opened in Moss Point providing environmental programs to the public, and utilizing local eco-tourism businesses within the area. The Grand Bay National Estuarine Research Reserve operates near Moss Point, hosting educators and researchers from across the country.

### *Neighborhood Commercial Uses*

Neighborhood commercial centers exist to provide everyday retail needs for residents within a localized area. These neighborhood businesses are important to the community, providing convenience within walking distances in urban areas, and being an accessible stop on the way home in suburban and rural areas. Typically, these neighborhood businesses are located on or adjacent to intersecting secondary roadways to ensure accessibility, but also to ensure that the commercial use supports the neighborhood instead of detracting from the neighborhood by encouraging additional vehicular traffic, pedestrian traffic, and noise.

Examples of this type of neighborhood commercial use in Moss Point are located on Frederick Street at 2<sup>nd</sup> Street, Macphelah Road at Meridian Street, and Davis Avenue at Griffin Street. A larger scale development, which services a less dense residential area, is the neighborhood commercial center on Highway 613 north of Saracennia Road. This neighborhood commercial center includes a grocery store, convenience store, and banks. However, this type of commercial development was not available in the Kreole Neighborhood.

### **Office**

Office land uses were identified on 176.8 acres of land within the City of Moss Point-- about 1.6% of the total land area within the City of Moss Point. Office land uses are located in areas along Highway 613, near industrial areas and in downtown Moss Point. Office land uses include professional services, such as doctors, dentists, attorneys and accountants, and company branch or off-site offices, such as Mississippi Power and Northrup Grumman.

### **Churches/Institutional Uses**

Approximately 159.7 acres of land within the City of Moss Point are devoted to land uses such as churches and related uses. The land uses include sanctuaries, churches, support facilities, residential housing owned by Churches or Church organizations and utilized for a parsonage, but not rental apartments or shelters. While the churches provide spiritual services, many churches had auxiliary facilities that supported a strong spiritual life. These facilities included gymnasiums, classrooms, family centers, meeting rooms and offices for support services.

Churches and spiritual sanctuaries exist in almost every neighborhood in Moss Point, as a significant part of the neighborhood. While churches provide for the spiritual needs of the residents, they also increasingly serve the social needs as well, providing opportunities for members to worship, learn, socialize, and recreate together, and also allowing the church and its members to provide needed social services to the community. As churches serve greater needs, they also require greater space. Therefore, there has been a trend in the past two decades for churches to build larger spiritual centers which serve a greater number of members and provide a greater number of services. This trend is apparent in Moss Point and Jackson County, where several churches have relocated to areas on MS Highway 63.

### **City Buildings, County Buildings and Other Governmental Buildings**

Approximately 297.4 acres of land are devoted to local governmental offices, government work yards, the airport and the Pelican Landing Meeting and Conference Center. This is about 2.7% of the land use within

the City of Moss Point. Public investments in both the airport and the convention center are cornerstones of the City's economic future. The Trent Lott International Airport was an anchor supporting a cooperative effort to expand the aviation industry along the Gulf Coast. Land adjacent to the airport was utilized by one such business.

### **Industrial**

Industrial land uses occupy 109.5 acres or 1.0% of the land within the City. These land areas included transportation and warehousing activities, metal fabrication activities, and shipbuilding activities. Concentrations of industrial land uses occur along the Escatawpa River, along Short Cut Road east of MS Highway 63, and in single site locations throughout the City. Scattered site industrial locations are located on Jefferson Avenue and Henry Street and on Shermetal Drive in west Moss Point. Additionally, an aeronautics businesses located near the Trent Lott Airport in the northeast section of the City of Moss Point.

### **Land Uses in the Planning Area**

Planners, working with the Citizen Advisory Committee identified a planning area for the City of Moss Point. This planning area is an area which influences the everyday activities of the City. People that live in the planning area travel through Moss Point everyday and purchase everyday items from businesses located in Moss Point. Additionally, many residents within this planning area are provided water and sewer services provided by the City of Moss Point, through the City's expanded utility district.

The Citizen's Advisory Committee identified an area that extended northward from the City of Moss Point into unincorporated Jackson County to an area slightly north of Lampkin Road. The Committee indicated that the City was influenced by the City of Mobile, Alabama, as many residents of the City of Moss Point commuted to work in the Mobile area. Planners modified the area somewhat to focus on the land use in the surrounding County and utilized a western boundary of the Pascagoula River and an eastern boundary which followed a tributary of the Escatawpa River. The planning area encompassed slightly more than 15,000 acres or about twenty-three square miles.

**Table 16. Land Use within the Planning Area of the City of Moss Point, 2008**

Land Use Type	Acres	Percent of Total Land Area
<b>Agricultural</b>	1,116.4	7.5
<b>Commercial</b>	287.1	1.9
<b>Offices</b>	172.0	1.1
<b>Medical</b>	3.5	0.0
<b>Public/Semi-Public Facility</b>	904.8	6.0
<b>Church/Institutional</b>	140.4	0.9
<b>Residential- Single Family</b>	3,704.3	24.7
<b>Residential- Manufactured Homes</b>	1,026.0	6.8
<b>Residential- Duplexes</b>	1.0	0.0
<b>Residential- Multi-Family</b>	10.2	0.1
<b>Outbuildings only</b>	242.7	1.6
<b>Vacant</b>	7,407.0	49.4
<b>Total</b>	15,015.4	100

Source: Slaughter & Associates, PLLC. Land Use Survey completed in March 2008.

#### **Agricultural**

Agricultural uses were found on 1,116.4 acres or 7.5 % of the land in the planning area. Most of the agricultural land appeared to be used as pasture and grazing land with only a small amount used for crop production. Most of the agricultural land was located north of the corporate limits of the City as part of seven tracts of land.

#### **Vacant or Undeveloped**

Vacant or undeveloped land accounted for 49.4% of the planning area, or about 7,407 acres of land. The land in this category was distributed along major roads and the floodplain corridor of the Pascagoula River. In the vicinity of Wildwood Road, vacant land became more prevalent east of MS Highway 63.

#### **Residential**

Residential uses were found on 4,741.5 acres of land or 31.6% of the planning area. The majority of the land was used for low-density, single-family residential development. This included 3,704.3 acres. About 25% of the entire planning area was identified as single family homes. Manufactured homes were located on 6.8% of the planning area or 1,026 acres.

Residential development within the planning area was away from MS Highway 63. The County adopted a zoning ordinance to control land uses within the County. Most residential development is in the planning area is located along MS Highway 613, Wildwood Road and Goodard Road, and along Wolf Ridge Road.

Planners identified one parcel, one acre in size, with a duplex located within one-half mile of the corporate limits of the City of Moss Point on MS Highway 613. Within the same area, three parcels were identified as multi-family housing units and a fourth multi-family housing complex was identified on MS Highway 613, about one mile north of the corporate limits. Multi-family units accounted for 10.2 acres within the planning area.

#### **Commercial**

Commercial land uses comprised 387.1 acres or 1.9% of the planning area. All commercial sites were located along MS Highway 613 and MS Highway 63. The county implements zoning and directs commercial growth along the highly travelled corridors.

### **Office**

Approximately 1.1% of the land use in the planning area was identified as office uses. This included 172.0 acres of land. The offices that were identified were located along MS Highway 613 and MS Highway 63.

### **Public and Semi-Public Land Uses**

Planners identified land uses that were public and semi-public in nature. These uses accounted for 904.8 acres of land. All but 159.0 acres were part of the power generating facility located in the planning area. Jackson County facilities located within the planning area included a community park, a community center and a boat launch. Additionally, the City maintained a Fire Station on Mississippi Highway 613 in the planning area.

### **Church and Institutional Uses**

Churches and institutional uses comprised 140.4 acres of land or about 0.9% of the planning area. A majority of the churches were located on MS Highway 63 and MS Highway 613. Several churches were located within residential developments.

## **Analysis of Existing Land Use**

It was important to evaluate the findings of the land use survey to identify imbalances or inefficiencies that existed under current conditions in the City of Moss Point. Planners reviewed the existing land use and compared it to the current zoning within the City of Moss Point. Several inefficiencies were identified. Planners reviewed the conformance of residential units within the respective zoning district they were located within. In general, there was a high rate of conformance with the City zoning code for lot sizes. However, planners determined that there were a number of existing duplexes that were not in conformance with the minimum lot size of the zoning district that they were located within. About 20% of the duplexes located within the City were located on a lot of non-conforming size. It is likely that many of the duplexes were built prior to the date that the City's existing ordinance was adopted. The average lot size for a duplex in Moss Point was about 0.37 acres per duplex.

The maintenance of healthy neighborhoods and high quality residential districts is important to the City. Several inconsistencies were identified within the City of Moss Point, when comparing existing land use to the existing zoning map. For example, within the Brickyard Bayou neighborhood, there existed a street with several duplexes within an area zoned for low density residential development. These units were built in 1970, before this area was incorporated into the City of Moss Point.

There are several residential neighborhoods within the City of Moss Point which offer beautiful views of the riverfront. It is important to maintain these neighborhoods. One such neighborhood that should be monitored to ensure there are no commercial or industrial intrusions into the neighborhood is along McInnis Avenue and Elder Street. This roadway may be a suitable roadway to consider as a scenic corridor.

In general, there is a need to protect, to promote and to provide public access to the City's riverfront areas. The City has created a Riverfront Park in their downtown area, located a community center on the banks of the Escatawpa River, and has developed plans to establish greenways throughout the city linking, city and non-profit centers to each other and the environment. These efforts will enhance neighborhoods and commercial districts within the City.

There is an industrially zoned area adjacent to MS Highway 613 that is being used for purposes other than industrial uses. This area lies between Community Avenue and General Ike, along the Mississippi Export Railroad. Several of the lots within this area have been developed residentially. This area may be more suitable for mixed uses rather than industrial uses.

There are several areas that are zoned for intensive highway commercial, but have other types of land uses operating within these zoned areas. There are several light industrial businesses which are operating in a Highway Commercial District located on Shortcut Road between Camellia Street and Richard Street. These businesses are allowed to operate in a commercial district with a special exception. Across MS Highway

63, also along Shortcut Road, is an area zoned for Highway Commercial uses. Between Temple Street and Boone Street, there are ten or eleven single family homes in this area.

Existing zoning allows only high rise residential development within the commercial downtown area. Multi-use buildings may be a suitable option for development in downtown, creating living spaces, above retail and service businesses in the downtown area. Some of the best areas for development and redevelopment may be located in the downtown area. Since many of these areas have been previously developed, there are limited environmental constraints. Additionally, development in the downtown area provides unique scenic and public access to the downtown waterfront.

### **Historic Buildings and Historic Cemeteries**

The Mississippi Department of Archives and History lists twenty-nine sites of historical importance within the City of Moss Point. There are three areas in which these structures or sites exist. These include the downtown area of Moss Point, along Dantler Avenue and in an area along Elder Street. Within the Downtown area there are several notable and historic sites that exist from the waterfront up Main Street and including the Moss Point Fire Station. At Dantzler Street and Griffin Street there are five structures of historic importance, dating from 1850 to the 1900's. Additionally, in the Elder Street area there exist approximately seven structures of historic importance dating from the turn of the twentieth century.

Additionally, the Moss Point Historical Commission, through the work of one member of the commission identified twenty-eight historic cemeteries within the City of Moss Point. Several of these cemeteries were unmarked and could be lost to development, unless identified and protected.

### **Constrained and Unconstrained Vacant Land Within Moss Point**

Moss Point is located at a beautiful location at the confluence of two rivers in a coastal ecosystem, which unfortunately means there is an abundance of low lying land in Moss Point. These low lying areas are subject to flooding and the prevalence of protected wetlands, both of which are development constraints. Logically if land is currently developed then existing development is an obvious constraint to new development; therefore, development constraints are measured in the context of their impact to vacant lands. These constraints included the location and amount of vacant land located in floodplains and the amount and location of vacant land that may be constrained by wetlands.

Manmade constraints to development exist, but are not easily measured. For example, property with a title cloud would likely be passed over, or property with inadequate or no access to the public street has very little usefulness. And the ultimate constraint is that of ownership. If a property owner wishes his property to remain vacant, then so it will remain.

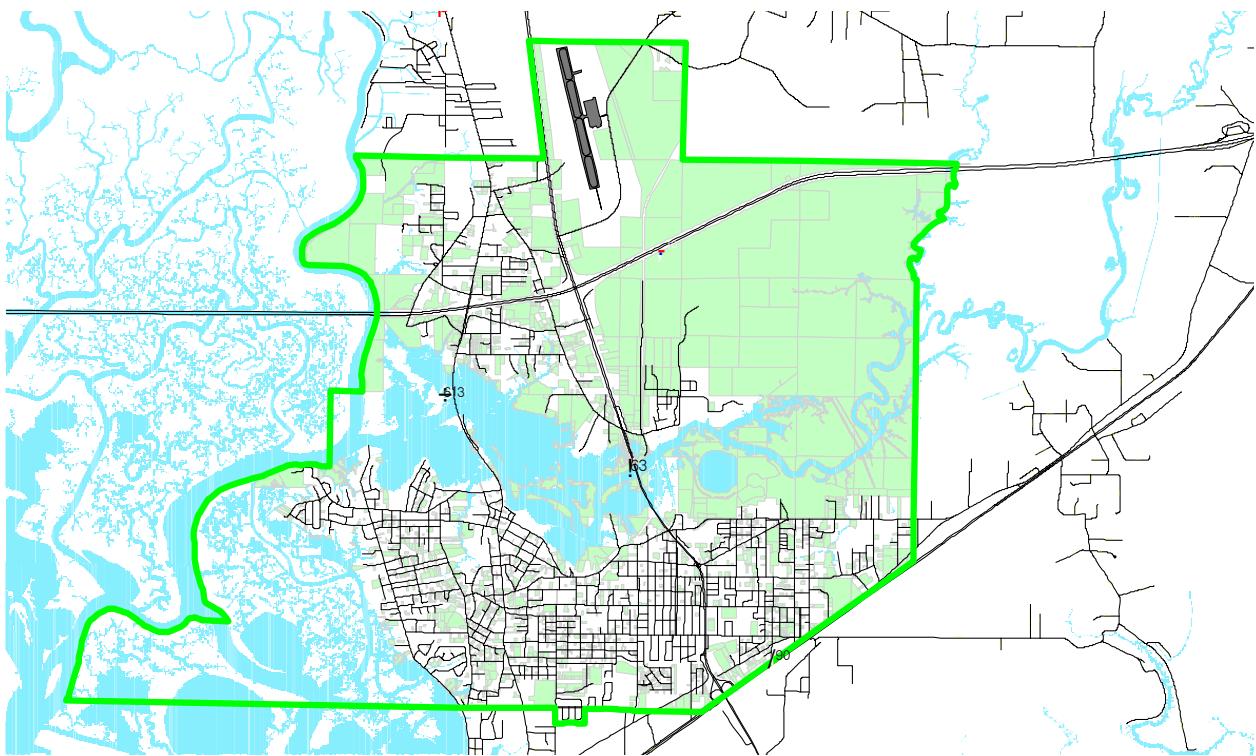
Vacant land represents a city's ability to accommodate new development without the difficulties of experiencing redevelopment. Therefore, it is very important to understanding the remaining supply of land within a city for long range planning purposes.

The 2009 consultants measured vacant or undeveloped land and determined that approximately 5,909.6 acres or 54.2% of the city's land area inside the corporate limits of the City of Moss Point. As part of this 2016 update, the 2009 land use data was reviewed. Unfortunately, the 2009 numbers cannot be reproduced to determine their accuracy<sup>11</sup>. However, vacant land data has been estimated utilizing the 2009 data and recent aerial imagery.

Vacant lands in Moss Point measure in total 6,802.6 acres, and are not evenly distributed throughout the city. The following map provides a sense of how the vacant lands in the city are distributed, noting that vacant lands are shaded in green:

---

<sup>11</sup> The GIS files were obtained from the 2009 consultant, but no datasets or combinations thereof produced the 5,909.6 acres. This figure was potentially an error.



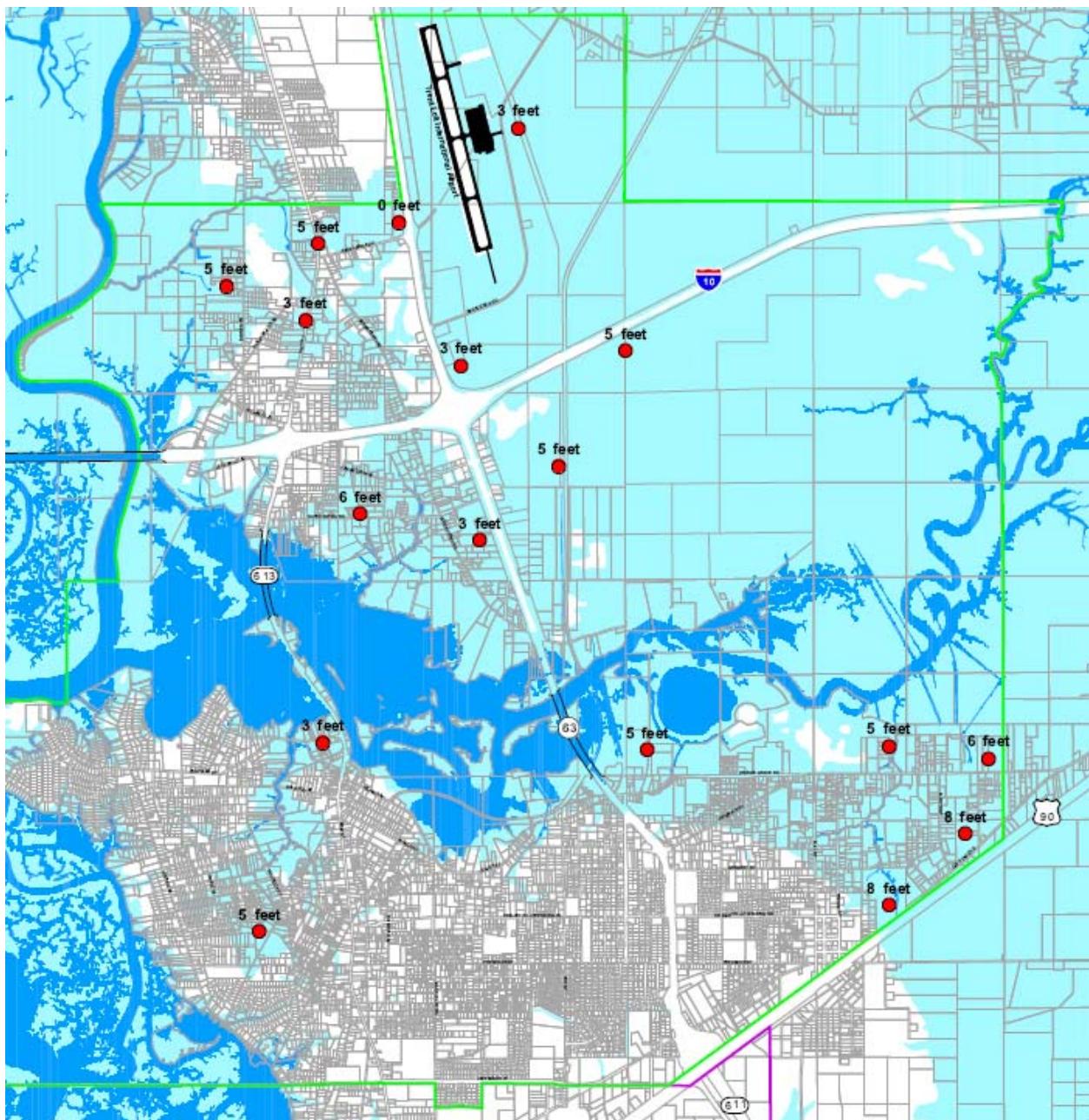
**Figure 4. Distribution of vacant land within Moss Point.**

The bulk of Moss Points vacant land resources lie in the eastern portion of the city, an area suffering from significant environmental constraints. Additionally, smaller vacant parcels are distributed through the neighborhoods and in many cases are of a size, shape or location which is not conducive to development. The constraints upon vacant lands are discussed below.

#### Vacant Land in the 100 Year Floodplain

The Federal Emergency Management Agency (FEMA) released new Flood Insurance Rate Maps (FIRM) following Hurricane Katrina struck the region. These new FIRM maps altered the designated flood hazard areas and base flood elevations to reflect the never-before-seen impact of Katrina. These flood hazard areas pose a constraint to development because of the increased cost of construction, insurance requirements, and simply the added difficulty of marketing a property which bears additional risk. Although limited alternatives exist, typically a structure constructed in the flood hazard area must be elevated a designated height above the base flood elevation, or the height of the water in the event of a 100-year flood. The cost, therefore, is associated with elevated foundations.

To put things into perspective, the elevation difference between ground level and the 100-year flood level can be estimated. The following image indicates in blue the massive amount of flood hazard area that covers Moss Point, and the red dots indicate elevation points. The numerical indication is the approximate difference between ground elevation and the 100-year flood level. New construction in these areas would have to be elevated, or flood proofed if such is an available option, by the height indicated plus a foot or two to comply with the local flood ordinance.



**Figure 5: Estimated Differential Between Ground Level and 100 Year Flood Level.**

#### Vacant Land in Potential Wetland Areas

Wetlands are protected by the Federal Government and although development is usually permitted in wetland areas, it is not without much red tape and expensive mitigation. Such measures are necessary to protect environmentally sensitive areas. Vacant wetland areas are an obvious constraint to development.

Wetland areas in Moss Point largely lie in common with flood hazard areas, with only a few exceptions. For the purpose of determining the amount of vacant land which is environmentally constrained, flood hazard and wetland areas are considered together.

#### Remaining Unconstrained Land Available for Development

Recalling that vacant lands in Moss Point measure in total 6,802.6 acres, flood hazard areas inundate 5,971.8 of those acres, and wetland areas (outside flood hazard areas) constrain another 212.3 acres, leaving Moss Point with a mere 618.5 acres which are free from any obvious environmental constraint. These 618 acres, however, are scattered about the city and are subject to manmade development constraints. It is abundantly clear that Moss Point has run out of vacant land upon which to accommodate new development.

## Future Land Use Plan

The Future Land Use Plan (FLUP) is presented in both map and text format and is intended to provide a generalized representation of how the City may further develop, transform or redevelop over the horizon of this plan. This FLUP should be referenced (along with other portions of this plan) when the city reviews development proposals or undertakes capital improvements or other physical improvements. The goal is to ensure the development or improvement is serving to fulfill the plan.

City leaders should review and potentially update the Comprehensive Plan from time to time whenever significant events occur (such as a major new development) or growth trends noticeably change (such as dramatic population increase). Although planning is designed to be permanent, planning must also realize the inevitability of change.

The FLUP is modified from its 2009 version to make it a more realistic approach to future development for the characteristics of Moss Point. The original 2009 plan reflected concepts that were valid planning concepts, but were more appropriate for rapidly growing communities. The following FLUP retains most of the original design although in a simplified fashion. The future land use map and policy advance the following ideas and concepts:

- Foster the continued growth of the commercial corridor along Highway 63. The area around the I-10 interchange is emerging as a significant commercial area supporting the needs of the traveling public.
- Foster additional industrial and office spaces in the vicinity of the Trent Lott International Airport to support businesses and industries which utilize the airport. Moss Point intends to support the growing aeronautics and space industries developing along the Mississippi Gulf.
- Encourages capitalization on eco-tourism opportunities in connection with downtown, Pelican Landing and the Audubon center.
- Encourages focused mixed use development in the Downtown area with the idea of stimulating retail and tourist activities and capitalizing on the waterfront investments the city has already accomplished. This concept includes allowance for higher density residential development in appropriately scaled buildings.
- Greenway connectors linking important portions of the city.
- Conservation of critical wetland and flood areas.

## Accommodating Growth

A FLUP is often prepared with the aid of sophisticated population and employment projections for the purpose of space allocation, i.e. determining how much land will accommodate which types of needed new development. For Moss Point, the city has reached a high level of buildout and any influx of population is uncertain, although hopefully the City will experience residential growth.

Most of the land in Moss Point currently has either an existing urban use or is undeveloped and lies within an environmentally constrained area. A small amount of land remains vacant and free from any obvious environmental constraints.

Based upon Moss Point's previous planning efforts, the Future Land Use Plan identifies the following use categories. Where appropriate, the plan contains additional detail and further explanation regarding the anticipated land uses:

- Conservation Areas: Conservation areas are those consisting of very low lying marsh lands and critical drainage ways. This land use classification anticipates that such areas will remain in their natural state given the practical difficulties of developing such constrained property. However, there may arise, out of necessity, some degree of development or disturbance within these areas due to unique type of developments (i.e. ports and harbors necessarily are located within low lying areas). Likewise there may be necessary or beneficial low impact projects that may involve

conservation areas such as street or utility crossings, etc. or environmental educational opportunities.

- Agricultural: The agricultural land use classification includes land in agricultural uses, lands located in more rural areas of the City, and areas that may or may not be subject to environmental constraint. Any residential development which the market bears within this classification should be limited to 1 dwelling per 0.5 acre.
- Low Density Residential: This land use classification is the most restrictive residential category. The principal use of land would be for single-family dwellings and related recreational, religious and educational facilities normally required to provide the basic elements of a balanced and attractive residential area. Neighborhood scale commercial development may be authorized as part of a mixed use development. The maximum density within this area could be 4 dwellings per acre if centralized sewer is available.
- Medium Density Residential: This land use classification allows a mix of single-family and attached dwelling units, although zoning may define those areas restricted to attached dwelling units. Neighborhood scale commercial development is encouraged as part of a mixed use development. The minimum density within these areas is 3 dwelling units per acre and the maximum density is 8 dwelling units per acre.
- High Density Residential: This land use classification allows higher intensity multi-family development. The minimum density within these areas is 6 dwelling units per acre and the maximum density is 30 dwelling units per acre. High density residential developments are expected to occur in proximity to commercial areas or employment areas. It is expected that high density residential development may also serve as a buffer, or transition, land use to separate lower density residential development from areas of non-residential development. High density residential development may be limited in location to those areas where street capacity is adequate for the expected trip generation.
- Town Green Opportunity: This land use classification identifies strategic locations where residential development may occur on relatively small lots surrounding an open area set aside for social interaction and community events, including limited recreational opportunities and perhaps periodic events such as a farmer's market. Housing types are expected to cater to smaller households, such as young couples or empty nesters. Housing types in this classification may be either attached or detached and may reach density of up to 20 units per acre. Development within this classification should be carefully reviewed with respect to its form and massing to ensure the built environment results in an inviting setting.
- Mixed Use Development: This land use is designed to accommodate a mix of residential and non-residential land uses that may be appropriate at select locations. It is anticipated that mixed use developments would contain both residential and retail land uses, and further the residential land uses may be of a mixed type including traditional single family attached or detached units, townhomes or multifamily units. The minimum density within these areas should be four dwelling units per acre and the maximum density 30 dwelling units per acre.
- Mixed Use Development – Downtown: This land classification is designed to accommodate land uses and spatial arrangement of land uses to enable greater utilization of Downtown Moss Point. Development should focus on and incorporate the waterfront assets, and a mixture of land uses should be encouraged. Downtown Moss Point is expected to become an area of social and retail/service sector activity including restaurants, cafes, specialty retail shops, service sector or professional offices, and similar uses. Residential uses should be an integral part of the landscape, with residential units on upper floors of commercial buildings. Incorporating residential uses creates a resident market and supports retail services within this area. Residential density within this area are not limited by units per acre, but instead are limited by the scale and massing of the buildings, with a goal of accomplishing compatibility across the downtown landscape. This land

use classification would also include traditional single and multifamily style housing, provided scale and massing is consistent with the character of the area.

Included within the Downtown Mixed Use area is the Mississippi Export Railroad property. Although a railroad is industrial in nature, rail activity is an integral part of Moss Point's downtown landscape and the functioning railway should be embraced. Rail history and activity has been important corner stones for some cities such as Chattanooga, TN. Moss Point should explore utilizing the functioning railroad as an asset to the downtown area.

The downtown area is a prominent portion of the city, and this area should cast a very positive impression upon those visiting. When one approaches the downtown area from the north, the industrialization of the narrow corridor of land beside the highway (gravel storage areas particularly) tends to cast a negative impression considering its proximity to the downtown area. The land uses in this area should be transitioned to conform more closely with the expected character of downtown.

Further conceptualization of this classification can be found in the *Moss Point, MS Resource Team Report* prepared by the Mississippi Main Street Resource Team.

- Mixed Use Development – Pelican Landing: This land classification contemplates development of residential and retail/service commercial uses that are complimentary to the Pelican Landing Conference Center. Residential uses may be single and multifamily and may be incorporated into upper floors of nonresidential buildings, and residential development may occur at densities of up to 30 units per acre. Businesses locating in this area may include, but are not limited to, restaurants and cafes and related uses.
- Neighborhood Commercial: This land use classification identifies areas that are suitable for limited commercial uses which are designed primarily to serve the needs of nearby residents. Because of the proximity of residential units, neighborhood commercial uses should be limited to low intensity uses such as corner markets, small grocery stores, branch banks, coffee shops, delis, and similar uses. It would be appropriate for neighborhood commercial areas to experience a mixture of land uses by incorporating living spaces within the commercial uses.
- Commercial (excluding neighborhood commercial and highway commercial): This land use classification is designed to accommodate commercial land uses which are primarily retail or service oriented and serve to meet the daily needs of city residents and, to a limited extent, the traveling public. This commercial classification includes land uses such as grocery stores, restaurants, discount and full price retail stores, professional offices and services, entertainment establishments, and similar uses. The land uses within this classification do rely on automobile traffic to provide its customer base, but the trip generation is primarily from residents within the city or in close proximity to the city.
- Highway Commercial: This land use classification allows retail and service commercial uses which are oriented toward meeting the need of travelers and rely on traffic flow to provide the primary market, as compared to nearby residences providing the primary market. This classification is appropriate for more intense traffic dependent commercial uses and would include land uses such as restaurants, gas stations, hotels, high visibility shopping venues, car lots, and related uses such as banks and other service/retail sector land uses. Highway commercial areas have no distinction on the Future Land Use Plan, but would be located in commercially designated areas along Highway 63 and in proximity to interstate interchanges and major transportation corridors through the city with significant traffic counts.
- Offices: This land use category is designed to allow a mix of retail and office businesses in the same area or building.

- Office/Commercial: This land use category is designed to recognize the potential dual land use role of the area adjacent to the Trent Lott Airport. This area is suitable for commercialization due to its proximity to Highway 63, yet its proximity to the airport also creates the opportunity for technical office space which would be supportive of the high technology industries existing near the airport. These offices may occur in campus-like settings or as individualized building spaces.
- Commercial/Industrial: This land use classification is designed to accommodate those land uses which arguably could be classified as either commercial or light industrial, and would include uses such as light manufacturing and processing, transportation related uses, service and repair of industrial machinery, and related uses. Direct access to transportation (both vehicular and rail) are benefits to the nature of this land use as well as proximity to shipbuilding industry in the region.
- Industrial: This land use classification identifies areas that are suitable for more intense processes with respect to noise, heavy traffic, outdoor activity and mass of buildings or site, typically related to manufacturing, fabrication and transportation type businesses. Particularly for Moss Point, the marine industry falls into this category. Additionally, industrial uses can include technology, aerospace and similar sectors.

The Future Land Use Plan is illustrated on the following map:

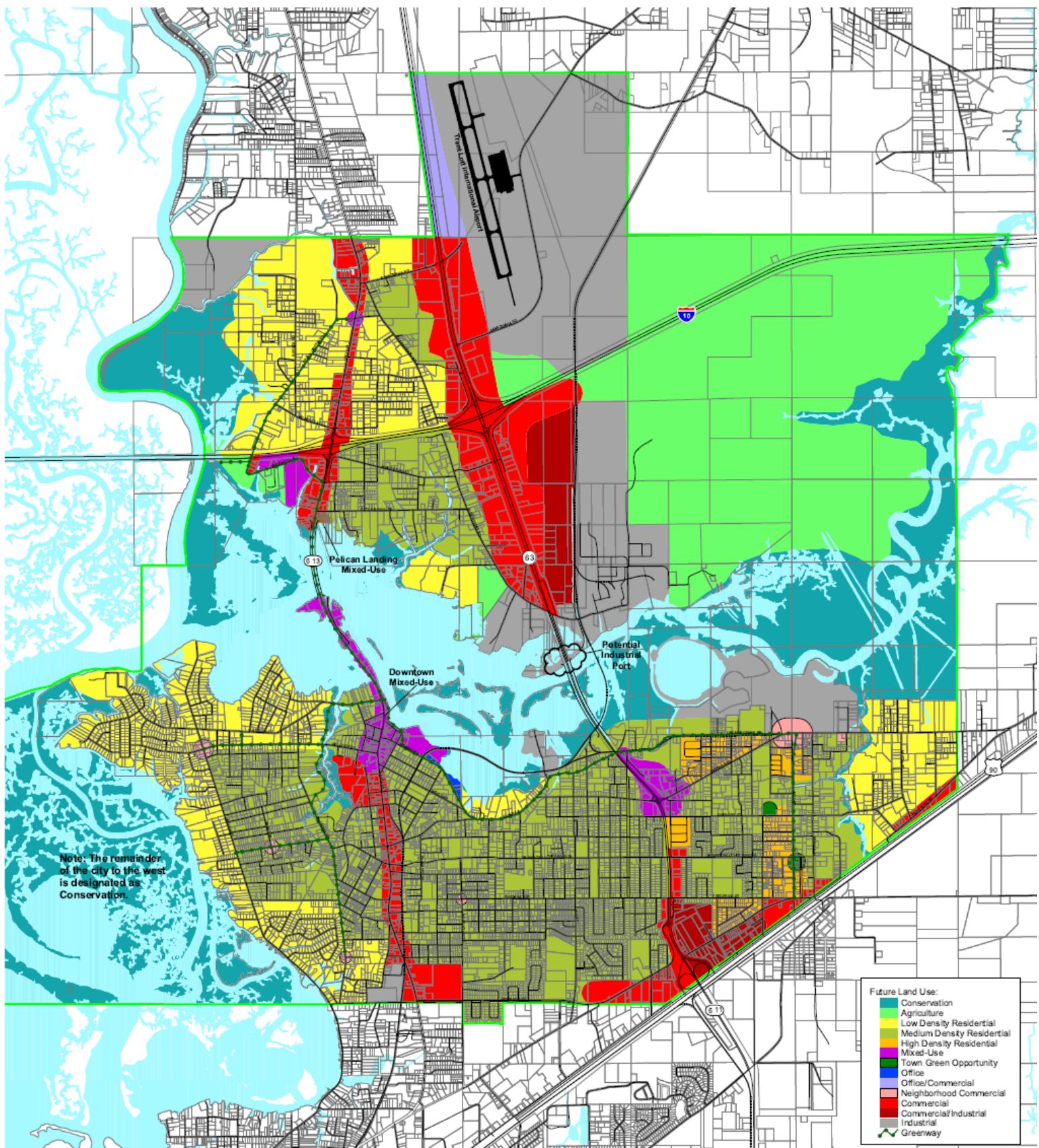


Figure 6: Future Land Use Map

## **Neighborhood Analysis and Neighborhood Improvement Strategy**

The 2009 comprehensive plan contained an extensive analysis of Moss Point neighborhoods. While the analysis yielded a significant volume of demographics, statistics, land use makeup and other descriptive data, it produced few neighborhood level recommendations. To make this updated plan more user friendly, the neighborhood analysis has been simplified to reflect the geography of the individual neighborhoods along with the neighborhood level recommendations. Some recommendations were more appropriately incorporated into the Future Land Use Plan, but the remaining recommendation are as follows:

### **Brickyard Bayou**

This neighborhood has good North-South connectivity, but East-West connectivity improvements are needed. As development or redevelopment occurs, Moss Point should seize on opportunities to extend existing East-West streets to improve connectivity.

### **Central Moss Point**

The central Moss Point neighborhood is a family oriented portion of the city with children making up nearly 24% of the area's population in 2000. As such, this neighborhood should be preserved and strengthened as a neighborhood for families. One measure to assist in this goal is the stringent implementation of property maintenance codes and code enforcement to minimize the blighting influences of aging or poorly maintained properties. Additionally, historic preservation efforts along Elder Street may be appropriate as an effort to preserve the area.

### **Downtown**

Downtown Moss Point is perhaps the most crucial geographic component the city's economic development efforts. Downtown contains the most highly concentrated group of assets compared to other areas of the City.

Among the specific recommendations for this area include the continuation of waterfront development with public activities, offices, emerging businesses. Moss Point has accomplished significant investments in its waterfront and downtown area, including a new City Hall building, a waterfront walkway, and the old pallet factory building turned into visitor center. The Audubon Center, located in close proximity to the city's primary waterfront, also serves as an asset for this neighborhood.

The Downtown neighborhood should take on a mixed land use pattern as the market changes the area over time. The existing valuable assets should be highlighted and used as a springboard toward accomplishing increased waterfront related business activity. For example, the Downtown area could develop with an emphasis toward social, educational and retail functions such as restaurants and social gathering venues, blueway tourism opportunities, the educational aspects offered by the Audubon Center. Visitors are undoubtedly drawn to the Audubon Center and once these visitors are in the Downtown neighborhood, they need a reason to stay a while.

Redevelopment efforts should address the negative influences of aging buildings and underutilized properties by perhaps repurposing certain buildings or even converting previously non-residential buildings into residential uses. A resident population base in the immediate Downtown area aids in creating a sense of activity and economic reasons for businesses to locate in the area.

### **Escatawpa**

The previous planning effort for this neighborhood included the concept of developing a new town with mixed use development surrounding a new town center. This concept was eliminated from this updated plan because the population has not migrated inland as expected following Hurricane Katrina. At this time, pursuing this new town center concept would compete with efforts to develop Downtown Moss Point.

As development opportunities do arise in this neighborhood, upland wetland features and natural drainage patterns should be integrated into subdivision design as an effort to preserve these environmentally constrained areas. Developments could be designed using clustering concepts to

avoid sensitive areas. Likewise, density bonuses may be offered as an incentive to preserve sensitive, natural areas.

### **Hospitality District**

This neighborhood is home to the newest areas of highway commercial development (along Highway 63). With the commercial growth in this area, Moss Point will have to be aware of commercial encroachment, which is the effect of commercialization growing closer and closer and perhaps into residential neighborhoods.

The Hospitality District is also home to the Pelican Landing conference center and the new Audubon Center. These two landmarks should be linked together through a series of urban trails and walkways/greenways. Also, since this district contains both interstate interchanges welcoming entrances along Highway 613 and Highway 63 should be provided, along with a wayfinding signage system.

Because of sensitive environmental areas, cluster development techniques may be utilized to minimize environmental impact. Clustering allows higher net density due to the grouping of houses, but maintains a similar gross density as neighboring properties.

### **Kreole**

This neighborhood lies on the east side of Highway 63 and has a need to become interconnected with other parts of the city through a system of greenways and particularly a safe means for pedestrians to cross Highway 63. As the opportunity arises, Highway 63 should be modified to include features such as pedestrian crossing aids such as crosswalks and associated lights, along with pedestrian safety islands in the median. Greenways should connect schools, town green areas, the waterfront area, and other places of common usage.

The Kreole neighborhood contains an abandoned railroad that could be converted into a pedestrian way connecting residents to commercial areas south of this neighborhood. This neighborhood contains opportunities to accomplish “town green” style development, which is residential units constructed at medium to high densities situated around a greenspace. The greenspace serves as a place for recreation and social interaction. The town green concept has been incorporated into the Future Land Use Plan.

Like other neighborhoods, Kreole will need to be protected from commercial encroachment.

### **West Moss Point/Sawmill**

This neighborhood is recommended for historic preservation, as it is believed to be the location of the first sawmills and the beginning of the timber industry for the city. As perhaps the oldest part of the City’s built environment, historic buildings should be protected utilizing historic preservation tools.

Another attribute of being the oldest part of the City is older housing requires increased maintenance, and if maintenance items are left unattended then housing stock can deteriorate. Code enforcement and the application of property maintenance codes should be a continuing effort within this neighborhood<sup>12</sup> to ensure housing stock remains in good condition and that blighting influences are minimized.

Pedestrian connectivity should be enhanced in this neighborhood by building sidewalks along Sherlawn Drive, Devonshire Drive and other connecting streets to link children with schools and recreation areas.

---

<sup>12</sup> In actuality, this should be an ongoing effort city wide. All neighborhoods are subject to deterioration, lack of maintenance and blight.

The geographic limits of Moss Point's neighborhoods are indicated on the following map:

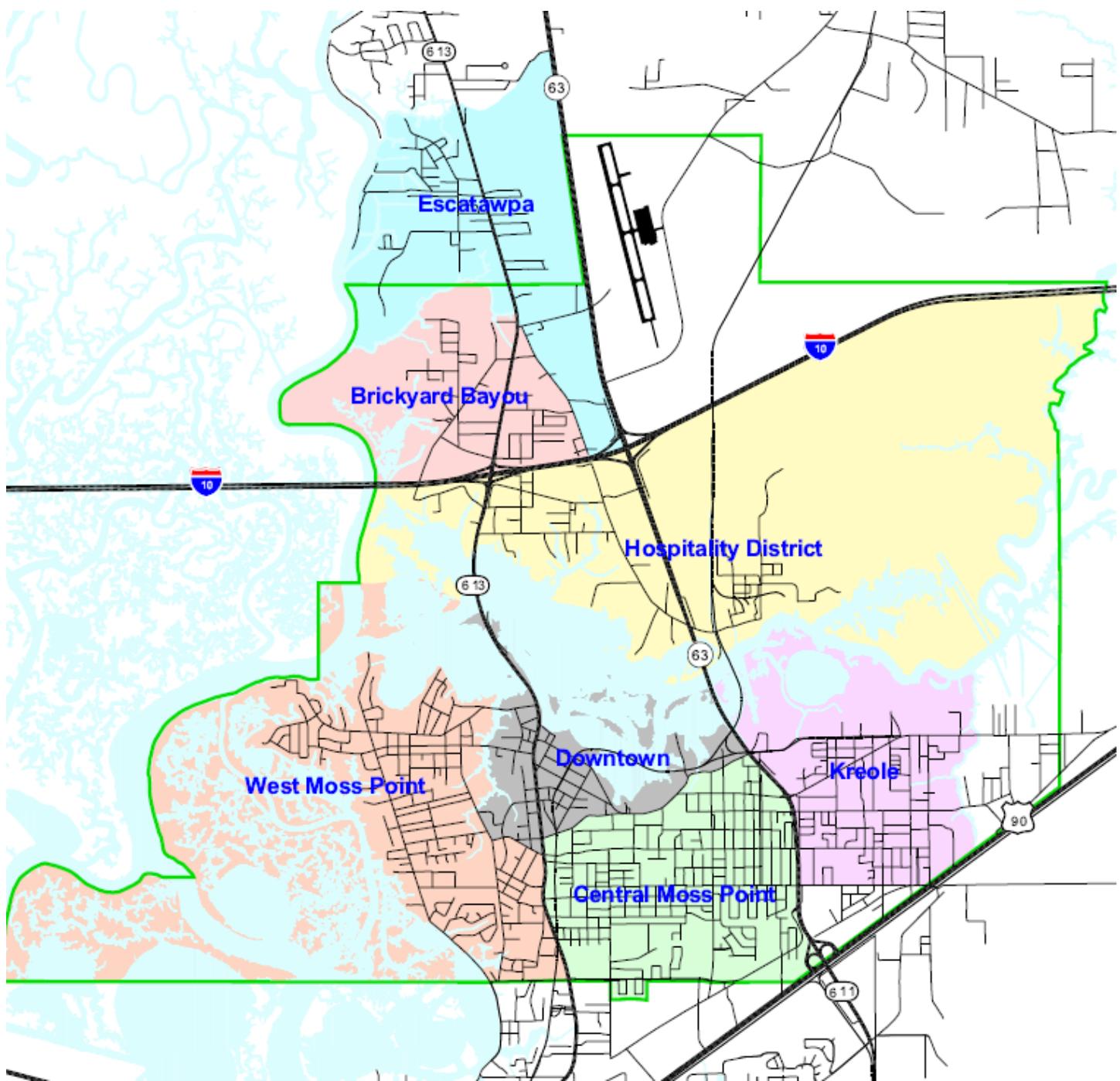


Figure 7: Moss Point Neighborhoods.

## **Economic Analysis and Economic Development**

### **What is economic development?**

The term “economic development” does not have a universally accepted definition, and it can connote both a process as well as a measure of increases in the local economy. For Moss Point, economic development is generally considered the increase in goods, services, retail activity, employment, or any other measure increasing financial activity within the City.

The City of Moss Point has a bright future for creating employment within the City. The City has two industrial parks, excellent transportation by rail, waterway and roadway, and the City has several successful industries already operating within the City limits. The City, in partnership with the Jackson County Development Foundation, is working to create significant employment opportunities in the city.

The City strengthened its attributes by investing in public access parks and walkways for people to enjoy the waterfront, and constructing the Pelican Landing Meeting and Conference Center. These two investments led to the Mississippi Audubon Organization to locate an Audubon Center in Moss Point. These three elements are part of a growing Jackson County Eco-Tourism industry.

Additionally, City Leaders identified the need to train entrepreneurs, and with partners in the public and private sectors, located a small business incubator within the City limits.

The City is building upon the manufacturing strength of the region in shipbuilding, energy production, and an emerging regional retail industry is developing as well. The service sector in Moss Point has grown, as accommodations industries developed to serve the traveling public. The financial services also grew in Moss Point, as branches of banks and credit unions have opened along major commuter routes in Moss Point.

For the purposes of this comprehensive plan, Moss Point is focused on retail and service sector economic development, enabled through laying the proper foundation for achieving a high quality of life for its citizens. Manufacturing and other industrial economic development prospects are pursued by the well capable Jackson County Development Foundation. Therefore, this chapter focuses on the economics unique to the City of Moss Point.

### **Financial Condition**

From an economic development standpoint, the adage “it takes money to make money” is certainly true. In the following pages, a variety of development incentives and improvements will be discussed, but each certainly will cost the city either directly, or indirectly through the abatement of taxes. A logical question, then, is what is Moss Points financial condition?

This inquiry is best answered by examining the city's general fund. The general fund is that portion of the city's budget that pays for most of the services citizens realize. For example, the police department, fire department, street department, planning and zoning services, parks and recreation, building inspections and code enforcement are all funded through the general fund. A four-year general fund summary is as follows:

**Table 17. General Fund Summary Data for Moss Point**

	FYE2011	FYE2012	FYE2013	FYE2014
Total revenues	9,174,258	8,743,607	8,158,631	8,397,061

	Total expenditures	10,942,487	10,032,843	10,270,030	10,280,806
	Revenues over (under) expenditures	(1,768,229)	(1,289,236)	(2,111,399)	(1,883,745)
	Other financing sources (uses)	1,295,711	883,330	1,702,659	3,128,362
	Fund balance - beginning of year	5,579,451	5,106,933	4,701,027	4,292,287
	Fund balance - end of year	\$5,106,933	\$4,701,027	\$4,292,287	\$5,536,904

Source: City of Moss Point Financial Statements for years noted.

The table above contains some rather subtle positive attributes about Moss Point. First, the city is maintaining a healthy general fund balance. Current reserves are approximately 5.5 million and when measured against the annual obligations of slightly over 10 million, the city is carrying a fund balance of nearly 50% of its obligations. In government financial circles, this is a very healthy fund balance.

The other positive attribute is that Moss Point's general fund balance is growing. Particularly significant is the fact that in 2004 the city's general fund balance was only \$916,736, or merely 11% of the city's then obligations. Moss Point has made significant financial strides since 2004, and a strengthening financial position enables the city leverage assets in favor of economic development pursuits.

Measuring assessed valuation is another metric utilized to examine a city fiscal health. Assessed valuation is a key component in the property tax equation, as it is measure against which the tax rate is applied to produce property tax revenue for the city. Four points in time are indicated in the following table:

**Table 18. Assessed Valuation Data for Moss Point**

	Real Property	Personal Property	Public Utility	Autos	Total Valuation
<b>2004</b>	45,526,000	6,539,000	7,700,000	12,500,000	72,265,000
<b>2010</b>	51,059,975	9,645,489	10,905,795	12,207,203	83,818,462
<b>2012</b>	49,709,825	9,348,544	11,506,570	11,697,144	82,262,083
<b>2014</b>	50,144,026	11,810,219	11,907,195	11,549,100	85,410,540

Source: City of Moss Point Financial Statements for years noted.

Moss Point's assessed valuation has not seen substantial growth over time, but it is important to realize that Hurricane Katrina destroyed property and therefore removed its value from the tax roll. However, that doesn't remove the need for concern over the trend, particularly the fact the real property has actually decreased since 2010. This data is consistent with cities that are heavily constrained with regard to land availability to support new development. This data further indicates that Moss Point has a demonstrable need to expand its tax base.

A necessary evil associated with slow-growth tax base are tax increases. Unfortunately, Moss Point has had to increase taxes over time in order to generate revenues to provide city services, but the city's tax rate has been fairly stable over the last seven years. In 2009, the city raised the tax rate to 50 mils, and in 2015 the rate had only slightly increased to 50.07 mils. This data indicates that city leadership has had to make the difficult decision to raise taxes in order to provide services. In 2006, Moss Point's tax rate was 43.8 mills. These tax increases likely aided in the city's growing fund balance.

Retail sales is another financial indicator for the city. This information is collected and reported on an annual basis by the Mississippi Department of Revenue. Specifically, annual reports as well as monthly statistics can be found at: <http://www.dor.ms.gov/Statistics/Pages/default.aspx>. Users of this plan are encouraged to consult the Mississippi Department of Revenue for the latest available statistics.

Retail sales within a community is important for several reasons. First, and from the standpoint of Moss Point city government, retail sales taxes are a significant source of revenue for city coffers. For fiscal year ending September 2014, Moss Point realized sales tax diversions of approximately 22% of all general fund revenues. Without healthy retail sales, municipal government must either reduce services and programs, increase property taxes and fees, or rely on reserves to meet operating demands.

Without a doubt, the Moss Point economy has experienced struggles as evidenced by retail sales data. From 2000 to 2013, the total gross retail sales in the city grew by only \$16,965,489, which translates into an increase in revenue to the city of only \$237,511 over the period. During this period, however, one must not lose sight of the fact that Hurricane Katrina, the Deepwater Horizon oil spill, and the Great Recession of 2008 all have been influential factors regarding this trend.

Amazingly, Moss Point has seen as much growth in retail sales in the last three years as it has seen in the entire thirteen-year period from 2000 to 2013. From 2013 to 2015, gross sales in Moss Point jumped by \$30,351,929 which produced increased revenue to the city of \$259,803.

A sampling of the above referenced data is as follows:

**Table 19. Select Retail Sales Data for Moss Point**

	2000	2006	2013	2015
<b>Gross Sales</b>	\$105,767,399	\$127,420,244	\$122,732,888	\$153,084,817
<b>Diversion To City</b>	\$1,353,963	\$1,666,663	\$1,591,474	\$1,851,277

Source: Mississippi Department of Revenue Annual Reports for years noted.

A second reason retail sales is important is that it identifies important retail trends and preferences within the community along with an indication of sales volume and sales potential. The previous paragraphs identify a favorable upward trend in retail sales, but to determine the true effectiveness of that trend inflationary increases must be considered.

The effect of inflation is measured by utilizing the Consumer Price Index (CPI). Over the period 2000 to 2015, the gross retail sales grew at a rate greater than inflation, meaning the sales growth included true growth (or market expansion) rather than merely increased prices of retail goods. This is particularly positive for Moss Point when measured against the fact that the city's population is shrinking. The growth is perhaps reflective of the retail synergy developing at the I-10/Highway 63 interchange.

## **Moss Point Businesses and Industries**

Moss Point has several major industries and industrial sectors operating within the City limits. Manufacturing is still an important employer in the City of Moss Point, and the City's location on two riverfronts supports several industrial ventures. The Trent Lott International Airport offers another location for manufacturers and the Mississippi Export Railroad has a significant presence in the City, providing a successful short line rail which links ports at Pascagoula and Bayou Cassotte to upland industries.

Although Moss Point has a significant share of businesses and industries within its corporate limits, the fact of the matter is that Moss Point and Pascagoula are intertwined in the same market. The two cities share a common boundary and but for a corporate limits sign, one would not know when passing out of one city and into another. For this reason, business and industrial climate includes both cities and areas beyond.

Shipbuilders and shipbuilding supplies represent a significant market for Moss Point. This industry has a major presence not only in Moss Point and Pascagoula but throughout the region. Companies with operations in Moss Point include VT Halter Marine, Knight Marine, and CDI, Inc. Northrup Grumman Shipbuilding established offices for their engineering department in a commercial building on MS Highway 613, with their primary facility in Pascagoula.

Also located on the riverfront are Omega Protein and Seachick, processors of menhaden for chemicals and for food. These businesses are located east of MS Highway 63 on the Escatawpa River.

Aeronautical industries and energy industries are part of the future of Moss Point. The Jackson County Economic Development Foundation works with the City and a consortium of state and local governments and businesses to strengthen both of these industries throughout the region. Northrup Grumman Integrated Systems is located at the Trent Lott Aviation Technology Park, east of the Trent Lott Airport. The company assembles components to create unmanned gliders and helicopters at a facility.

**Table 20. Major Employers within the City of Moss Point, 2015**

Name of Business	Type of Business/Product	# Employees
Hankins Company	Automotive Trimmings, Apparel Findings, and Related Products	4
Accu-Fab & Construction, Inc.	Manufacturing - Steel Tanks	6
Fast Flow Pumps	Manufacturing Hydraulic Equipment	8
Dixie Rubber & Belting Company, Inc.	Rubber Tubes & Belting	9
Comfort Inn	Hotel Accommodations	22
Hampton Inn	Hotel Accommodations	22
API (Automatic Processing, Inc.)	Fabricated Structural Metal	23
South Coast Architectural Woodworking, Inc.	Wood Kitchen Cabinets	25
BP Pascagoula Gas Processing Plant	Natural Gas Refining	32
Baber's, Inc.	Rent to Own	35
Mississippi Export Railroad	Transportation	38
Singing River Federal Credit Union	Financial Institution	50
Northrop Grumman Aerospace Systems	Unmanned Aircraft Manufacturing	80
Zachry Industrial Corporation	Metal Fabrication	80
Burns Oil Company, Inc.	Petroleum Services	100
Wayne Lee's Grocery & Market	Supermarkets	100
Tindall Corporation	Concrete Products & Manufacturing	105
City of Moss Point	Government (Municipal)	195

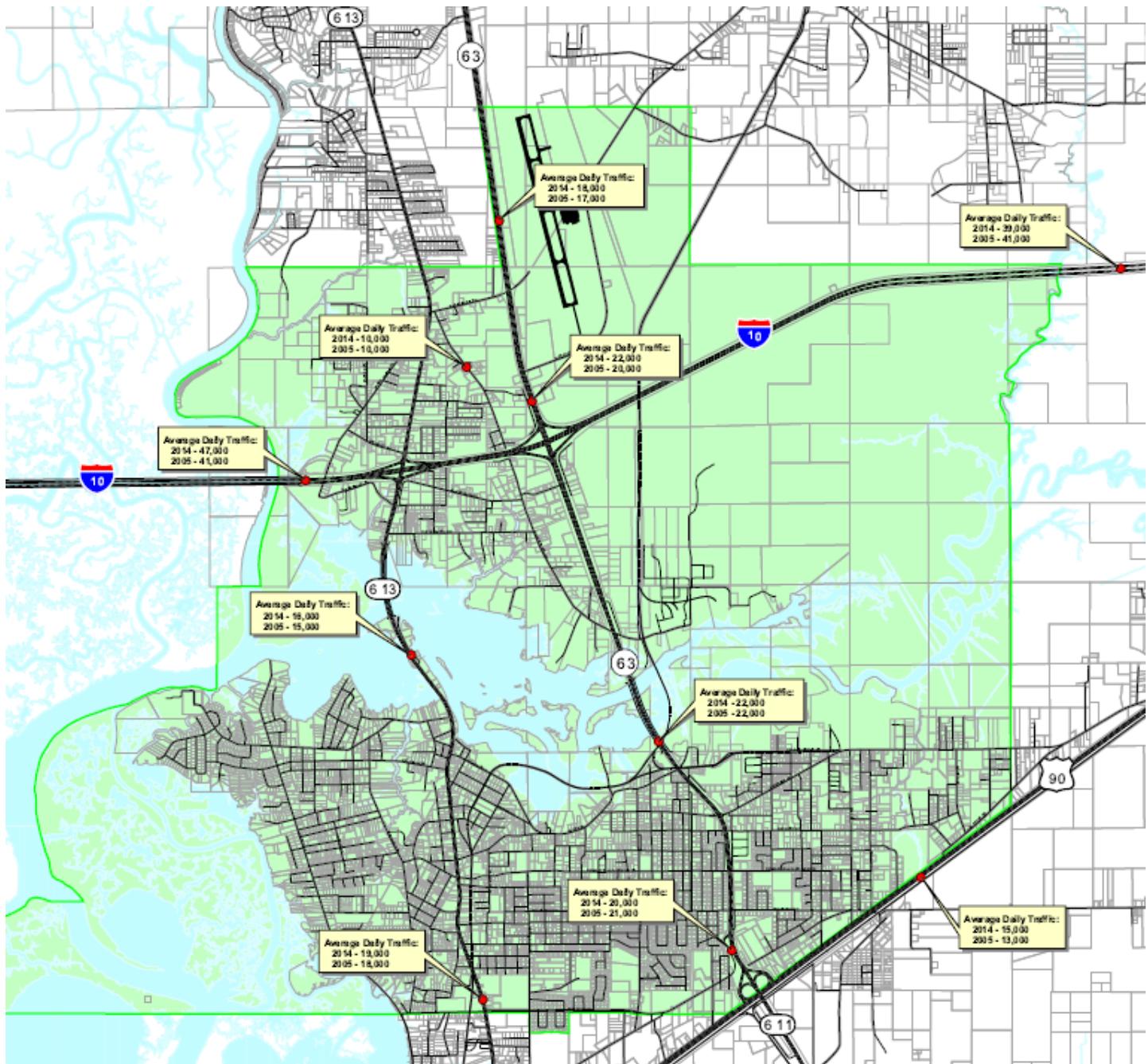
Omega Protein, Inc.	Fish Processing	200
Knights Marine & Industrial Services	Shipbuilding & Repairing	242
Moss Point School District	Education	369
VT Halter Marine, Inc.	Manufacturing - Shipbuilding	1,700

*Source: Jackson County Economic Development Foundation*

Two industrial parks exist in the City of Moss Point. The Trent Lott Aviation Technology Park is located east of the Trent Lott International Airport and had aircraft access to the airport. The existing airport has a 6,500-foot runway with hangars, fuel and a Fixed Base Operator. Sites are available at this location.

The Moss Point Industrial and Technology Complex is located south of the Escatawpa River, north of the Kreole Neighborhood in Moss Point. This industrial park offers barge access, natural gas and railroad access from both the Mississippi Export Railroad and CSX. The Jackson County Economic Development Foundation maintains and markets these sites, working with the City of Moss Point and the Jackson County Board of Supervisors to purchase the properties and provide utilities to the sites.

In addition to manufacturing, Moss Point is particularly attractive to services and retail businesses. The City's location places it between growing residential development in the unincorporated areas north of the City and major employment centers in and south of Moss Point. Traffic volume is the driving factor in support of the service and retail business growth in Moss Point. The following graphic provides an indication of the traffic volume flowing through the city along its primary transportation corridors:



**Figure 8: Select Traffic Counts.**

This commuting public along with a growing tourism market has led to the development of the retail establishments along Highway 63 near the I-10 interchange. These businesses include service stations, convenience centers and restaurants, hotels and other conveniences. Development at this location has grown to the point of having sufficient size and mix such that it enjoys the synergistic effect of multiple businesses locating together. Recently a new car dealership opened in this area along with additional restaurants. As more retailers locate to this high-traffic area, the customer draw will benefit all retailers in the area.

Finally, the City made several investments in its waterfront, which have inspired an eco-tourism industry. The City built its Riverfront Park and Pelican Landing Meeting and Conference Center on the Escatawpa

River. Pelican Landing Meeting and Conference Center serves a regional convention market, often attracting environmental organizations and agencies who utilize these facilities. The Mississippi Audubon Society recently opened the Pascagoula River Audubon Center in Moss Point, with access to the Pascagoula River. This is a phenomenal facility with educational opportunities, a meeting room, displays with interactive technology, and an impressive overlook and trail system. This Audubon Center represents a huge springboard for Moss Point to grow its hospitality industry and tourism.

### **Unemployment Rate**

While the unemployment rate fluctuates over time, Jackson County enjoys an unemployment rate only slightly higher than the state average. The following map, published by the MS Department of Employment Security, indicates current unemployment rates across the state. The Jackson County unemployment rate has seen improvement since Hurricane Katrina as industries and business establishments have recovered from the disaster.

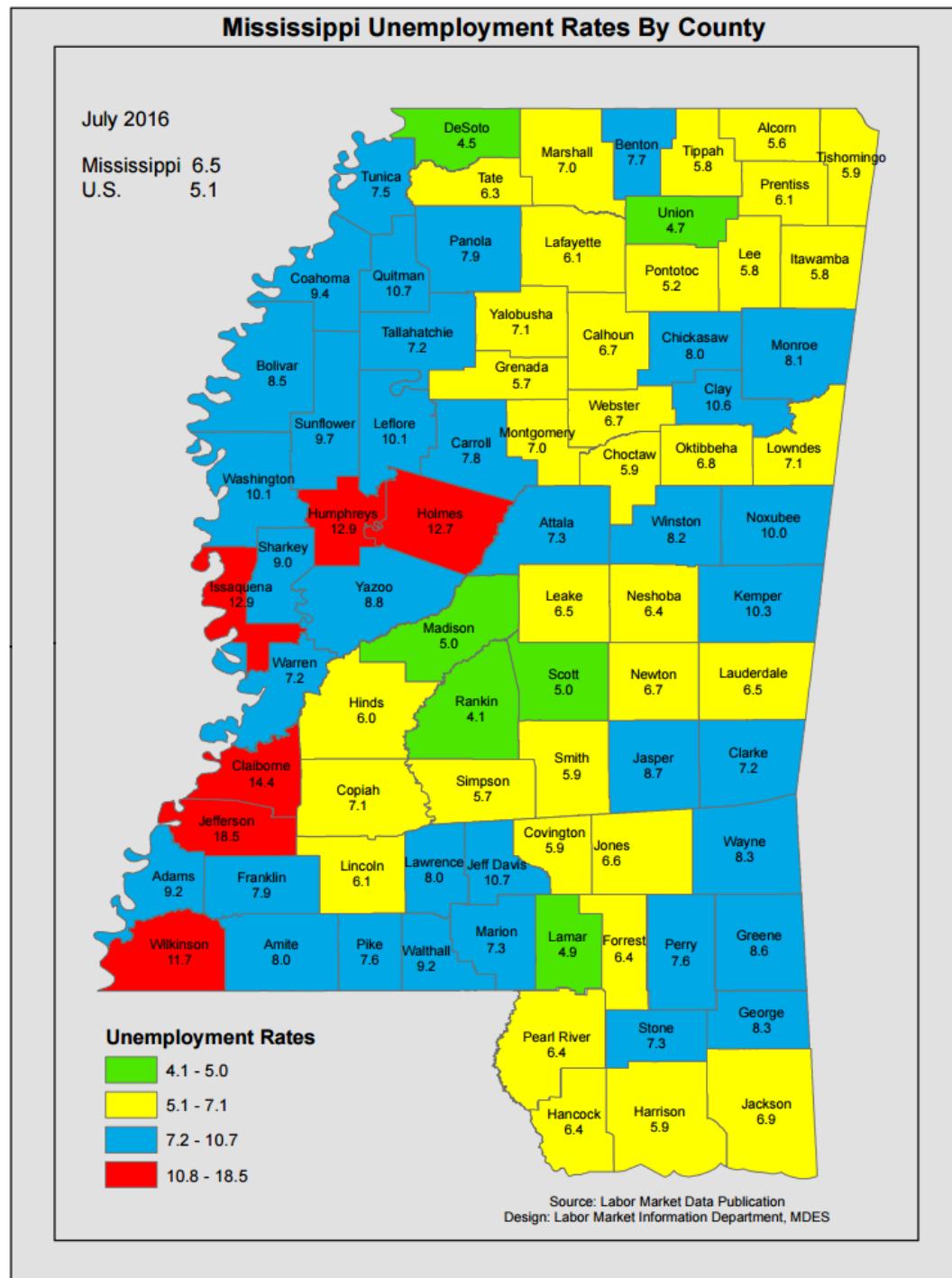


Figure 9: Mississippi Unemployment Rate by County

## Economic Development Recommendations

The following paragraphs identify a variety of tasks and consideration that Moss Point should focus on for the purpose of fostering economic development. In order to enjoy successful and meaningful economic development, a proper foundation must exist. The following items are useful considerations in building and maintaining a solid foundation for economic development.

- **Plan implementation must bridge changing administrations.** Planning, particularly that which is detailed and comprehensive, is a slow process which in some cases consumes years. Since Hurricane Katrina in August 2005, Moss Point has engaged in eight (8) planning efforts of varying magnitude, with this plan update being the ninth. Since August 2005, Moss Point has been led by three (3) different mayors and three (3) different administrations. There are many similarities among the plans, with one of the greatest similarities being that of focusing redevelopment efforts on Downtown Moss Point and taking advantage of the waterfront. Moss Point has done a great job at moving in this direction, but it could likely realize even more benefit from a continuity in implementation as administrations change with election cycles.
- **Unified local government bodies.** On a continuous basis (crossing election cycles) Moss Point leaders must be unified in their efforts at attracting and retaining business and industry, as well as in encouraging all forms of economic development. When a new prospect comes to town, it is not difficult to sense fragmentation or disagreement among local leadership.
- **Provide ongoing useful market data.** Consider providing bulk demographic and marketing data, but only data that is actually useful. Large volumes of “useless” data will serve to distract from more valuable information. Annually, compile or otherwise assemble data that is useful to potential new business interests as well as data that would assist existing businesses. This data is available commercially or it may be available through other economic development interests such as Jackson County or Mississippi Power. As noted below, it is important not to compete with other agencies tasked with attracting economic development to Moss Point.
- **Avoid competing with your partners.** While Moss Point is interested in attracting economic development to the city, so are others such as the Jackson County Economic Development Foundation. When multiple agencies are attempting the same goal, the risk of conflicting information and confusion/miscommunication arises and serves to cast the wrong impression on economic development prospects. All agencies involved in economic development efforts should have clearly drawn objectives and inclusive communication and support each other's efforts.
- **Maintain a current identification of assets.** This can be literally in map form or list form but either way it serves as a summary of the positive aspects of Moss Point and its many resources. Knowing the many resources of the city will aid city administration and economic developers in establishing critical connections which could aid in landing an economic development interest. Maintaining this list of assets is also a handy method to communicate to prospects the many positive attributes of Moss Point.
- **Advertise the City and City events.** Moss Point’s website should make the local attractions and activities very obvious, and it should be cross linked with other websites (such as the chamber of commerce). Anyone interested in coming to Moss Point will first visit the City’s web site. The web site will serve to cast an initial impression!

In keeping with this concept, Moss Point should promote and advertise its accomplishments and other “good news”. Unfortunately, bad press enables the formation of negative perceptions of a place, and perception becomes reality when individuals are considering venues for shopping, special events, place of residence, etc. Moss Point should, to the extent possible, promote good

news about the city and events/activities/accomplishments. Positive press tends to cast positive impressions of a community.

Advertising city accomplishments and “good news” should include multiple media outlets. Simply a Facebook post or a twitter post doesn’t reach large volumes of people. Print and broadcast media outlets should be tapped to further this effort.

- **Complete and accurate wayfinding technology.** Mobile technology is widely utilized to aid travelers in finding conveniences and places of interest. Tools such as Google Maps serve to educate tourists and others about the City. For instance, Googling the phrase “recreation in Moss Point MS” returns a map that identifies the River Front Community Center (old City Hall). The map contains no indication of the waterfront walkway, the old pallet factory building turned visitor center, or the availability of kayak rentals. When Googling “things to do in Moss Point MS” the most prominent return are the many churches in the City, along with the Audubon Center. There are surely many other activities and sights to see in Moss Point which should appear on various web sites. Ensuring web based technology is up to date provides free advertising for Moss Points and its businesses.
- **Know what industry and the market prefers.** Routinely undertake a self checkup with respect to accommodating economic development. Those who best know the industry are the people in the industry. Therefore, periodically invite industry leaders to visit Moss Point and provide insight to industry needs/desires and the City’s ability to meet those needs. Industry leaders from around the state and perhaps the nation could be invited for a visit. Because of the potential expense of this endeavor, it may be wise to partner with Pascagoula and Jackson County as a cost sharing measure.
- **Take advantage of the waterfront.** Moss Point has constructed a wonderful waterfront walkway and has turned the old pallet factory building into a welcoming visitor’s center. The City offers Kayaks for rent. However, additional marketing and promotion should occur in order to maximize the benefits offered by the environment. For example, a blueway tour guide map/pamphlet could be developed that would lead outdoor enthusiasts on a kayak adventure. With the over a dozen islands and miles of waterways and shore line, there surely are unique sights or habitats to see. For example, it may be interesting to see the rotating train bridge up close. A kayak tour to the Audubon Center may be desirable. If possible, perhaps picnic tables could be placed on select islands to encourage blueway tours.

To this end, Moss Point should call upon appropriate groups/agencies and marshal their assistance with this task. Groups such as the Audubon Society, Mississippi Department of Wildlife, Fisheries and Parks, Mississippi Department of Marine Resources, and other environmentally oriented agencies have the knowledge and expertise to assist with this type of project.

Moss Point’s new City Hall adorns the downtown area, and the city is moving forward with plans to remedy the area of the blighted old police station and city hall. The greenspace lying between city hall and the waterfront, and extending northward presents an excellent opportunity for community gatherings and holding events.

- **Engage in programs and efforts that draw positive attention to the city (marketing) and assign that responsibility to a specific person.** Although Moss Point is a member of the Mississippi Main Street Association, the city no longer has a main street director. At the time of this writing, it is not clear who the “cheerleader” is for Moss Point. Moss Point holds several community events each year, and it is critically important that each event be well planned, well-advertised, well-funded and ultimately very successful. An unsuccessful community event can be more harmful than having no event at all, considering an unsuccessful event will likely create negative impressions. Ideally, it is desirable for community events to grow in size each year (with respect to attractions and attendance) as such growth validates the ability of the community to

attract residents, visitors, tourists, or others, all of which serve to add to the market which helps to support local businesses.

To this end, Moss Point should have a designated person with the time, expertise and personality to develop and organize community events, whether it be a Main Street director or some other position. While events can occur across the community, it is logical to utilize the waterfront area of Downtown as much as possible, as focusing on Downtown Moss Point is a central thrust of this plan. Hosting unique community events gives people a reason to come to Moss Point, and naturally, events could be themed to fit the coastal atmosphere and history of the area.

The ultimate purpose of this position and these tasks is to promote Moss Point and reflect the city as a place to live, work and play, rather than merely a place to pass through or visit from time to time. This task will also include efforts to recruiting retail investment, promoting the main street program, and working cooperatively with the Jackson County Economic Development Foundation and Chamber of Commerce. It will be important not to compete with other agencies, but instead supplement efforts.

Marketing themes will be important in order to successfully promote the city. Moss Point should determine its greatest asset and develop a marketing program around that asset. A discussion of branding strategy is contained in *Moss Point, MS Resource Team Report*, at page 59.

- **Be willing to take necessary difficult steps toward improving the city.** Tax increase is universally a bad word, but sometimes a necessary step to generate revenue in order to achieve certain accomplishments. Moss Point must monitor the condition and adequacy of its services and infrastructure and when and where necessary appropriate the funding to make improvements. Poor infrastructure and inadequate services can be more harmful to the health of the community than increased taxes.
- **Consider pursuing a municipal annexation.** It is abundantly clear that Moss Point has only limited amounts of unconstrained vacant land within its borders. The absence of available vacant land serves to impede development opportunities and prevent an expansion of the city's tax base through new development. The feasibility of annexation should be studied and an annexation crafted to accomplish several goals, including but not limited to, the following:
  - Incorporate vacant lands which are suitable for new development of residential, commercial and other types of land uses. This could include lands that are free from obvious development constraints or lands which are constrained but otherwise have locational characteristics of such significance to overcome the constraints.
  - Include existing developed areas which are of such density or exhibit characteristics requiring the delivery of municipal services. Developed areas should provide an immediate expansion of the city's tax base.
  - Be configured with respect to the capabilities of existing city services and infrastructure and minimize the need for additions to city departments and expensive infrastructure extensions.
  - Include areas that are directly connected with Moss Point through in-use public roadways.

Annexation is a sensitive subject and often draws objections from area residents and property owners, or other local governmental entities. Although the formal process of executing the annexation process begins with the adoption of an ordinance, annexations must go through the Chancery Court and receive approval. The Court applies a totality of the circumstances test to determine the reasonableness of an annexation, and that test is based upon the *12 indicia of reasonableness*.

With a very limited amount of vacant land remaining in Moss Point, the city faces the difficult task of attracting only "infill" development or redevelopment projects, both of which are difficult modes of development. Annexation could serve to replenish the city's supply of vacant land.

- **Utilize available tools to incentivize economic development, when appropriate.**

Development incentives are available in many shapes and sizes, so to speak, and when it comes to utilizing public funds for the advancement economic development, the incentive must be in accordance with state law. Therefore, it is critically important that Moss Point involve its city attorney in any incentive program.

There are a substantial number of incentive tools available to the city. The following table provides a summary of the more popular tools. Please note, however, that state law governs each incentive program and the details of the programs are lengthy; therefore, for practical reasons each program is not fully defined in the following table.

There is no precise formula for determining the best incentive for each project, nor is there a precise formula to determine when, if, how long, and how much taxes should be exempted in the name of economic development. The mayor and board of aldermen will have to consider, on a case by case basis, the prudence of granting tax exemptions or making financial commitments in conjunction with development. In making that decision, some factors the city may consider are as follows:

1. The amount of private investment proposed.
2. The number of jobs created and the expected wages to be paid.
3. Whether or not the proposed project would create additional sales taxes for the city.
4. Whether or not the proposed project would remedy a blighted condition.
5. Whether or not the proposed project would serve to attract additional development, redevelopment or investment in the community.
6. The likelihood of the proposed project to induce redevelopment and reinvestment in the community.
7. Whether or not the proposed project would introduce a new industry sector to the community and thus attract its market from outside the community.
8. The extent to which the proposed project would introduce a new product or new service to the community that is otherwise only available outside the community.
9. Whether or not the proposed project furthers the goals of this comprehensive plan.
10. The extent to which the proposed project would place a burden on the city's ability to provide services to its citizens and property owners.
11. The compatibility of the proposed project with its immediate environment.
12. The amount of expenditure, if any, required of the city in order for the project to become a reality.
13. Whether or not the ultimate success of the proposed project is tenuous.

The following table indicates a list of incentives that may be available to the city, depending on the type of project:

**Table 21. Economic Development Incentives**

Tool	Available to City/County	Funding Mechanism	Characteristics		
			Benefit / Function	Use Limitations	Geographic Limitations
<b>Tax Increment Financing</b> See Miss. Code Ann. 21-45-1 et seq	City & County	Bonds; ad valorem taxes; sales taxes	Enables the taxes generated by a development to be used to fund public improvements in support of the development	For specified projects related to demolition and redevelopment (includes public buildings, streets, utilities) resulting from dilapidation, deterioration, or obsolescence; historic preservation	Area determined/specify by governmental entity; Must be in city for city to pledge tax revenues.
<b>Business Improvement District</b> See Miss. Code Ann. 21-43-1 et seq	City, with stipulations (see 21-43-1)	Special tax assessments imposed on businesses within a specified area	Enables the city to provide for certain improvements and promotional activities.	To provide parking facilities for the benefit of the area; Decoration of any public place in the area; Promotion of public events in public places in the area; Furnishing music in any public place in the area; General promotion of retail trade activities in the area; Provision of air-conditioning facilities for the benefit of the area.	Area determined/specify by city
<b>Business Improvement District</b> See Miss. Code Ann. 21-43-101 et seq	Property Owners (see 21-43-111)	Special tax assessments; District may also seek grants	Business owners elect to bear a special assessment for improvements	District management group manages funds and requires 10-year plan. Lengthy list of potential improvements at 21-43-105.	contiguous non-residentially zoned properties; Improvements to be in public areas
<b>Public Improvement District</b> See Miss. Code Ann. 19-31-1 et seq	<sup>1</sup> City and County	Bonds, levy special taxes, apply for grants or loans, charge user fees	Creates a sub-governmental unit to provide services and improvements	For water, sewer, other utilities, bridges, culverts, roads, other forms of transportation, street lights, parks, park facilities, fire stations and equipment, waste collection, etc.	Area determined/specify by governmental entity
<b>Special Improvements</b> See Miss. Code Ann. 21-41-1 et seq	City	Special tax assessments	Limits taxation to only the beneficiaries of an improvement project	For streets, curb/gutter, parks, sidewalks, water, sewer, storm drains, etc.	Applies to properties benefited by the improvements
<b>Urban Renewal</b> See Miss. Code Ann. 43-35-1 et seq	City	Bonds, loans, grants, contributions, etc.	Allows a wide variety of uses, including lending or granting funds under certain circumstances	For the elimination and/or prevention of the spread of slums and urban blight; rehabilitation and redevelopment; improve and/or preserve public health and safety	Area ("urban renewal area") determined/specify by governmental entity
<b>Tax Exemption</b> See Miss. Code Ann. 27-31-1	City & County	N/A	Reduction in tax burden for varying periods of time	Tax exemption on all property (real, personal, etc.); for many types of uses, including "start-up technology incubators" only; 5-year limitation/expiration	None

Tool	Available to City/County	Funding Mechanism	Characteristics		
			Benefit / Function	Use Limitations	Geographic Limitations
<b>Tax Exemption</b> See Miss. Code Ann. 27-31-31	City	N/A	Reduction in tax burden for not more than 10 years	For new structures and/or improvement of existing structures in the "central business district" only;	City's "central business district"
<b>Tax Exemption</b> See Miss. Code Ann. 27-31-32	City	N/A	Reduction in tax burden for not more than 10 years	For residential structures improved, renovated, or converted in blighted areas	Municipal limits
<b>Tax Exemption</b> See Miss. Code Ann. 27-31-50	City	N/A	Reduction in tax burden for not more than 10 years	Partial tax exemption for real property (25 years of age and older) with improvements rehabilitated for residential use; <u>May</u> be restricted to defined area(s)	Area determined/specify by governmental entity
<b>Tax Exemption</b> See Miss. Code Ann. 27-31-101	City & County	N/A	Reduction in tax burden for not more than 10 years	Exemption from ad valorem taxes or in-lieu agreements for specified new businesses, including recreational, health care and others per statute.	Individual businesses
<b>Tax Exemption</b> See Miss. Code Ann. 27-31-103	City & County	N/A	Reduction in tax burden for not more than 10 years	Exemption from ad valorem taxes on all tangible property of hotels or motels.	Individual businesses

<sup>1</sup> If all of the PID's land area lies within a municipality, the creation of the PID requires the approval of said municipality.

It is not practical to describe each and every incentive program within the confines of this document, and programs may change each year with funding levels, legislative actions or court decisions. Moss Point should additionally rely on incentive summaries published by the State of Mississippi and its related economic development agencies. One such summary is available at <https://www.mississippi.org/home-page/our-advantages/incentives/complete-incentives-list/>.

Other incentives are indirectly available, meaning the city has little or no direct role in the incentive process. For example, the Internal Revenue Service allows tax credits for a variety of developments, including a “New Markets Tax Credit”, preservation of historic properties, and low income housing tax credits. Each of these programs fluctuates with federal budget allowances and is administered through state or federal agencies.

It is advantageous for Moss Point to remain informed of the multitude of programs available. This knowledge perhaps opens the door for the city to combine incentives to create additional leverage in favor of attracting or assisting an economic development opportunity. To this end, Moss Point, Jackson County, Mississippi Development Authority and other economic development agencies must work cooperatively but not competitively.

Grants are another incentive tool available to Moss Point. There are literally hundreds of grant programs offered by state and federal government, non-profit organizations, and many others. Of course it is not practical to attempt to identify all available grant programs in this document, but the internet is a powerful tool in locating grants. Two useful internet sites include:

<http://www.grants.gov/web/grants/search-grants.html>

<http://www.usagg.org/page/page/1241694.htm>

There are also many subscription based grant and funding based websites available.

### Other Economic Development Recommendations

The following recommendation are designed to further enhance the opportunity for economic development opportunities in Moss Point:

- Continually take steps to enhance the quality of life in Moss Point. The term quality of life is utilized to summarize the totality of the physical, social, economic and environmental conditions within a community. Some quality of life elements are uncontrollable such as the weather. Other elements are greatly impacted by governmental services, such as education, condition of roads, ease of access and circulation, perception of elevated crime or the comfort of safety, recreational opportunities, cultural opportunities, and the list can go on extensively. Excellent quality of life in a community tends to induce desirability, meaning the community becomes more attractive to new residents, retailers, industries, institutions and such. As is mentioned multiple times in the Community Facilities and Services chapter, Moss Point must continually increase the quality of life within the community. In simple terms, the relationship of quality of life to other important metrics within the community is circular, as indicated in the adjacent diagram. However, this circular relationship can be negatively impacted by influences such as market depression, lack of vacant land, or high interest rates. Moss Point has a stake in seeing that each of these metrics is positively impacted in the future.



- A component impacting quality of life is the aesthetic appeal of the city. People tend to enjoy places that have good curb appeal. To this end, a strong code enforcement program must be maintained to ensure the city's housing stock remains not only safe, but also attractive. The city enjoys entitlement status with regard to HUD funds utilized to rehabilitate properties. This effort should be continued and supplemented where possible with an eye toward continually improving the curb appeal of the city.

This concept holds very true for nonresidential areas as well. Businesses should be well maintained, signage should not produce a cluttered appearance, loading areas should be inconspicuous, and facilities should project a clean, well maintained image. Buildings should be attractive and ideally architecture should have a timeless appeal. Moss Point has enjoyed the benefit of façade grants in the past, and such improvements should continue if possible.

This concept also applies to public property. Where street signage has become damaged or faded, where striping has faded, where publicly landscaped areas are unkempt, are all examples of poor curb appeal that serves to forge impressions on visitors. Moss Point doesn't get a second chance to make a good first impression.

- Moss Point should focus its recruitment efforts on retail and service sector industries. The task of attracting the major employers and industrial/technology interests is appropriately handled by the well-equipped Jackson County Economic Development Foundation. Obviously all entities should work cooperatively toward attracting economic development, but not competitively. This is not to say that Moss Point should not be in competition with Pascagoula and other municipalities with respect to attracting economic development. Instead, coordinated efforts should exist to pursue economic development opportunities.

Retail pursuits would be aided by periodic detailed market studies focusing on the Moss Point market and identifying retail sectors which are "leaking" out of the community (encouraging people to shop at home). Armed with detailed marketing data, Moss Point can target specific retailers. Markets change over time and therefore it is important to refresh the data periodically.

- Moss Point should engage in capital improvements planning in order to project major improvements throughout the city. Each year, Moss Point (like nearly every other city in the state) budgets for identified capital improvements. This degree of budgetary planning occurs only on an annual basis. Capital improvements planning is the process of identifying specific capital needs for the city and programming a specific implementation program based on revenues. Capital improvements planning also identifies the manner in which projects will be funded as well as estimates of revenue streams necessary to accomplish the improvements. The types of projects that are typically considered capital improvements include large ticket purchases that have a reasonably long useful life. Some examples include:

Street construction/resurfacing  
Drainage improvements  
Purchase of fire apparatus  
Purchase of land or buildings  
Purchase of major equipment (bulldozer, excavator, fleet of vehicles, etc.)  
Construction of sidewalks or greenways  
Building Renovation  
Utility extensions/improvements

Capital improvements planning enables the city to promote forthcoming improvements (advertise the good news!) and it enables affected property owners to anticipate the improvements. For example, John Doe own 12 acres of vacant land, but has never had access to a central sewer line. If the construction of a sewer line adjacent to Doe's property is to occur three years from now, Doe can begin to market his property for development purposes.

- The healthcare industry represents a significant opportunity in the economic development arena. The population is aging and generally the older generation requires more health care. There is also an opportunity for assisted living facilities as the population continues to age. Moss Point should consider healthcare opportunities for economic development purposes and ensure its land use regulations provide reasonable opportunities for assisted living or nursing homes. At one time, low income housing tax credits were issued based on a scoring system, part of which was influenced by health care planning. Health care industries also qualify for tax exemptions.
- Eco Tourism is popular, and Moss Point has a significant advantage in this arena. Given the investments of the city and the amount of waterfront available, together with the environmental interests in the city, eco tourism presents itself as a significant form of leverage toward supplementing economic development. Included in this concept is the establishment of a greenway system linking important environmental areas and neighborhoods together.
- Arts and entertainment are also popular economic development formats. Ocean Springs and Bay St. Louis are known for their arts, as is Oxford and other communities. Because of their popularity, arts and entertainment can be combined with eco tourism venues to bolster the significance of an effort. Moss Point may enjoy significant benefit by relating community events and activities with local industry or environment. With well-established aeronautics and ship yard industries, for instance, an event designed around these industries could enjoy great success.
- Consider utilizing public-private partnerships to accomplish development goals. Public-private partnerships involve private property owners/investors in conjunction with the city's cooperation to incentivize development. The Jackson County Board of Supervisors should also be invited to participate, as there may be an opportunity for the County to provide funding or provide some relief of tax burden.
- Explore the opportunity for minor financial incentives through waiving of permit and other fees, or perhaps offering reduced user fees. These types of fees are very small in scale compared to the cost of land acquisition and development, but for the right scale project these small savings can be important. Moss Point must verify that legal authority exists for such fee waivers before actually executing such an incentive.
- Moss Point should evaluate neighboring communities in order to understand its “competition”. Programs and ideas which are proving successful in one community may be equally successful in Moss Point.
- Moss Point should know its assets and resources within the community. Critical to the City's ability to attract economic development and enhance the quality of life is knowing the assets within, or available to, the city. For the purpose of fostering a healthier, more vibrant community, the various strengths and assets of local citizens, businesses, social organizations and institutions must be identified in order to establish useful and powerful connections. The following list and related descriptions are in no certain order, but they do identify Moss Point assets:
  1. Transportation routes. Moss Point has excellent primary transportation routes with two major north/south corridors (Hwy. 63 and 613) each with points of access to I-10. Likely, drivers in Moss Point and Pascagoula travel one of these highways to reach I-10 when traveling to places outside Jackson County. To some degree, this traffic pattern is captive to the benefit of retailers and other businesses.
  2. Water and Sewer infrastructure extends throughout the entire city. An additional asset is the control of the water and sewer system north of the City.
  3. Functional Railroad
  4. An abandoned railway along Mill Street – can be converted into a walking/biking trail
  5. Water access
  6. Waterfront development opportunities

7. Significant Blueway opportunities
8. Pascagoula River Audubon Center
9. New City Hall
10. New Fire Station
11. Trent Lott Airport
12. Jackson County Economic Development Foundation
13. Small business incubator
14. Mississippi Main Street recognition
15. Aerospace and Ship Building industries
16. Reasonable access to higher education along the MS Gulf Coast and in Mobile, AL
17. In close proximity to major population centers (Mobile, AL, Biloxi, Gulfport)
18. Availability of industrial sites, particularly in proximity to the airport

Moss Point should also identify assets that exist in the form of human or social capital. For instance, if notable musicians, artists, athletes, business and industry pioneers, inventors, people with highly specialized knowledge or skills, social clubs and civic or community leaders. These individuals should be known to the City and, if willing, be utilized when and where necessary to aid in economic development through the use of their knowledge and expertise and connection to those outside the City.

## **Community Facilities and Services**

This section provides an analysis of the existing inventory and potential community facility needs based upon the expectations of this plan. Community facilities are those public and non-profit services that are provided to residents and visitors of the City of Moss Point. In this chapter, the following services and facilities are discussed:

- Library Services
- School Services
- Police Services
- Fire Services
- Water Services
- Sanitary Sewer Services
- Solid Waste Services
- Gas Services
- Parks and Recreation Services

At the centerpiece of municipal facilities is Moss Point's new city hall. City Hall was completed recently and is the result of damage from Hurricane Katrina. The Hurricane damaged other city facilities, which prompted the city to reconsider options for rebuilding. Substantial recover from the hurricane has been achieved by Moss Point.

### **Jackson-George County Library System**

Located in downtown Moss Point, the Ina Thompson Library, which serves the City of Moss Point, is part of the regional Jackson-George County Library System. The Jackson-George County Library serves the residents of Jackson and George Counties and has a total of eight libraries located throughout the two county region.

Although the Ina Thompson Library is part of the Jackson-George County Regional Library System, Moss Point owns the grounds and the building and provides maintenance. Moss Point, along with other municipalities served by the regional library system, also provide financial support for the library.

The Ina Thompson Moss Point Branch Library has adequate space to meet the needs of the expected future population within the City of Moss Point. However, the Library may need additional space if there is significant growth to the east or north of Moss Point. Of course, with rapidly changing technology and social interests, there will be a continuing need for updates to the library equipment and collections.

### **Moss Point School District**

The Moss Point School District has unfortunately seen a decline in enrollment over the past decade, which is not surprising given the fact that Moss Point has both an aging and declining population base. Additionally, Hurricane Katrina served to exacerbate the demographic changes the city is experiencing. Table below indicates enrollment at various points in time over the last decade.

**Table 22. Average Daily Attendance by Grade for Moss Point School District**

Grades	2004-2005	2010-2011	2014-2015
Kindergarten	261.58	160.58	261.10

Special Ed K	2.14	1.88	4
Special Ed Elem	40.89	16.23	17.74
Grade 1	282.78	197.82	158.68
Grade 2	256.58	159.53	154.26
Grade 3	263.92	186.36	162.74
Grade 4	284.88	190.82	135.87
Grade 5	281.17	199.23	144.27
Grade 6	265.08	214.71	145.61
Grade 7	316.72	164.59	163.66
Grade 8	276.34	200.53	182.8
Grade 9	303.89	184.47	173.06
Grade 10	271.13	212.54	146.26
Grade 11	254.62	223.28	122.79
Grade 12	184.14	188.00	123.81
Special Ed Secd	35.72	0.00	11.47
Secd GED	20.93	7.41	7.93
Total	3,602.5	2,507.98	2,000.55

Source: *Mississippi Department of Education Superintendent's Report to the Legislature, and Moss Point School District*

The active schools within the system include:

- Kreole Primary Elementary School located at 6312 Dr. Martin Luther King, Jr. Blvd.
- Escatawpa Upper Elementary School - located at 4208 Jamestown Road
- Magnolia Middle School - located at 4630 Magnolia Street
- Moss Point High School - located at 4913 Weems Street
- Career & Technical Center - located at 3500 Dantzler Street

Additionally, the school district has an Alternative Learning Center located at 3524 Prentiss Avenue. The School district's administrative offices, along with the Family Education Center, are located at 4924 Church Street.

The Moss Point School Board is responsible for providing adequate educational services and facilities for children within the district. In its role, the school board has the authority to plan and to implement plans for educational programming and facility planning. Enhanced coordination between the school board and the city would assist the school district in planning for growth and assist their decisions in the placement of facilities. The city has a direct responsibility to insure that schools are located in places that are safe and convenient to residential neighborhoods.

Although it is unfortunate that school closures have occurred, the now vacant or underutilized school properties represent a potential asset for Moss Point from a redevelopment perspective.

## Moss Point Police Services

The City of Moss Point Police Department is currently located at 4329 McInnis Avenue, in the downtown area. The city is currently in the process of building a new station on Bellview Street.

The police department provides public safety services for the nearly fourteen thousand (14,000) people that live in the City along with the daytime increase in population, and the police department provides traffic safety to more than 90,000 vehicles that pass through the city each day on Interstate 10 and Mississippi Highways 613, 63, and 90.

A separate arm of the city's justice system is the city court system. City Court offices are located within the police department. One (1) Court Clerk and two (2) Deputy Court Clerks coordinate the court schedule and ensure that fines are collected. The city employs a part-time judge and prosecutor.

The U.S. Department of Justice collects data from local jurisdictions across the United States and every year, publishes the "Uniform Crime Reports, Part I Crimes". The Moss Point Police Department reports to the Federal Bureau of Investigation's "known crimes" that occur within the City of Moss Point for publication within this document. Both the number of violent crimes within the City of Moss Point and the number of property crimes within the city decreased over the three (3) year time frame between 2013 and 2015.

**Table 23. Number of Known Crimes in the City of Moss Point, Over Time**

Crimes	2015	2014	2013
Violent Crime	24	38	52
Murder	1	2	3
Forcible Rape	6	10	14
Robbery	17	22	30
Aggravated Assault	5	4	5
Property Crimes	752	857	825
Burglary	311	394	379
Larceny-Theft	388	409	383
Motor Vehicle Theft	51	49	58
Arson	2	5	5

Decreases in the number of crimes occurred across most of the categories in the past three (3) years. There has been a significant decrease in the number of violent crimes over the last three (3) years, and property crimes have been on the decline over the same time frame. Although Moss Point has made great progress in reducing crime, the police department continually searches for methods and techniques to further reduce crime and make Moss Point a safer place to live.

The current police station is approximately fifty (50) years old and received major damage due to flooding from Hurricane Katrina and Hurricane Isaac. The facility is approximately 7,360 square feet. The courtroom and offices are about 1,696 square feet, the condemned jail is approximately 1,216 square feet and the police department and shared facilities, including bathrooms and hallways are about 4,448 square feet. The proposed new, state-of-the-art police station will contain over fourteen thousand (14,000) square feet, which includes a larger courtroom, training classroom, proper evidence processing and storage space, and larger offices, among other significant features. The new police station not contain a jail facility and inmates will be housed at the Jackson County Adult Detention Center, a practice that is widely utilized across the state.

In 2014, the City of Moss Point employed thirty-four (34) officers, including a chief of police, a deputy chief of police, a special operations commander, an administrative lieutenant, four (4) patrol supervisors, three (3) detectives, seventeen (17) patrol officers, one (1) K-9 officer, one (1) DUI officer and four (4) officers assigned to federal and local task forces. Additionally, the department employed thirteen (13) non-sworn personnel including an administrative assistant, records clerk, six (6) dispatchers, an animal control officer, one (1) crossing guard, a part-time criminal investigations secretary and a part-time internal affairs investigator.

The City of Moss Point is divided into four patrol districts/beats with one patrol officer per shift working each beat. All officers work twelve hour shifts which equates to a forty-two hour work week.

The Moss Point Police Department provides its services utilizing the following mix of vehicles:

**Table 24. Selected Vehicles Utilized by the Moss Point Police Department, 2015**

Vehicle Year/ Make	Number
2007 Crown Victoria	2
2008 Crown Victoria	3
2008 Dodge Charger	1
2008 Ford F-150	1
2010 Crown Victoria	4
2011 Crown Victoria	4
2012 Dodge Charger	5

Source: City of Moss Point Police Department, December 2015

Additionally the department has one (1) Polar Kraft Boat, one (1) Kymco Ranger and four (4) Suzuki ATVs, which are used for a variety of events and missions. The city plans to purchase new patrol cars in the near future. Department policy allows designated officers, based upon their duties and responsibilities as officers, to take their vehicles home. All other vehicles remain at the station when not in official use. Additionally, the city owns bicycles that are utilized for patrol at special events within the City of Moss Point.

The city partners with the county for the purpose of E-911 addressing, but the city maintains its own dispatchers and dispatching system. The Police Department also participates with local, regional, state and federal agencies on task forces. The Police Department participates in the FBI National Academy and the Uniform Crime Reporting (UCR) to the Federal Bureau of Investigations (FBI) on a yearly basis.

As in any city, it is important that citizens, shoppers, visitors, etc. feel safe when in Moss Point. No specific standard exists which requires a certain number of officers to serve a particular population base. The professionals in the Moss Point Police Department, through ongoing evaluation of crime statistics and crime fighting techniques, are best suited to make determinations regarding staffing levels and other requirements needed for providing for the safety and welfare of the community. To this end, the police chief together with city administration must constantly strive to reduce crime and ensure Moss Point is a safe city. Detrimental to the health of a city is the public's fear of crime, or even the perception of an area being a "high crime" area. This perception (or reality, whichever be the case) serves to prevent tourists, shoppers and investors from visiting a city.

To reduce the crime rate within the city of Moss Point and within the immediate region, the Moss Point Police Department, local non-profit agencies, local governments and regional partners must develop effective strategies which will reduce the conditions that create poverty and drug dependency, which in turn will promote strong and sustainable neighborhoods. This will also promote stable employment and educational opportunities.

Many departments are working on programs that address the basic causes of crime. The Police Department implemented the Juvenile Accountability Block (JAB) Grant through the Mississippi Department of Public, which includes programs such as National Night Out Against Crime, Camping with the Chief, Changing Attitudes/Changing Behaviors Mentoring Program and Conflict Resolution which encompasses a Martial Arts program. The Recreation Department sponsors after school programs and league play, the schools share their facilities with the Boys and Girls Clubs, and classes exist that engage children and provide the skills they need to create careers. The Community Development Department is initiating programs to build homeownership and wealth within the community. Job training programs are offered through the Jackson County Civic Action Agency and through the local community college.

#### **Moss Point Fire Department**

The Moss Point Fire Department serves a twenty-seven square mile area which includes the City of Moss Point and the Escatawpa Utility District. The department is well trained and has fire protection and emergency contingency plans in place for dealing with several types of major emergencies.

The Moss Point Fire Department achieved a Class 6 fire insurance rating which is assigned by the Mississippi State Rating Bureau. This rating is based upon the following factors:

**Table 25. Rating Factors Considered by the State Rating Bureau**

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

*Source: Mississippi Rating Bureau*

The fire department provides fire suppression and hazardous materials response, inspections of commercial and public buildings, and outreach services to help prevent fires. Better fire prevention programs and public education regarding fire safety is believed to greatly reduce deaths, injuries and property damage from fire events.

To achieve a lower fire rating, which would translate to lower property and fire insurance costs to property owners within the city and utility district, the city would have to improve the water supply in parts of the area served. Additional supply and pressure will be needed north of the Escatawpa River. Additionally, fire apparatus would need to be stored under a covered area. Long term the solution would be to build or expand stations for the storage of trucks and equipment. The city completed a new Central Fire Station in 2011. The new station replaced the central station that was damaged by Hurricane Katrina.

The Fire Department maintains five fire stations, four of which are located within the City of Moss Point, and one station services the area of the Escatawpa Utility District. The fire department has a staff of thirty-four firefighters. The MPFD has a chief who manages and directs the department. Firefighters work eight hour shifts. Approximately eleven (11) firefighters work during each shift. The following table depicts shift staff and equipment by station:

**Table 26. Moss Point Fire Stations, Staff and Equipment, 2015**

<b>Station / Location</b>	<b>Staff</b>	<b>Equipment</b>
#1 Central Station 4204 Bellview Street	1 Battalion Chief 1 Lieutenant 3 Firefighters	Unit 7 - 2011 E-One Pumper (1000 gallons) Unit 15 - 2009 Ford f-150 Pickup Unit 16 - 2011 Ford f-150 Pickup Rescue 12 – 2010 Ford F-550 E-One 2 Cargo Craft Hazardous Materials Trailers
#2 Dr. Reuben P. Morris Station 5206 Dr. Martin Luther King Drive	1 Lieutenant 2 Firefighters	Unit 3 - 1993 E-One Pumper (1000 gallons)
#3 Kreole Station 4225 Kreole Street	1 Lieutenant 1 Firefighter	Unit 5 - 2008 E-One Pumper (1000 gallons)
#4 North Station 4223 Saracenia Road	1 Lieutenant 1 Firefighter	Unit L-1 - 1999 E-One 75' Ladder Truck
#5 Escatawpa Station 3801 Sentinel Street	1 Firefighter	Unit 9 - 2013 Ferrera Pumper (1000 gallons)

A private company provides fire service at the Trent Lott International Airport. However, the Moss Point Fire Department provides mutual aid to the facility in case of emergency.

Periodically, the City will have to replace fire apparatus due to its age, and upgrade and improve the water supply and water pressure in the northern part of the city, as well as in the Escatawpa Utility District, and to provide service the Trent Lott International Airport and the Northrup Grumman Aircraft facility.

The city must periodically replace fire apparatus to ensure that the fire trucks are ratable by the Mississippi Rating Bureau. Based upon standards established by the rating bureau, once firefighting equipment reaches a certain age it is no longer considered in the rating of the city. As time progresses, the Fire Department should anticipate the necessary equipment replacements in order to maintain (or improve) its fire rating. Because firefighting apparatus is very expensive, these purchases should be planned well in advance of the typical budgeting cycle.

## **Water System**

Currently the City of Moss Point owns and operates a water system which includes the corporate limits of the city, as well as the Escatawpa Utility District lying north of the corporate limits. The city has water transmission lines and a pumping station located outside of their district, located north along Wolf Ridge Road to the Three Rivers and Cumbust Bluff communities.

The city has approximately 5,600 customers inside the corporate limits and approximately 1,500 residential customers outside the city limits. Of course, as homes are built or demolished the number of utility connections will fluctuate. In 2006, the city utilized about 67% of the water system capacity and has since added new wells to the system.

The city receives its water from ten operating artesian wells, and has two inactive wells. Eight wells are more than twenty-years of age, including the two inactive wells. For the most part, the six active wells over twenty years of age function effectively. The city also has one well that is approximately ten years old and three wells that were completed in 2007. The city has six working water storage tanks, five of which are elevated and one is a ground tank. The city has the capacity to pump 7,673,000 gallons per day and to store 1,825,000 gallons of drinking water.

**Table 27. City of Moss Point Owned and Operated Wells**

Well Number		Location	Year Constructed	Capacity in gpm	Pressure	Depth
300008-01	Inactive	Parallel Street	1958	120		808'
300008-02		Griffin Heights	1966	700		890'
300008-03	Temp. inactive	Sue Ellen Street	1969	500		812'
300008-04		Community	1973	700		820'
300008-05	Temp. Inactive	Howze Street	1978	1000		839'
300008-07		Payne Street	1997	1000		860'
300002-01		Plant	1964	240		345'
300002-02		Rabby Street	1976	250		412'
300002-03		MS Hwy 613	1965	205		245'
300002-04		Interstate 10	1984	378		435'
		Palmetto St	2007	1400	150 psi	750'
		Sue Ellen Street	2007	1400	150 psi	750'
		Hubert Street	2007	1400	150 psi	750'

Source: Public Water Supply- Master Data Sheet. Mississippi State Department of Health, Division of Water Supply and interview with Moss Point Public Works Department Supervisor, March 2008.

The ten working wells can supply 7,673 gallons of water per minute. The two wells that are temporarily inactive will supply another 1,500 gallons per minute.

The City of Moss Point treats their potable water with a Reverse Osmosis System. The system is designed to remove dissolved solids in the groundwater including organic matter. The city's system has the capacity to treat 5 million gallons of water per day. Additionally, the City chlorinates the water. The city has four modules of the system operational and plans to expand to five modules. Moss Point's Reverse Osmosis System is the largest in the State of Mississippi.

The City of Moss Point has six water storage tanks in use and one storage tank which is not in use. One of the six tanks in use is a ground tank which utilizes a service pump and five of the active tanks are elevated. The active tanks have the capacity to store 1,825,000 gallons of potable water. All of the tanks within the city are steel tanks.

**Table 28. Water Storage Tanks within the City of Moss Point Water Storage System**

Storage		Location	Material	Capacity
Ground	Not in use	Parallel Street	Steel	2,000,000 gallons
Elevated		Elder Street	Steel	100,000 gallons
Elevated		Dantzler Street	Steel	100,000 gallons
Elevated		Community Street	Steel	500,000 gallons
Ground		Plant	Steel	500,000 gallons
Elevated		Plant	Steel	250,000 gallons
Elevated		MS Hwy 613	Steel	125,000 gallons
Ground	Built in 2008	Palmetto Street @ Reverse Osmosis Treatment Plant	Concrete	250,000 gallons

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

The City of Moss Point has a booster station located on the north side of the Escatawpa River in the Three Rivers area. The booster station includes a 30,000 gallon concrete collector tank. The station is capable of pumping 250 gpm. The storage tank associated with this booster is a 7,500 gallon steel tank. Backup generators provide continued pumping ability during power failures to insure safe potable water for city customers.

The City of Moss Point and the Escatawpa Utility District installed water lines in all areas of the city and the district. The city estimated that there are 140 miles of water lines within the City of Moss Point and 30 miles of water lines located outside the city in the Escatawpa Utility District. There are no areas inside the current city limits of Moss Point that lack water lines. This distribution system does have some areas in which there are small sized water lines.

The Mississippi State Department of Health estimated that the city water system was at about 70% capacity in 2006. This estimate took into account the inactive wells, but did not take into account the new wells and storage completed since 2006. The Mississippi State Department of Health estimated that the city's water system located south of the Escatawpa River was operating at 72% capacity in 2006, serving 5,332 connections and having a design capacity of 7,400 connections. The water system located north of the Escatawpa River was operating at 58% capacity, with 2,216 connections and having a design capacity of 3,830 connections.

With the three new wells that the city added to their water system in 2007, the city has adequate access to water. The city has annually replaced water lines to enhance capacity. The city should also consider replacing about 40 miles of smaller 4" and 6" water lines to 8" inch water lines to improve water pressure, especially north of the Escatawpa River.

The Mississippi Engineering Group completed the Mississippi Gulf Coast Regional Water and Wastewater Plan in 2007. The plan suggests several improvements to the city's system. These include:

- Water transmission line improvements on the MS Highway 63 main extension and MS Highway 613 main extension<sup>13</sup>.
- Water main replacements over the Escatawpa River/ Highway 63 Crossing.<sup>14</sup>
- Pumping station upgrades.<sup>15</sup>

Additionally, to accommodate projected growth in eastern Jackson County, the Mississippi Engineering Group in the Mississippi Gulf Coast Region Water and Wastewater Plan identified improvements to the water transmission line along MS Highway 63, located outside the corporate limits of the City of Moss Point as a long term project for improvement to accommodate growth along this corridor.<sup>16</sup>

---

<sup>13</sup> Mississippi Gulf Regional Water and Wastewater Plan, p. 7.

<sup>14</sup> Ibid, p. 7.

<sup>15</sup> Ibid, p. 7.

<sup>16</sup> Ibid, P.

## **Wastewater Collection and Treatment Systems**

### **Sanitary Sewer Collection System**

Moss Point provides sanitary sewer collection for residents within this City of Moss Point the Escatawpa Utility District which is located to the north and northeast of the City. Sewer service is provided to approximately 5,400 customers within the City and approximately 1,100 customers outside the City.

The City's sanitary sewer collection system is a gravity system with thirty-six lift stations within the City limits and thirteen lift stations outside the City limits.

As with all older cities, Moss Point experiences inflow and infiltration issues associated with its sewer system. The sewer system can become more efficient if the inflow and infiltration is reduced. This increased efficiency will lower the operating costs of the utility.

### **Wastewater Treatment Facilities**

The Jackson County Wastewater Authority operates four wastewater treatment plants in Jackson County. Moss Point is served by two of these plants. Wastewater in the areas of Moss Point located south of the Escatawpa River is collected and treated at the Pascagoula/ Moss Point Wastewater Treatment Plant and wastewater from residences and businesses located north of the Escatawpa River is collected and treated at the Escatawpa Wastewater Treatment Facility.

The Escatawpa Wastewater Treatment Plant has the capacity to treat three million gallons of wastewater per day. While the Plant currently has capacity for the treatment of wastewater, it is likely the wastewater collection services will be expanded to the north and to the east. Therefore, a long term proposed project documented in the Mississippi Gulf Regional Water and Wastewater Plan is to upgrade the sludge handling capabilities at the Escatawpa Regional Wastewater Treatment Plan to expand its capacity. This same study indicates that the Pascagoula/ Moss Point Wastewater Treatment Facility should have adequate capacity over the horizon of this planning time frame.

## **Solid Waste Collection and Disposal**

Solid waste collection and transport and recycling are services provided to the residences and small businesses by the City of Moss Point through a private contractor. Solid waste disposal in Jackson County falls under the purview of services provided by the Jackson County Solid Waste Authority.

Within Jackson County there is one active solid waste landfill. The MacLand Ash Disposal landfill is located adjacent to MS Highway 63, north of the City of Moss Point. MDEQ estimates that this facility has capacity for the next 23 years. MacLand Ash Facility receives about 778 tons of solid waste per day, of which about 11% is from out-of-state sources. Garbage from the City of Moss Point is transported to this site.

Additionally, there are three public and open Class I Rubbish Sites and two public and open Class II Rubbish Sites in Jackson County. These sites are restricted to receiving yard wastes, construction and demolition debris, wood wastes and furniture. These sites are subject to less stringent design and siting criteria.

The City of Moss Point contracts for the collection of household solid waste for the residential units within the City and for the solid waste from small commercial businesses. Larger commercial businesses are required to establish a contract with a waste hauler. Under the current contract, garbage pick-up is provided twice a week to residents and small businesses located inside the corporate limits of the City. The contractor also provides weekly trash pick-up for residents and small businesses within the City. Trash is disposed of at the MacLand Landfill. Moss Point also offers recycling pick up.

## **Gas System**

## Part VII – Community Facilities and Services

The City of Moss Point provides natural gas services within its municipal limits and a significant area north of the City. Moss Point provides gas services to approximately 2,600 customers inside the corporate limits of the City and approximately 350 customers outside the City limits.

Outside the corporate limits, the City has gas transmission lines running along Highway 613 to the Big Point community. Smaller lines serve subdivisions and residential streets from MS Highway 613.

Gas Service is available mostly east of Mississippi Highway 63. Gas services are provided along Elder Ferry Road, but not along Mississippi Highway 63. Additionally no gas service is available east of Mississippi Highway 63 south of the Escatawpa River.

The City has recently made improvements to the gas system and has resolved prior significant problems with the system.

### Parks and Recreation

The **City of Moss Point Recreation Department** maintains playgrounds and sports fields within the City and provides programming for all ages. The City owns and maintains the following City Parks that provide an opportunity for organized league play, as well as non-league recreational opportunities:

- Bellview Ballpark
- Monarch Park
- Sue Ellen Park (under reconstruction)
- Frederick Street Ballpark
- Gautier Street Ballpark

City parks are utilized by the Moss Point Dixie Youth Baseball league and a Basketball League.

The City owns and maintains the following City Parks that provides opportunities for open play areas, playground equipment for children, and passive recreational opportunities for adults:

- Bellview Park
- Kreole Street Park

The Moss Point Recreational Program actively plans recreational, social and cultural programs for children and adults. The City utilizes recreational centers located on Denny Street and at Sue Ellen to offer art programs, Step Show programs, youth basketball and basketball camp, youth football and football camp, cheerleader camp. Other specialized athletic programs include Athletes in Action and boxing classes. Weekly afterschool programs include Art with Heart and the Afterschool Theatre.

Each year in April and May, the Recreation Department participates with community organizations to host the Soap Box Derby. In December, the Recreation Department works with community organizations to host Christmas on the Water and a Christmas parade.

Jackson County Board of Supervisors and the Jackson County Recreation Department maintains two parks within the city. These are the Khayat Park and the Escatawpa Park, as well as several boat launches. Both of the parks offer walking trails and playgrounds. Additionally the Moss Point Baseball Complex is located north of the Escatawpa River.

Within the City of Moss Point, there are nine city-owned and operated parks and recreation sites and two county-owned and operated parks, several boat launches and a community center. The athletic complexes provide practice and game fields for organized league sports and casual play within the City. The City has baseball and softball diamonds, soccer fields, basketball goals and tennis courts. Additionally, the City develops and implements athletic and leisure programs and activities for residents of all ages, from afterschool programs to ballroom dancing for adults.

Staff with the City offers several different types of recreational facilities. Neighborhood parks provide places for moderate exercise or passive recreation. Community playfields are larger in size and provide a location for competitive sports play, generally in league play.

The City owns four parks defined as neighborhoods parks. These parks include Bellview Park, Sue Ellen Park, Kreole Street Park and the Downtown Waterfront Park. Additionally, the City owns six parks that can be considered community playfields. These include Bellview Ballpark, Magnolia Park, Monarch Park, Frederick Street Park, Gautier Street Ballpark and also Sue Ellen Park. The County owned parks are located within the City of Moss Point. These two parks, Khayat Park and Escatawpa Park serve as neighborhood parks, but are owned and maintained by the Jackson County Board of Supervisors.

Following is a description of the parks that exist in Moss Point.

- Bellview Street Kid's Park and Boat Launch is located on Bellview Street in western Moss Point. The park is geared for children. A swing set, monkey bars and a basketball goal are located at this site. Also located within this park is a boat launch. This park is bounded by Bellview Street on the north and a waterway on the South. This site is about  $\frac{3}{4}$  of an acre in size. The neighborhood location of this park allows residents to access this park by walking, biking or driving to the facility.
- Sue Ellen Community Center is located in south central Moss Point. The facility includes a community center with a basketball gymnasium, baseball fields, a concession stand and a walking trail. This park serves as both a neighborhood park and a community park. The park is one of the larger parks, in terms of size within the City of Moss Point at fifteen acres in size. Many adults from Moss Point have warm memories of this park, since the gymnasium was also the site of Saturday night dances. This park sustained significant damage to the community center from Hurricane Katrina.
- The Kreole Street Park is located on the eastern side of the City in the Kreole neighborhood. The park is a neighborhood park, offering passive recreation primarily to adults. Included in this park is a walking trail with exercise stations. The park is located on a two lots within a neighborhood setting and is slightly over a  $\frac{1}{2}$  acre in size.
- The Bellview Ballpark is about 6.5 acres in size and includes two lighted ball fields. This park is considered an athletic field and community park since it provides organized recreational opportunities, and is often used for league play and tournaments. This park is located on Bellview Street near MS Highway 613. The park is adjacent to a stream and a major drainage basin within the City.
- Monarch Street Park is considered an athletic field and community park and is often used for league practice and play. The facility is 4.23 acres in size and includes one lighted baseball field. The Monarch Street Park is located west of MS Highway 613 in Moss Point.
- Magnolia Park is located on Magnolia Street, between Howze and Barnett Streets in western Moss Point. This park has four tennis courts and a basketball goal. The park is 1.5 acres in size, and is located across the street from the Magnolia Junior High School building. This school has been closed since Hurricane Katrina due to the flooding that the school sustained. The City intends to rehabilitate this park, rebuilding basketball courts instead of tennis courts.
- The Frederick Street Ballpark is located adjacent to the Kreole Elementary School, and it is within walking distance to the Gautier Street Ballpark. The park has limited room for expansion, but is in an excellent location providing the opportunity for children within the neighborhood to walk to the park. This park is 9.26 acres and has three lighted baseball fields which are used for league practice and plan. This park also has a concession stand.

## Part VII – Community Facilities and Services

- The Gautier Street Ballpark is located within walking distance to the Kreole Elementary School and the Frederick Street Ballpark. This park has limited room for expansion and is located within a neighborhood which allows children and adults to walk to the park. This park is 3.1 acres in size and has two lighted baseball fields, a batting cage and a concession stand. The field is used for league plan, practice and tournaments.
- The Riverfront Recreational facility currently houses the Moss Point Recreation Department. Within this building are department offices, meeting rooms and a gymnasium/auditorium which can be used for community meetings, cultural events and social activities. Additionally, there is a game room, art room, exercise room, Senior Citizens meeting room and racquetball court. The facility is located on the waterfront, in downtown Moss Point. The building sustained moderate damage during Hurricane Katrina when utilities located on the ground floor flooded.
- The Downtown Waterfront has two boat launches, parking for trailers, and a river walkway which extends from City Hall to Torres Avenue. The pathway is lighted at night and is decorated seasonally. This passive park is used almost continuously, and is very popular. The City intends to enhance the downtown waterfront, creating a town green that overlooks the waterfront, and enhance the walk way, and adding a French market pavilion to provide a venue for community festivals.
- Edward A. Khayat Memorial Park- This park is owned and operated by the Jackson County Board of Supervisors. The Park is located on Jefferson and Second Street and could be defined as a neighborhood park. The park is 13.7 acres and includes a pavilion, and picnic area and a walking trail.
- Boat Launches in Moss Point- In addition to parks, there are several boat launches within the City of Moss Point. These include:
  - Pascagoula River- Interstate 10 Bridge
  - Pascagoula River- McInnis Bayou (Bellview Street Park)
  - Escatawpa River- MS Highway 63 Bridge
  - Escatawpa River- Choctaw Marina
  - Escatawpa River- Moss Point Downtown Riverfront three launching piers and two boat launches
- Pelican Landing Meeting and Conference Center – The Pelican Landing Meeting and Conference Center is a city owned conference and community center located at the confluence of the Escatawpa and Pascagoula Rivers directly off Interstate 10. The center is approximately 12,000 square feet and it can be divided into up to three rooms for meetings and can seat up to 500 people. The Center has kitchen facilities, and magnificent views of the rivers.
- Mississippi Audubon Center at Moss Point- The Moss Point facility is one of three regional Audubon Centers in Mississippi and it is part of the Pascagoula River initiative seeking to educate people about the importance of this river system for the migrating birds. From the center located on Frank Griffin Road, staff and volunteers implement Audubon programs throughout the region and hosts tours of the Pascagoula and Escatawpa Rivers showcasing the habitat of the region. A new state-of-the-art education center has recently been completed. The City and Audubon Center staff are working together to establish a greenway to link the Audubon Center to the Pelican Landing Meeting and Conference Center.

Staff with the Moss Point Recreation Department oversees the use, scheduling and maintenance of the city's recreational assets, but the City also develops programs for the children, youths and adults at these facilities. City staff includes a full-time Department Director, a full-time program director and a full-time athletic director. The City also employs a part-time recreation aide. Among the programs offered by the City of Moss Point Recreation Department are:

### Seasonal Festivals and Offerings:

- Christmas Parade
- Mardi Gras Parade
- Sweetheart Ball (February)
- Bass Fishing Tournament (May)
- River Jamboree (May)
- Soap Box Derby (April and May)
- Bar-B-Que Cook-Off (August)
- Harvest Festival (November)
- Christmas by the River (December)

### Summer Camps

- Football Camp
- Cheerleader Camp
- Basketball Camp

### Children's After School and League Programs

- Youth basketball
- Youth Football
- Athletes in Action
- Art Class
- Step Show
- Cultural Arts Event

### Adult Programs

- Art Class
- Senior Aerobics
- Adult Aerobics
- Evening Aerobics
- Self-Defense/Boxing Class
- African Dance
- Line Dance
- Ballroom Dance

Additionally, the Celebrations Committee sponsors the yearly Fah-de-rah festival and the monthly Friday night Waterfront Cafes on the waterfront in downtown.

The City may consider establishing at least three more neighborhood parks. Areas which are currently not served by a neighborhood park include neighborhoods in Escatawpa south of Interstate 10 and north of Interstate 10 and an area in South Central Moss Point east of MS Highway 613. Sidewalks should also be included in areas near the parks to allow residents to safely walk to the park.

The City of Moss Point very effectively utilizes its recreational centers and there appears to be a desire by the community to ensure adequate space for continued access to recreation centers. Currently, the city has two recreational centers, Riverside and Sue Ellen. During the planning process, the community expressed a desire for a public fitness and wellness center. A fitness and wellness center may assist residents with adopting a healthier and more sociable lifestyle, helping adult residents within the city establish health priorities and goals that may reduce long term medical costs. Moss Point should identify opportunities to meet this need by, for instance, incorporating it with the Pelican Landing space.

Also recognized by the community as a need is a youth activity center. As with a conceptual public fitness and wellness center, this too may be incorporated with the Pelican Landing space.

The community identified a need and a desire to become a world class Riverfront city. To enjoy the unique waterfront, the City may consider establishing a greenway system that links the City's parks, neighborhoods, riverfronts and environmental destinations, such as the Audubon Center and the City's waterfront into a scenic greenways system. The pathway should minimally link the Audubon Center to Pelican Landing. But the system should expand into the neighborhoods to allow access to open space and the riverfront from all neighborhoods.

The City of Moss Point may experience changes within the community over the next 25 years which will necessitate the need for additional services in new locations, or modification of existing services. The City envisions reconnecting with its waterfront areas. Therefore, there are also community projects which link Moss Point residents to the riverfronts, and also link the neighborhoods to each other. Finally, the City also has a vision of providing quality public services that are timely, efficient and cost-effective.

The following list identifies potential projects and tasks that lead to the improvement or enhancement of community facilities. Some items are ongoing in nature and lend not only to improvement of community facilities but also serve to improve the quality of life in Moss Point.

### *Public Safety*

- Proceed with construction of the new Police Station.
- Monitor traffic, crime activity and crime perception within the community, and in response adjust police programs and staffing accordingly. To the extent specific personnel, equipment and programmatic needs can be anticipated, Moss Point should strive to meet the needs in an effort to avoid increasing criminal activity and the negative perception that follows.
- Establish police sub-stations as the need dictates. The Kreole Neighborhood and north Moss Point are two areas that may be suitable for sub stations.
- Replace firefighting apparatus as needed to ensure the City's fire rating is preserved and possibly enhanced.
- Expand firefighting capabilities by acquiring the necessary staff, training and equipment to serve the Trent Lott International Airport.

### *Water System*

- Continue to replace older, smaller water lines throughout the City, but especially in the northern portion of the City of Moss Point.
- Continue water transmission line improvements on the MS Highway 63 main extension and on the MS Highway 613 main extension.
- Replace water mains over the Escatawpa River/ MS Highway 63 crossing.
- Continue to upgrade water pumping station throughout the system.

### *Wastewater Collection and Treatment*

- Continue to replace old and damaged lines to reduce inflow and infiltration as funding is available.

### *Gas System*

- Continue to expand gas lines and make improvements to the gas system as funding is available.

### *Parks and Recreation*

- Undertake sidewalk construction programs in areas near City parks and City schools.
- Rebuild Sue Ellen Recreation Center.
- Relocate Riverside Recreation Center.
- Construct greenway system linking Pelican Landing Meeting and Conference Center to Mississippi Audubon Center.
- Construct Greenway system linking Downtown to Central Moss Point parallel to McInnis Street.
- Identify opportunities to incorporate a health and wellness center into the City's recreational program.
- Identify opportunities to incorporate a youth center, perhaps at the Pelican Landing Center,
- Establish new neighborhood parks in Escatawpa North and South of Interstate 10, and in south central Moss Point, near MS Highway 613. Neighborhood parks could be integrated with the town green development concept.

### *Library*

- Resurface the parking area of the Ina Thompson library with an impervious paving material to reduce storm water runoff from this site, and to provide attractive and safe parking for library users and people who may utilize the lot for public parking.

## Transportation Plan

The Transportation Plan component is a requirement for the City's comprehensive planning process. The city's residential, recreational, commercial and governmental developments are all influenced by the city's transportation system. This chapter of the Comprehensive Plan examines issues related to transportation in Moss Point and provides information regarding the operation and development of the transportation system. The comprehensive plan presents transportation-related goals for the City and provides recommendations for the maintenance and improvement of the transportation system in order to realize those goals. The following information is that which was prepared and included in the 2009 plan.

### Multimodal Facilities

The following addresses the City's transportation resources that provide for the transport of commodities to and from the City of Moss Point. Rail, water, air and highway modes of operations contribute toward the sustainability of the economy.

#### Rail Service

Moss Point is provided class one rail service by the CSX Corporation with tracks running from New Orleans east to Jacksonville, Florida, passing through the Port of Pascagoula. Products carried include petroleum products, pulp board, plastics and agricultural products. A 42-mile short line railroad, the Mississippi Export Rail Road, provides a connecting link from the Port of Pascagoula to the Canadian National line at Evanston, Mississippi, in George County. This short line railroad passes through Moss Point, servicing the pogue fish processing plant in East Moss Point, and providing coal from the Canadian National line to the power generating facility at Plant Daniel, north of Moss Point.

There is currently no passenger rail serving the Moss Point area. Amtrak service via the Sunset Limited (New Orleans to Jacksonville) was discontinued after Hurricane Katrina. Presently, there is no service in Mobile. Passengers traveling to Atlanta or the northeast can board the Amtrak Crescent at Hattiesburg or Picayune and proceed along the Norfolk Southern line.

#### Air Service

##### Trent Lott International Airport

Trent Lott International maintains one runway with a length of 6500 feet. The airport caters to local corporate clients including Chevron, Amoco, and Friede Goldman. It is contained within a 500-acres industrial/business park. Executive conference rooms are available for lease and are staffed by professionals. Fueling and aircraft maintenance are available as are tie down and hangar space. There is no regularly scheduled passenger service out of Trent Lott, however, charter service is provided by DayJet, a jet air taxi service. Future plans include the creation of a foreign trade zone and a lighted helipad.

##### Mobile Regional Airport

Regularly scheduled air passenger service is provided at Mobile Regional Airport, thirty miles to the northeast of Moss Point. Mobile provides passenger service on six carriers with direct service to Houston, Dallas, Chicago, Memphis, Atlanta and Charlotte.

##### Biloxi-Gulfport International Airport

Biloxi-Gulfport International provides regularly scheduled air passenger service on seven carriers to the afore-mentioned six cities served by Mobile Regional and also to Florida through the cities of Tampa, Orlando, and Ft. Lauderdale. Biloxi-Gulfport also has a major cargo handling facility of 60,000 square feet with primary emphasis on perishable goods. It is also a general aviation airport offering aircraft maintenance and charter service. Biloxi-Gulfport Airport is located approximately forty miles to the west of Moss Point.

#### Port and Harbors

The Port of Pascagoula, operated by the Jackson County Port Authority, is located south of Moss Point and owns and operates public cargo facilities in the Pascagoula River and Bayou Casotte Harbors. Rail service connections are provided by CSXT and the Mississippi Export Railroad. Imported cargo coming

into the port consists of chemicals, forest products, fish, rubber, crude oil and general cargo. Exports include of forest products, frozen food, grains, machinery, petroleum products, fertilizer, and vehicles.

### **Pascagoula River**

The Pascagoula River (West) Harbor contains four wharves at terminals A-D on the west side of the Pascagoula River Channel north of the Northrop Grumman Ingalls shipyard. The wharves contain over 400,000 square feet of covered storage space and 2,000,000 cubic feet of freezer/cold storage space. For additional detail and review of site facilities access the Port's website at the following address: <http://www.portofpascagoula.com/frame2.htm>

### **Bayou Casotte**

Part of the Port of Pascagoula, this harbor is located within the Bayou Casotte Industrial Park, the site of the Chevron refinery, Mississippi Phosphates, First Chemical, Signal International and VT Halter Marine. There are four wharves at terminals E-H in the Bayou Casotte (East) Harbor. Storage facilities consist of 50,000 square feet of paved open space and ten acres of unpaved open storage. For additional detail and review of site facilities access the Port's website at the following address: <http://www.portofpascagoula.com/frame2.htm>

### **Surface Transportation Facilities**

#### **Truck Freight**

Interstate Highway 10 (I-10), US Highway 90, Mississippi Highways 63 and 613 provide for the majority of freight movement by trucks in Jackson County and the City of Moss Point. According to Gulf Regional Planning Commission's long range transportation plan, 70% of the nation's freight movement is transported by truck. In 2004, the most recent data available indicated Jackson County's roadways provided for the movement of approximately 15,081,980 tons of freight or 60% of the volume along the Mississippi Gulf Coast. For the year 2030, freight volumes are projected to more than double (33,139,778 tons) in Jackson County while maintaining 61% of the Coast's volume. Passenger and freight transport depend on a sound functional highway network to serve the population, business and commerce. For Mississippi, the average resident drives 12,187 miles per year. When compared to other states, Mississippi truck traffic has a larger percentage of vehicles miles traveled indicating the dependency that freight transport has on Mississippi's highways.

### **Transportation Planning Factors**

The City of Moss Point, MDOT and Gulf Regional Planning Commission (GRPC) work closely to collect information regarding the existing highway network, to estimate future demands for travel and to identify deficiencies in the highway system that should be addressed through transportation improvements, including:

Average Annual Daily Traffic (AADT)

Traffic Generators

Congestion

Capacity

Population Forecasts

The following section describes these factors which are used along with a travel demand modeling tool to estimate the impact future growth may have on the city's highway network.

### **Overview of Transportation System**

The surface transportation network serving Moss Point includes two state-maintained north-south through-routes and two federal highways running east and west. The two north-south routes, Mississippi Highways 613 and 63, are separated by only six-tenths of one mile at the northern limit of the city but diverge gradually as they traverse Moss Point (see Figure 1). Where they intersect Jefferson Avenue and cross into Pascagoula the distance between them widens to 1.7 miles. Both roads connect to Interstate Highway 10, and these interchanges are separated by less than one mile. The total length of both MS Highway 613 and MS Highway 63, within Moss Point, is approximately five miles.

MS Highway 613 is located to the west of MS Highway 63 in Moss Point, but 3.5 miles north of the city it swings over to the east side of MS Highway 63, proceeding through Hurley in northern Jackson County continuing to Lucedale in George County. In the older, more densely developed section of the city south of the Robertson Lake bridge, MS Highway 613 is known as Main Street; and at the Pascagoula line it becomes Telephone Road, curving in a southwesterly direction for a couple of miles before merging into U. S. Highway 90 in Pascagoula. North of Interstate Highway 10, MS Highway 613 is a divided two-lane facility with continuous center turn-lane; south of Interstate Highway 10 it is a divided four-lane facility with continuous center turn-lane.

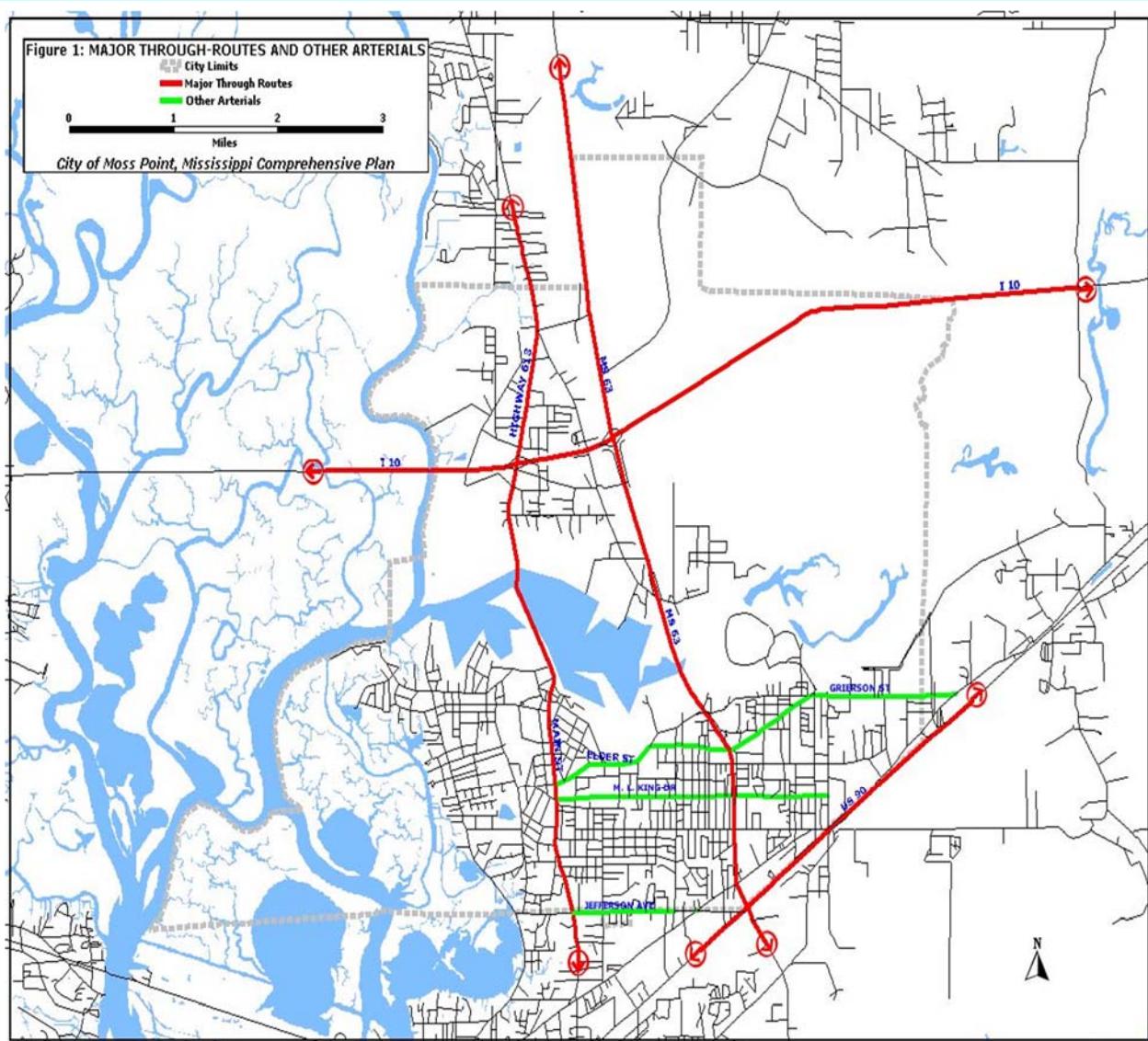
MS Highway 63 is a divided four-lane highway both north and south of Interstate Highway 10. Proceeding northward it passes through the community of Wade and on to an interchange with U. S. Highway 98 at Lucedale. At its southern end MS Highway 63 connects to US Highway 90 where the latter divides Moss Point from Pascagoula. From that point MS Highway 611 continues south some four miles through the Bayou Casotte industrial area.

Interstate Highway 10 runs roughly east and west for five miles across the northern part of Moss Point. Throughout this section of the interstate there are two lanes in each direction separated by 50 to 80 feet. Access to the interstate is limited to the MS Highway 613 and 63 interchange locations. The next interchange to the west is six miles away at the Gautier-Vancleave Road. Coming from that direction Interstate 10 enters Moss Point on a bridge across the Pascagoula River, returning to grade just before reaching the MS Highway 613 eastbound off and westbound on ramps. The mainline lanes pass over both MS Highways 613 and 63, as well as the Mississippi Export Railroad just east of MS Highway 63. Interstate Highway 10 exits the city on the east on a bridge spanning Black Creek. The next interchange to the east is located at Franklin Creek Road, some 3.4 miles beyond the Moss Point city limit.

The other federally designated route, US Highway 90, delineates the southeastern side of Moss Point, along a two-mile stretch running eastward from MS Highway 63. Proceeding in that direction the route connects Moss Point and Pascagoula to Mobile, Alabama. In the other direction US Highway 90 links Moss Point and Pascagoula to Ocean Springs, Biloxi and the other cities along the Mississippi Gulf Coast. This section of US Highway 90 is a divided four-lane facility with a grassy median 35 to 40 feet wide.

There are three other arterial streets in the city (see the discussion of “Functional Classification” below). All three are locally maintained minor arterials, located east of Main Street and south of Robertson Lake and the Escatawpa River; and all three run roughly east and west. The first is really two streets: It begins as Elder Street at Main, but a mile to the east it runs into Grierson Street and continues under that name for three miles; emptying into the Old Stage Road just beyond the eastern city limit. Both Elder and Grierson are two-lane roads. Martin Luther King Drive, also a two-lane minor arterial, runs due east for 2.6 miles from Main Street to Kreole Avenue. Jefferson Avenue is a four-lane divided arterial for the one mile from Main to Second Street. (A half-mile section west of Main Street is classified as a collector.) These three arterial routes provide the east-west mobility necessary to counter-balance the decidedly north-south orientation of the non-interstate principal arterials in Moss Point.

The tendency for vehicular trips to move north and south in Moss Point is dictated in part by the geography of the city. On its west side the city is hemmed in by the waters of the Pascagoula River basin. Travel in that direction can only be achieved by crossing the river on Interstate Highway 10 or US Highway 90. The same is largely true on the east side of the city where extensive wetlands severely restrict travel and mobility. Most trips to or from locations outside the city necessarily funnel into Interstate Highway 10 or US Highway 90 on MS Highway 613 or MS Highway 63, and trips to or from points north or south are likely to make use of the same routes. The east-west surface arterials (Elder-Grierson, M. L. King and Jefferson Avenue) complete the grid available for internal trips, i.e., those with both ends located within the city.



### Functional Classification

The functional classification of roads provides a system for defining the role each street or highway plays in facilitating the flow of traffic within or through an area. This process of grouping roads into classes, according to use, reflects the fact that in almost all cases the demand for travel is served not by a single facility but by two (or three or four) or more. In other words, to get from point A to point B by vehicle, it is generally necessary to access not a single thoroughfare but the system or network of roads that serve all trips in the area. Different components serve different purposes. In order to optimize the performance of the system it is necessary to organize it in a way that is responsive to the needs of travelers. Functional classification provides a rational means for channelizing the flow of traffic in a way that is logical and efficient.

There are two principal aspects to the issue of traffic channelization: (1) the accessibility of property at either end of the trip (i.e., origin and destination) and (2) the need for mobility (i.e., the ability to move through space from one point to the other). Access to property is priority: Without it there is no demand for travel from one particular point to another. Mobility varies in a way that is frequently described in terms of the level of service of a given route. Level of service ranges from A (unrestricted mobility) to F (severely constrained mobility). Functional classification seeks to optimize the mobility of the system as a whole by channelizing trips according to purpose and length and by providing a hierarchy of streets and highways designed to meet different travel needs or to serve different portions of a given trip. At the lowest level, local streets provide direct access to residential areas and land associated with other

specific uses. Operating speed and roadway capacity are typically low. At the other end of the spectrum, arterials maximize mobility, providing higher operating speed and capacity at the expense of accessibility. Collectors provide a measure of both and frequently serve to link local streets to arterial routes.

The standards adopted for the design and operation of public roads are determined in large part by their functionality. Roadway characteristics such as lane and shoulder width, speed limit, maximum grade and horizontal geometry are linked to functionality in order to facilitate the safe and efficient design and operation of public roads. A well-balanced network will include streets and highways from all classes in suitable proportions and geographically distributed so as to optimize the flow of traffic throughout the area. Guidelines for the classification of public roads recommended by the Federal Highway Administration (FHWA) acknowledge the fact that a large majority of route-miles will be in the local class of streets providing direct access to residential property (see Table 1). The amount of traffic (measured in vehicle-miles) carried by local streets is disproportionately small. This is because the portion of the overall trip from origin to destination made on local thoroughfares is relatively short. Local streets are only intended to provide access to the higher classifications – collectors and arterials. At the other end of the hierarchy, principal arterials typically cover most of the distance involved in the overall trip from origin to destination but are likely to constitute a relatively small share of area wide roadway mileage. Daily volumes on principal arterials are measured in the tens of thousands compared to mere hundred on most local streets.

**Table 29. Guidelines on Extent of Urban Functional Systems**

SYSTEM	RANGE (PERCENT)	
	VMT	Miles
Principal arterial system	40-65	5-10
Principal arterial plus minor arterial street systems	65-80	15-25
Collector street system	5-10	5-10
Local street system	10-30	65-80

Note: VMT is vehicles-miles of travel. Miles is route-miles. % represents share of total public road mileage.

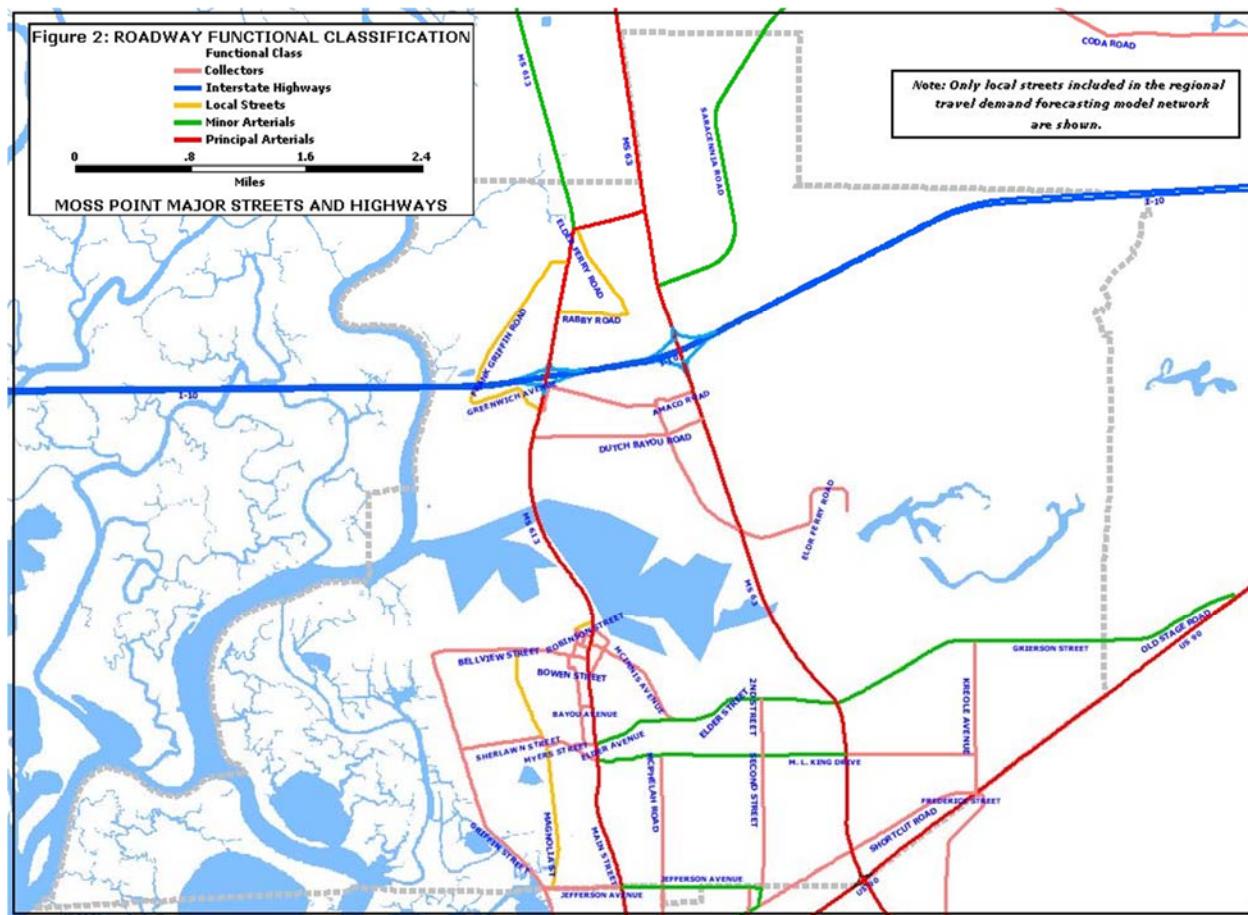
There are approximately 163.3 route-miles of public roads located within the Moss Point city limits (see Table 2). That total includes some 42 miles of major streets and highways functionally classified as arterials or collectors. The principal arterial total share of 10.6 percent (including both interstate highways and other principal arterials) surpasses the upper limit of the recommended range by a very slight margin. The overall share for all arterials of 15.5 percent (including both principal and minor arterials) exceeds the lower limit of the recommended range by a similarly slight margin. At 10.2 percent the collector share of total public road mileage is just above the upper limit of the recommended range, and the local street share of 74.3 percent falls near the middle of the recommended range for that class.

**Table 30. Moss Point Major Street and Highway Mileage by Functional Class**

CLASS	MILES	PERCENT
Interstate Highway	5.2	3.2
Principal Arterials	12.1	7.4
Minor Arterials	8.0	4.9
Collectors	16.6	10.2
Local	121.4	74.3
<b>TOTAL</b>	<b>163.3</b>	<b>100.0</b>

Note: Mileage includes both directions for two-way routes – whether divided or undivided  
Ramp mileage is not included.

Overall the distribution of public road mileage by functional class appears to be adequately balanced except for a slight deficiency in minor arterial mileage which could probably be corrected simply by upgrading one or more collectors. The functional classification map for Moss Point shows that all of the minor arterials in that section of the city south of Interstate Highway 10 are oriented to the east and west (see Figure 2). A north-south minor arterial located between the two heavily traveled principal arterials, MS Highways 613 and 63, would help to balance better the local streets network. MacPhelah Road, a collector which carried an estimated 4,500 vehicles a day in 2006, might be the logical choice. Reclassifying MacPhelah from Martin Luther King Drive to Jefferson Avenue would transfer .88 mile from the collector category to minor arterial and result in the following distribution generally conforming to FHWA specifications: Principal Arterials - 10.6 percent; All Arterials - 16.0 percent; Collectors - 9.7 percent; Local - 74.3 percent. Another possibility would be Second Street. Although the estimated annual average daily traffic (AADT) on Second Street in Moss Point was only 1,800 in 2006, the section immediately south of the city limits carried an estimated 3,300 vehicles per day and is already classified as a minor arterial. Upgrading the entire route to conform to the higher standards applied to arterials, would transfer 1.24 miles from the collector category to minor arterial, yielding the following (even better) results: Principal Arterials - 10.6 percent; All Arterials - 16.3 percent; Collectors - 9.4 percent; Local - 74.3 percent.



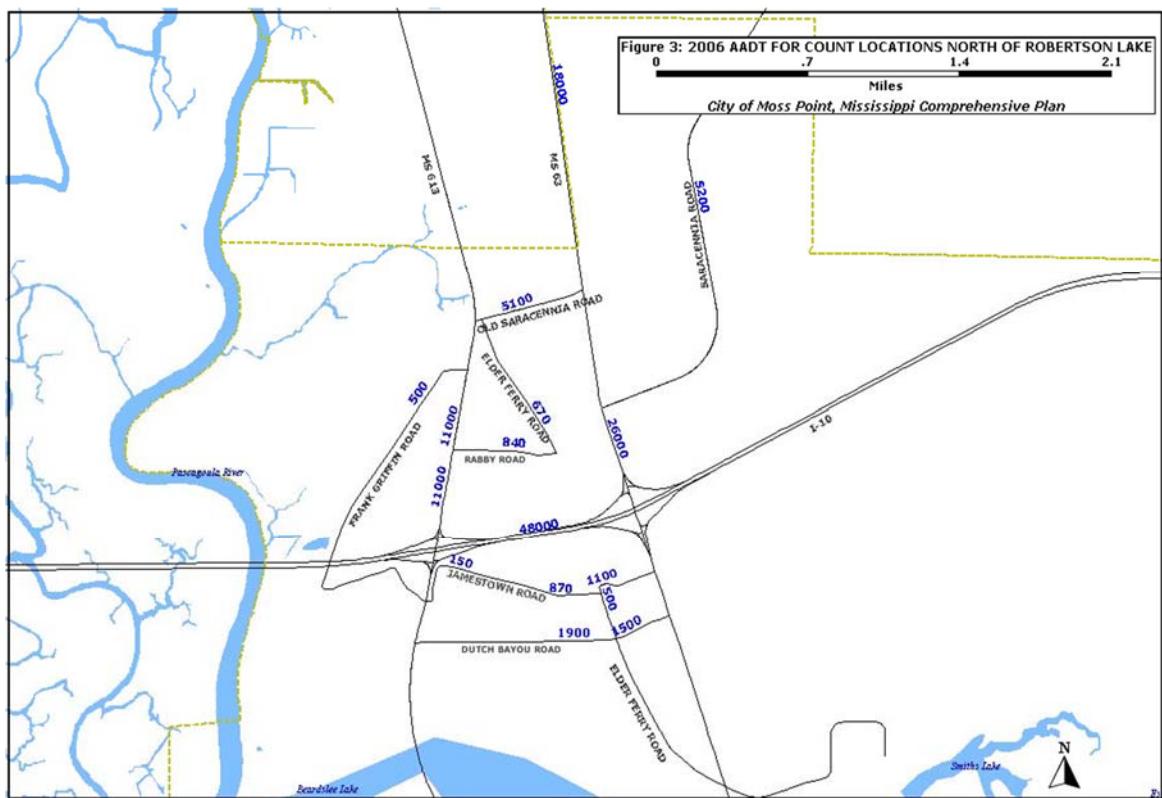
The highest traffic volume recorded for any location in Moss Point was, of course, on Interstate Highway 10: 48,000 vehicles per day on the short section between the MS Highways 613 and 63 interchanges. The highest volume recorded on any non-interstate route was 26,000 on MS Highway 63 immediately north of Interstate Highway 10. Three other locations on MS Highway 63—all south of Interstate Highway 10—had estimated daily volumes in excess of 20,000 vehicles. The same volume of 22,000 vehicles per day was estimated for Main Street (MS Highway 613) between Martin Luther King Drive and Jefferson Avenue. The estimated AADT volume on Main Street in the downtown area was 18,000 vehicles, and the estimate for the MS Highway 613 Bridge over Robertson Lake was only slightly lower at 17,000 vehicles. In all, estimated traffic volumes in excess of 10,000 vehicles per day were recorded for 11 different count locations.

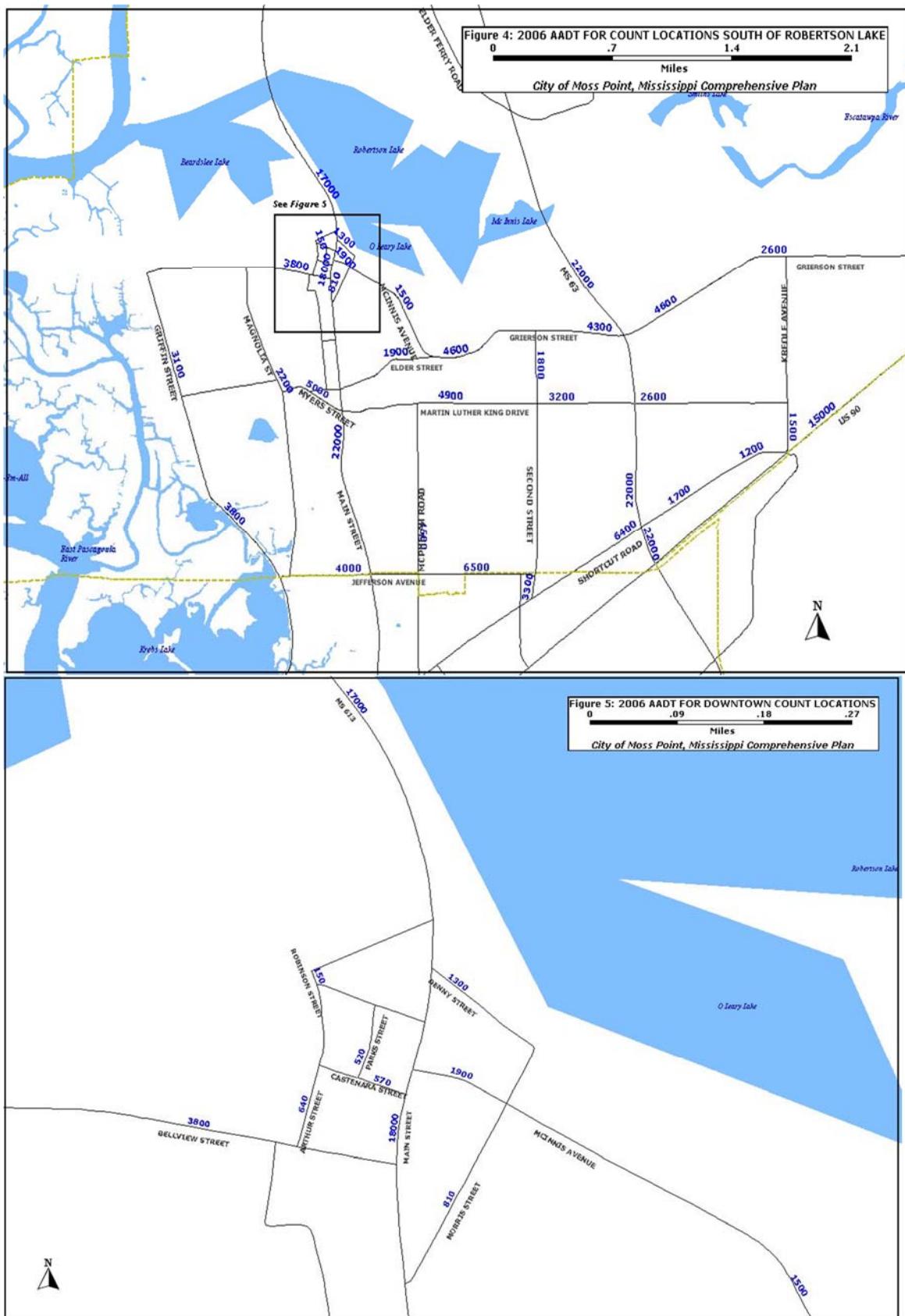
### Long-Range Transportation Plan

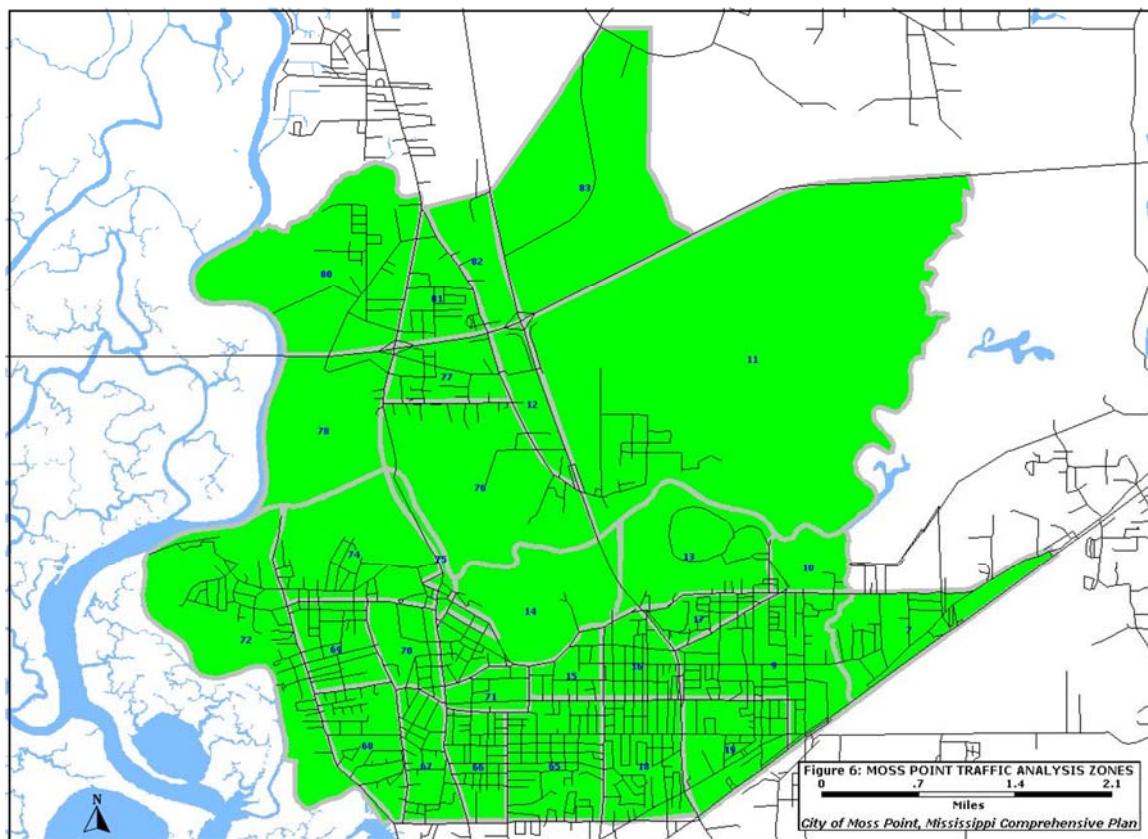
The regional travel demand forecasting model developed by Gulf Regional Planning Commission utilizes a long-range land use and demographic forecast for the year 2030 to project future traffic conditions. The forecast includes population, dwelling units, households, school enrollment, retail and non-retail employment, hotel and motel rooms and casino area and gaming positions for 554 traffic analysis zones in the three-county study area. Twenty-nine of these TAZs are located wholly (or almost wholly) within the limits of Moss Point (see Figure 6). Small portions of half a dozen other zones fall within the city limits.

The aggregate estimated population of the 29 TAZs in Moss Point was 15,686 for the long-range transportation plan base year of 2002 (see Table 4). This is only slightly higher than the official Census estimate of 15,383. The projected population figure for 2030 is 16,438. This represents an increase of a little less than five percent over 28 years. Seven of the 29 zones are forecast to have growth rates equal to or in excess of one percent per annum. Chief among these is TAZ 83 which contains the Saracenia Road growth corridor. Others include the following:

TAZ 12 – the area between Elder Ferry Road and MS Highway 63 immediately south of Interstate Highway 10;  
TAZ 13 – east of MS Highway 63 and north of Orange Grove Road;  
TAZ 76 – the area between Main Street and Elder Ferry Road south of Dutch Bayou Road;  
TAZ 82 – between Elder Ferry Road and MS Highway 63 immediately north of Interstate Highway 10;  
TAZ 14 – the area between McInnis Avenue and MS Highway 63 north of Elder Street; and  
TAZ 71 – east of Main Street and south of Elder Avenue.







**Table 31: 2006 Annual Average Daily Traffic on Major Streets and Highways in Moss Point (AADT>10000)**

ROUTE	CLASS	LOCATION N/W	LOCATION S/E	2006 AADT	2000 AADT
Interstate Highway 10	Interstate Hwy	Highway 613	MS 63	48,000	43,000
MS Highway 63	Principal Arterial	Saracennia Road	Interstate 10	26,000	20,000
Main Street (MS Highway 613)	Principal Arterial	M. L. King Drive	Jefferson Avenue	22,000	--
MS Highway 63	Principal Arterial	Elder Ferry Road	Grierson Street	22,000	21,000
MS Highway 63	Principal Arterial	M. L. King Drive	Shortcut Road	22,000	20,000
MS Highway 63	Principal Arterial	Shortcut Road	US Highway 90	22,000	--
Main Street (MS Hwy 613)	Principal Arterial	Castenara Street	Bellview Street	18,000	12,000
MS Highway 613	Principal Arterial	Dutch Bayou Road	Robinson Street	17,000	--
US Highway 90	Principal Arterial	Kreole Avenue	Eastern City Limit	15,000	13,000
MS Highway 613	Principal Arterial	Rabby Road	Interstate 10	11,000	13,000
MS Highway 613	Principal Arterial	Frank Griffin Road	Rabby Road	11,000	10,000

Source: Gulf Regional Planning Commission (2008).

Zones 14 and 83 are projected to have the largest absolute increases in population – 183 and 150 respectively. TAZ 80, the zone located between the Pascagoula River and MS Highway 613 north of Interstate 10, is also projected to increase in size by more than 100 persons. Conversely, TAZ 18 on the south side of the city between Second Street and MS Highway 63 is projected to decrease in size by more than 100 persons.

As many trip origins are linked to the places where people live, many destinations are oriented to places where people work, shop or engage in other commercial activities. For this reason, employment is an important model variable. The estimated total establishment-based employment in Moss Point in 2002 was 5,846 (see Table 5). The projected total for 2030 is 7,591. This represents a projected increase of just fewer than 30 percent or not quite one percent per annum.

Leading the way in projected job growth are zones 67 (305 new employees), 14 (299 new employees), 19 (272) and 66 (244). As previously noted, TAZ 14 is in the center of the city just east of the downtown area. Zones 67, 19 and 66 are located along the southern edge of the city immediately north of Pascagoula. Much of the traffic on the principal arterials in Moss Point—on Interstate Highway 10 and the major north-south routes, Main Street (MS Highway 613) and MS Highway 63—consists of work-trips to or from large employment sites in Pascagoula whether they originate in Moss Point or outside of the city. Nevertheless, work, business or shopping-related trips to and from stores, offices and other commercial establishments in Moss Point also represent a significant portion of local traffic.

The Mississippi Gulf Coast Area Transportation Study (MGCATS) attempted to identify potential roadway capacity deficiencies likely to occur in the future in order to plan for new and improved roads that will be needed to meet projected travel demand. The resulting 2030 Long-Range Transportation Plan presented a Staged Improvement Program with three plan components: Stage 1 (2010), Stage 2 (2020) and Stage 3 (2030). Four projects within the city of Moss Point were included.

**Table 32: Moss Point Projected Population to the Year 2030 by Traffic Analysis Zone**

TAZ	2002	2010	2020	2030	CHANGE	PERCENT	ANNUAL
7	360	362	368	378	18	5.0	0.2
9	1749	1651	1656	1665	-84	-4.8	-0.2
10	0	0	0	0	0	0.0	0.0
11	7	7	7	6	-1	-14.3	-0.5

12	81	90	121	170	89	109.9	2.7
13	110	120	154	207	97	88.2	2.3
14	480	498	562	663	183	38.1	1.2
15	340	344	359	382	42	12.4	0.4
16	840	837	827	811	-29	-3.5	-0.1
17	495	495	496	497	2	0.4	0.0
18	1764	1752	1709	1641	-123	-7.0	-0.3
19	872	871	865	857	-15	-1.7	-0.1
65	1915	1910	1892	1864	-51	-2.7	-0.1
66	778	778	778	778	0	0.0	0.0
67	650	652	657	665	15	2.3	0.1
68	855	858	867	882	27	3.2	0.1
69	729	729	731	733	4	0.5	0.0
70	203	207	223	247	44	21.7	0.7
71	204	211	235	272	68	33.3	1.0
72	1184	1183	1179	1173	-11	-0.9	0.0
74	650	649	647	644	-6	-0.9	0.0
75	74	76	82	92	18	24.3	0.8
76	114	123	155	205	91	79.8	2.1
77	317	321	333	353	36	11.4	0.4
78	15	15	15	14	-1	-6.7	-0.2
80	511	522	561	622	111	21.7	0.7
81	314	320	340	372	58	18.5	0.6
82	42	44	51	62	20	47.6	1.4
83	33	48	101	183	150	454.5	6.3
TOTAL	15686	15673	15971	16438	752	4.8	0.2

Source: Gulf Regional Planning Commission: Mississippi Gulf Coast Area Transportation Study – 2030 Long-Range Transportation Plan (GRPC 2007).

In Stage 1, the plan calls for reconstruction of Main Street from the MS Highway 613 bridge over Robertson Lake to Welch Avenue. The purpose of the proposed improvement would be to provide a boulevard harmonious with the downtown context, conducive to shopping and recreational activities with pedestrian amenities and on-street parking.

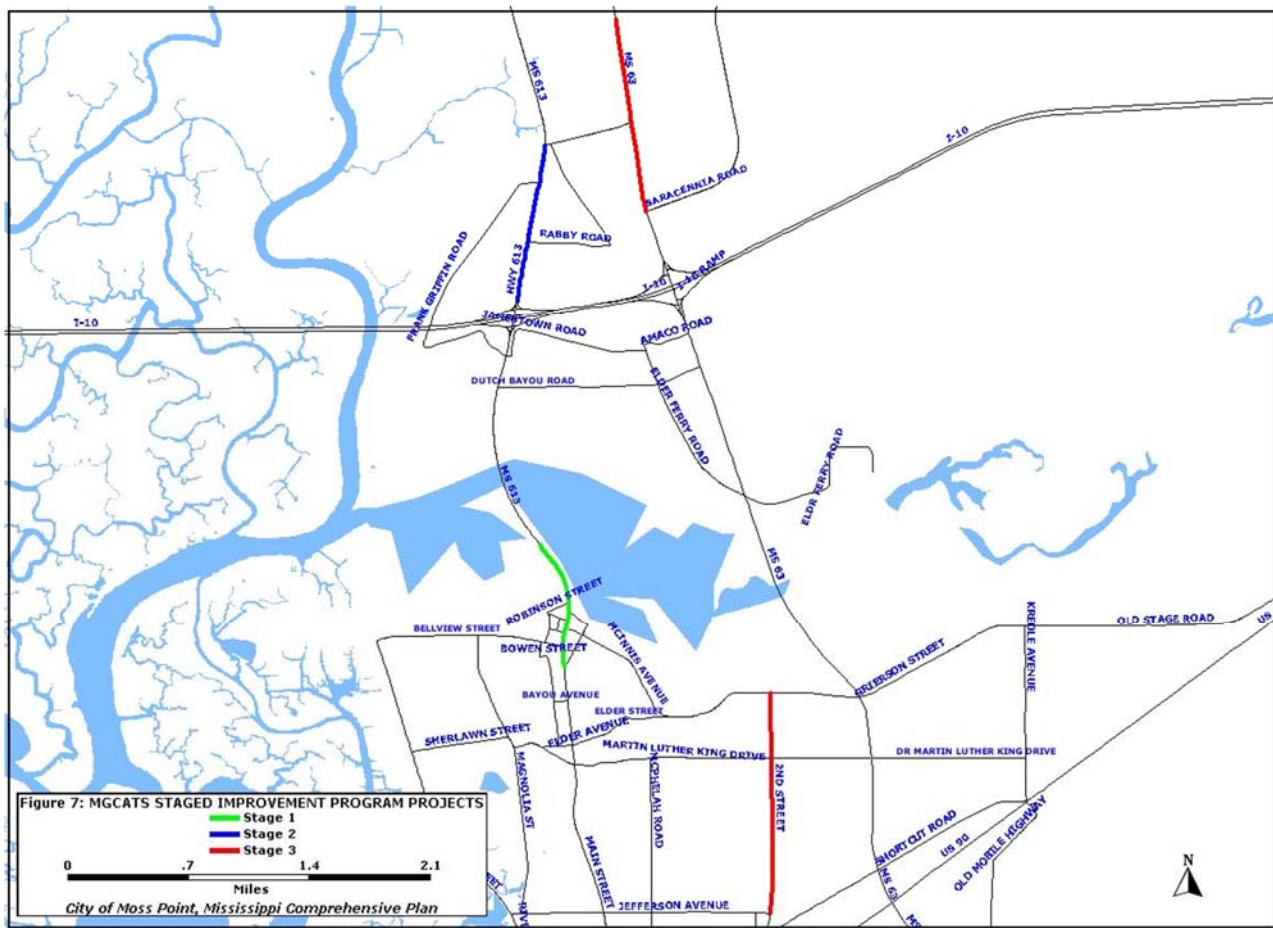
At the present time the existing four-lane divided road functions primarily as a relatively high-speed through-route. The estimated cost of the improvement was \$940,500.

**Table 33: Moss Point Projected Employment to the Year 2030 by Traffic Analysis Zone**

TAZ	2002	2010	2020	2030	CHANGE	PERCENT	ANNUAL
7	87	90	101	117	30	34.5	1.1
9	375	388	432	502	127	33.8	1.1
10	7	6	4	0	-7	-100.0	-9.0
11	543	550	574	611	68	12.6	0.4
12	631	640	670	717	86	13.6	0.5
13	64	64	62	60	-4	-6.6	-0.2

14	194	224	329	493	299	153.9	3.4	
15	15	17	23	32	17	113.9	2.8	
16	24	29	45	70	46	189.6	3.9	
17	26	31	49	76	50	192.0	3.9	
18	97	106	137	185	88	90.3	2.3	
19	127	154	249	399	272	213.8	4.2	
65	224	234	270	327	103	45.9	1.4	
66	480	504	590	724	244	50.8	1.5	
67	417	448	554	722	305	73.1	2.0	
68	454	424	319	154	-300	-66.1	-3.8	
69	42	40	33	21	-21	-51.0	-2.5	
70	191	201	237	293	102	53.3	1.5	
71	10	13	25	43	33	334.0	5.4	
72	23	25	30	38	15	66.0	1.8	
74	384	382	375	364	-20	-5.1	-0.2	
75	329	331	337	346	17	5.2	0.2	
76	389	405	462	551	162	41.6	1.3	
77	125	127	133	143	18	14.7	0.5	
78	27	27	28	29	2	8.6	0.3	
80	142	138	123	99	-43	-30.5	-1.3	
81	220	233	278	348	128	58.1	1.7	
82	120	114	93	60	-60	-49.6	-2.4	
83	79	78	74	68	-11	-13.8	-0.6	
TOTAL	5846	6023	6636	7591	1745	29.8	0.9	

Source: Gulf Regional Planning Commission: Mississippi Gulf Coast Area Transportation Study – 2030 Long-Range Transportation Plan (GRPC 2007).



In Stage 2, improvements are proposed to the same route north of Interstate Highway 10. The plan calls for the possible widening of MS Highway 613 from the old Saracenia Road to the interstate, a distance of approximately one mile, at a projected cost of \$2,570,400. This section was identified as a probable deficiency in 2020. The model assignment for the Stage 2 network indicated that increasing the capacity of the existing two-lane divided roadway by widening it to two lanes each way would achieve an acceptable peak-hour level of service.

Two recommended improvements were included in the Stage 3 component. One recommendation called for improving MS Highway 63 in the vicinity of Saracenia Road in order to encourage its use as a through-route instead of MS Highway 613. The proposed capacity enhancement would involve widening the existing four-lane divided road to include three lanes each way for one mile north of Saracenia Road. The projected cost is \$4,275,000. The other Stage 3 improvement is a proposed upgrade to 2nd Street from Grierson Street to Jefferson Avenue. The preferred improvement would be conversion of the existing two-lane road to a three-lane facility, i.e., a two-lane road with continuous center turn-lane. The projected cost of the improvement, spanning approximately one-and-a-quarter miles, is \$3,200,400. The total projected cost of all four Moss Point projects included in the MGCATS Staged Improvement Program is \$10,986,300.

### Projected Traffic and Level of Service

The Existing-plus-Committed (E+C) network includes all major streets that either already exist or are under construction at the present time or that are programmed for construction in the near future. As such it represents the major streets network that may reasonably be expected to exist in the future in the absence of any additional improvements. The E+C network provides a baseline condition for projecting future traffic and identifying potential roadway capacity deficiencies. It also includes some minor (local) streets necessary to provide continuity in modeling the flow of vehicular traffic.

An updated long-range traffic assignment was generated for the 2030 planning horizon year in order to establish a basis for evaluating the modeling results obtained for improvement alternatives to be discussed in the section which follows. Traffic increases (from 2006 to 2030) exceeding 10,000 vehicles per day were projected by the model for the two major east-west through-routes, Interstate Highway 10 and US Highway 90 (see Table 6). Increases in excess of 7,000 were projected for the major north-south routes, MS Highway 613 and MS Highway 63, north of Interstate Highway 10 and for Saracennia Road in the same area. Potential roadway capacity deficiencies (volume/capacity > 1.00) were indicated for US Highway 90, MS Highway 63 and Main Street/MS Highway 613. The operational level of service (LOS) for each potentially deficient roadway segment was estimated on the basis of a simple conversion table that relates vehicular volume to LOS for different types of roadways (see Table 7).

There are six operational levels of service ranging from A (unimpeded flow) to F (operational failure resulting from severe congestion). The level of service for a given roadway segment is typically calculated for the peak travel period and represents the worst case. Level of service is a qualitative measure that represents an amalgamation of various factors relating to the performance of a road.

**Table 34: 2030 Existing-Plus-Committed Network Volumes Compared to 2006 Annual Average Daily Traffic Estimates**

ROUTE	LOCATION	2006 AADT	2030 E+C VOL	VOL CHANGE	PCT CHANGE	ANNUAL PCT
Interstate-10	West of Hwy 613	53,000	66,565	13,565	25.6	1.0
Interstate-10	East of Hwy 613	48,000	60,549	12,549	26.1	1.0
Interstate-10	East of MS 63	43,000	48,774	5,774	13.4	0.5
US Hwy 90	West of MS 63	31,000	37,190	6,190	20.0	0.8
MS Hwy 63	North of I-10	26,000	34,395	8,395	32.3	1.2
Main Street	South of M. L. King Dr	22,000	27,093	5,093	23.2	0.9
MS Hwy 63	South of Shortcut Road	22,000	24,714	2,714	12.3	0.5
MS Hwy 63	North of Grierson Street	22,000	23,927	1,927	8.8	0.4
MS Hwy 63	North of Shortcut Road	22,000	19,656	-2,344	-10.7	-0.5
MS Hwy 63	North of Saracennia Rd	18,000	25,236	7,236	40.2	1.4
Main Street	North of Bellview Street	18,000	22,486	4,486	24.9	0.9
MS Hwy 613	Robertson Lake Bridge	17,000	24,289	7,289	42.9	1.5
US Hwy 90	East of MS 63	16,000	28,224	12,224	76.4	2.4
MS Hwy 613	North of I-10	11,000	19,733	8,733	79.4	2.5
MS Hwy 613	North of Rabby Road	11,000	18,577	7,577	68.9	2.2
Jefferson Avenue	East of Main Street	8,900	11,171	2,271	25.5	1.0
Jefferson Avenue	East of McPhelah Road	6,500	4,853	-1,647	-25.3	-1.2
Shortcut Road	West of MS 63	6,400	5,549	-851	-13.3	-0.6
Saracennia Road	South of City Limits	5,200	12,426	7,226	139.0	3.7
Saracennia Road	East of Hwy 613	5,100	8,479	3,379	66.2	2.1
Myers Street	South of Elder Avenue	5,000	1,277	-3,723	-74.5	-5.5
M. L. King Drive	East of McPhelah Road	4,900	3,348	-1,552	-31.7	-1.6
Grierson Street	East of MS 63	4,600	6,903	2,303	50.1	1.7
Elder Street	East of McInnis Avenue	4,600	4,200	-400	-8.7	-0.4
McPhelah Road	North of Jefferson Ave	4,500	5,038	538	11.9	0.5
Grierson Street	West of MS 63	4,300	4,971	671	15.6	0.6
Jefferson Avenue	West of Main Street	4,000	2,514	-1,486	-37.1	-1.9

Griffin Street	North of Jefferson Ave	3,800	2,632	-1,168	-30.7	-1.5
Bellview Street	West of Bowen Street	3,800	1,028	-2,772	-73.0	-5.3
M. L. King Drive	East of 2nd Street	3,200	4,302	1,102	34.5	1.2
Griffin Street	North of Sherlawn Street	3,100	3,287	187	6.0	0.2
Jefferson Avenue	West of 2nd Street	2,800	4,670	1,870	66.8	2.2
M. L. King Drive	East of MS 63	2,600	5,847	3,247	124.9	3.4
Grierson Street	West of Kreole Avenue	2,600	2,731	131	5.1	0.2
Magnolia Street	South of Sherlawn St	2,200	1,331	-869	-39.5	-2.1
Dutch Bayou Rd	West of Elder Ferry Rd	1,900	3,521	1,621	85.3	2.6
Elder Street	West of McInnis Ave	1,900	2,665	765	40.2	1.4
McInnis Avenue	East of Main Street	1,900	1,043	-857	-45.1	-2.5
Second Street	South of Grierson Street	1,800	1,911	111	6.2	0.3
Shortcut Road	East of MS 63	1,700	3,571	1,871	110.1	3.1
Dutch Bayou Rd	East of Elder Ferry Road	1,500	3,521	2,021	134.7	3.6
Kreole Avenue	North of US 90	1,500	2,272	772	51.4	1.7
McInnis Avenue	North of Elder Street	1,500	1,535	35	2.4	0.1
Denny Street	East of Main Street	1,300	1,932	632	48.6	1.7
Frederick Street	West of Kreole Avenue	1,200	1,405	205	17.1	0.7
Amaco Road	East of Elder Ferry Road	1,100	1,153	53	4.8	0.2
Elder Avenue	West of Main Street	1,000	3,097	2,097	209.7	4.8

Source: Gulf Regional Planning Commission. Count locations with 2006 AADT < 1000 not included.

Traffic flow and the amount of congestion, the ability of a driver to maneuver within the stream of traffic, the comfort and safety of motorists, operating speed, and frequency of access are factors to consider when determining levels of service for roadways. The six levels of service may very broadly be characterized in the following terms:

- |             |              |
|-------------|--------------|
| A – Optimum | D – Marginal |
| B – Good    | E – Poor     |
| C – Fair    | F – Failure  |

It is customary to consider roadways with operational scores of E or F as being deficient. LOS D indicates a marginal deficiency that may be acceptable within a limited time-frame. While there is not an exact correspondence between LOS and the ratio of vehicular volume to theoretical roadway capacity, V/C provides a convenient and fairly reliable indicator of operational performance. For the analysis described below, ranges developed by the Florida Department of Transportation (recommended guide used by transportation planners) for converting volume and V/C to LOS were adapted and applied to model output data for the E+C network and two improvement alternatives.

**Table 35: Level of Service by Functional Class, Lanes, Facility Type and Capacity**

CLASS	LANES	TYPE	CAP	LOS A		LOS B		LOS C		LOS D		LOS E	
				VOL	V/C	VOL	V/C	VOL	V/C	VOL	V/C	VOL	V/C
COLL	2	UND	10,000	--	--	--	--	9,100	0.90	14,600	1.46	15,600	1.56
	2	DIV	12,000	--	--	--	--	10,920	0.91	17,517	1.46	18,719	1.56
	4	UND	20,000	--	--	--	--	17,830	0.89	25,922	1.30	27,419	1.37
	4	DIV	24,000	--	--	--	--	21,400	0.89	31,100	1.30	32,900	1.37
ART	2	UND	11,000	--	--	1,900	0.17	11,200	1.02	15,400	1.40	16,300	1.48
	2	DIV	15,000	--	--	2,590	0.17	15,270	1.02	21,000	1.40	22,230	1.48
	4	UND	23,000	--	--	3,490	0.15	22,150	0.96	27,860	1.21	29,390	1.28
	4	DIV	27,000	--	--	4,100	0.15	26,000	0.96	32,700	1.21	34,500	1.28
FREE	6	DIV	39,000	--	--	6,500	0.17	40,300	1.03	49,200	1.26	51,800	1.33
	8	DIV	51,000	--	--	8,500	0.17	53,300	1.05	63,800	1.25	67,000	1.31
	4	--	68,000	23,800	0.35	39,600	0.58	55,200	0.81	67,100	0.99	74,600	1.10
	6	--	102,000	36,900	0.36	61,100	0.60	85,300	0.84	103,600	1.02	115,300	1.13

	8	--	136,000	49,900	0.37	82,700	0.61	115,300	0.85	140,200	1.03	156,000	1.15
--	---	----	---------	--------	------	--------	------	---------	------	---------	------	---------	------

Note: Based on Florida Department of Transportation, Systems Planning Office: "Generalized Annual Average Daily Volumes for Florida's Urbanized Areas." Number of lanes (LANES) and Capacity (CAP) is for both Directions. For one-way streets capacity is one-half of amounts shown. Classes are Collector (COLL), Arterial (ART) and Freeway (FREE). Type is Divided (DIV) or Undivided (UND). Volume/Capacity (V/C) is for peak hour in peak direction. Volume (VOL) shown represents the upper limit of the range for the indicated level of service (LOS).

### Analysis of Alternatives

In addition to the E+C network two test networks incorporating proposed improvements to the surface transportation system in Moss Point were developed (see Figure 8). The first includes improvements to existing streets and highways, incorporating projects recommended in the regional long-range transportation plan:

#### Alternative 1

- MS Highway 63 - City Limits to Dutch Bayou Road - Widen to six lanes
- MS Highway 613 - City Limits to I-10 - Widen to four-lane divided
- Main Street - Reconstruct as three-lane
- Saracennia Road - City Limits to MS Highway 63 - Widen to four-lane divided
- Second Street - Grierson Street to Jefferson Avenue - Reconstruct as three-lane

The second includes all of the improvements listed above plus the following new or improved roads in the Escatawpa area north of I-10:

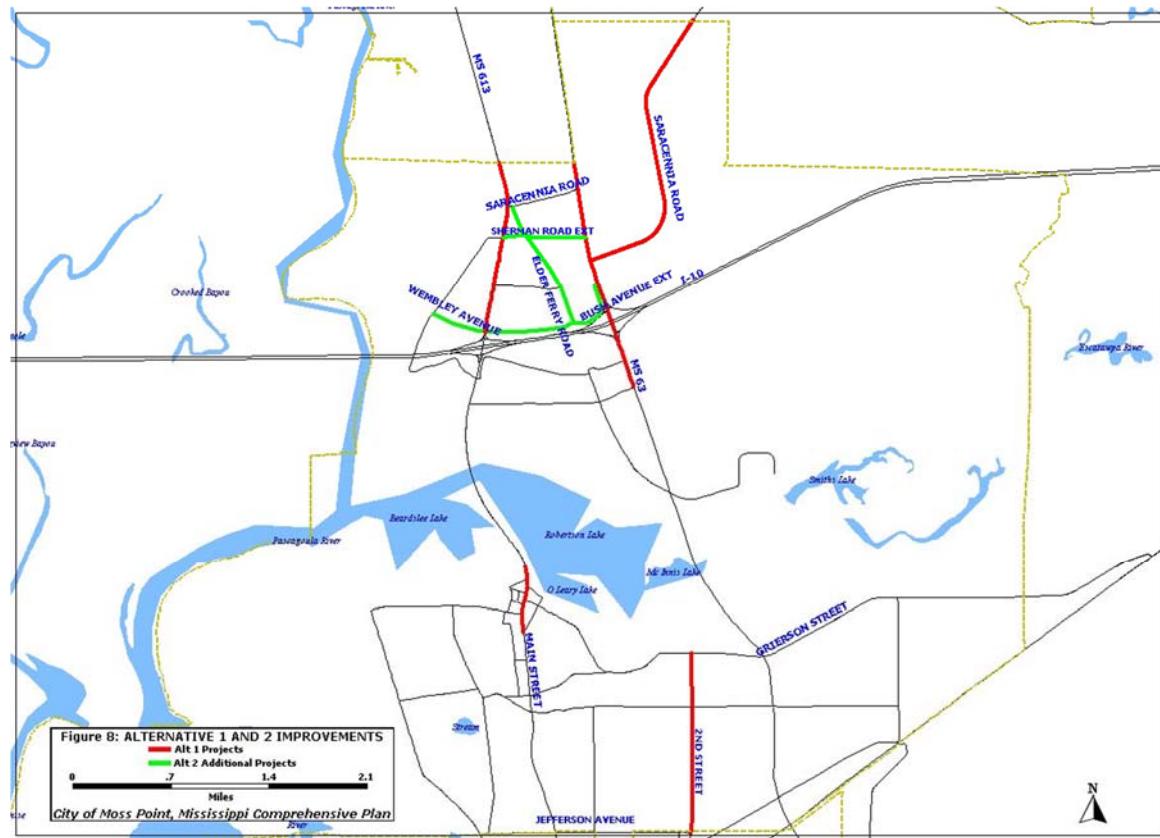
#### Alternative 2

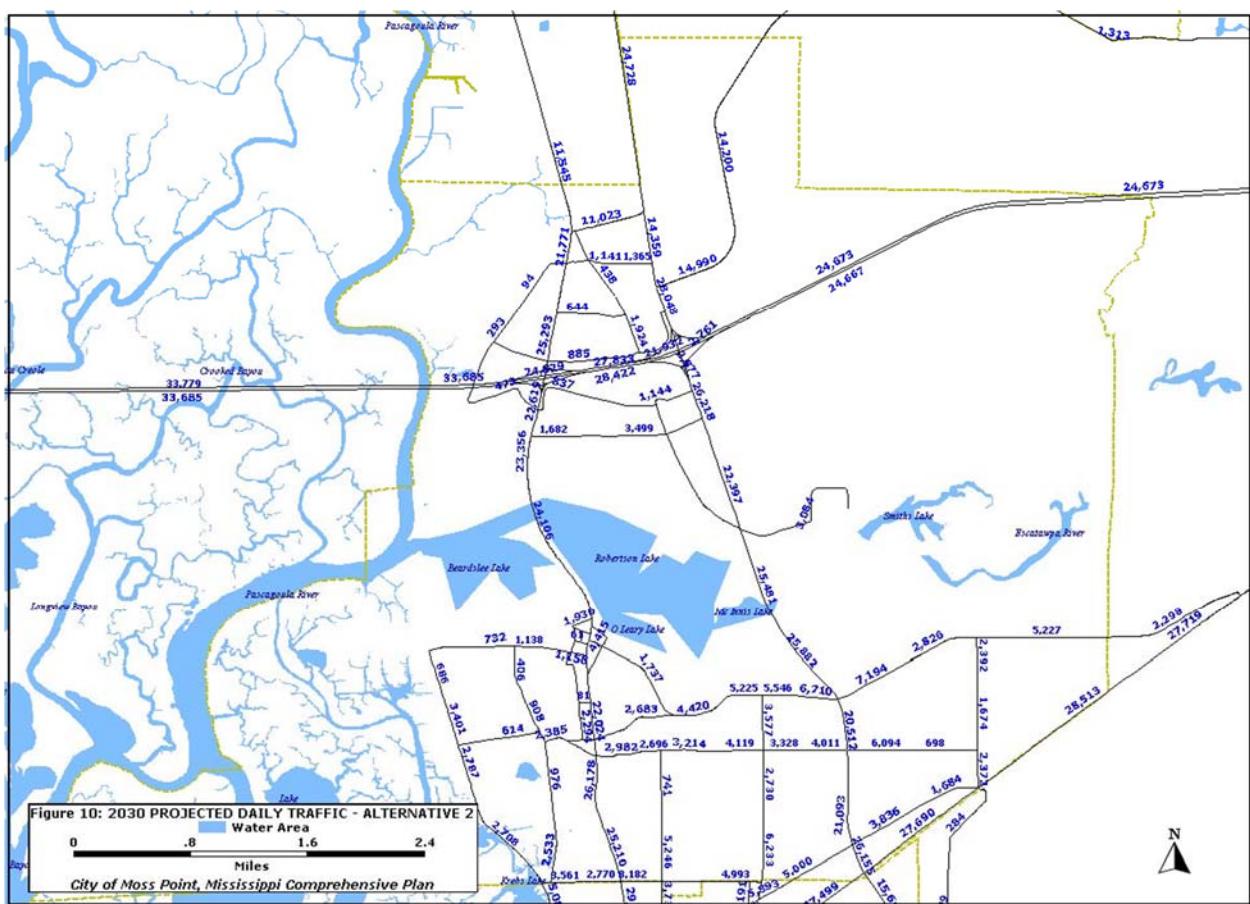
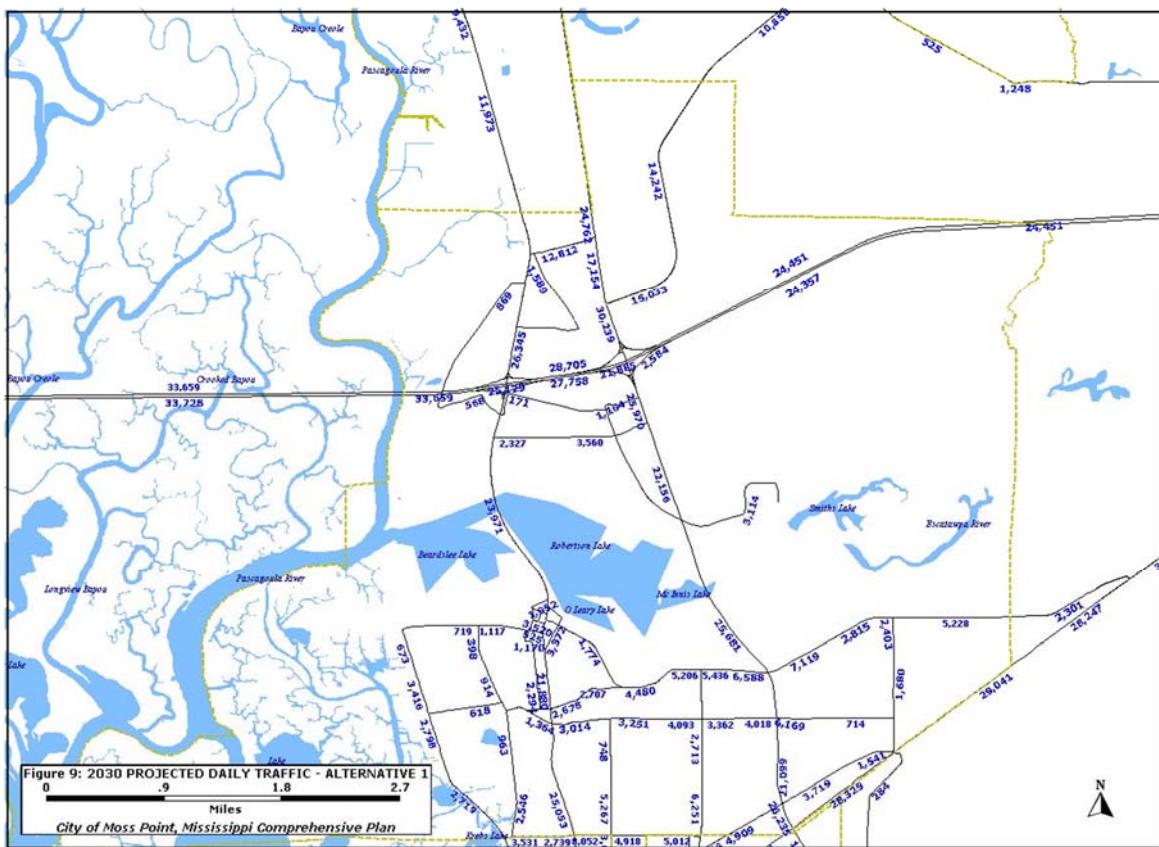
- Sherman Road - MS Highway 613 to MS Highway 63 - Reconstruct and extend as two-lane collector
- Wembley Avenue and Bush Avenue - Frank Griffin Road to MS Highway 63 - Reconstruct and extend to provide a continuous collector just north of Interstate Highway 10
- Elder Ferry Road - Old Saracennia Road to Wembley Avenue and Bush Avenue - Reconstruct and extend to provide a continuous two-lane collector running north and south between MS Highway 613 and MS Highway 63

Long-range model assignments for the year 2030 were generated for each of these alternatives (see figures 9 and 10). Then the projected volumes, V/C ratios and operational LOS scores for 20 key segments were compared (see Table 8). The 20 segments included all of the existing routes improved in the Alternative 1 and Alternative 2 networks; other roadway segments with V/C in excess of 1.00 for the E+C network; and other arterial segments with volume greater than 10,000 vehicles per day. Data for the new roadway segments included in Alternative 2 were also tabulated.

Both of the alternatives increased traffic slightly on I-10 between Highway 613 and MS 63—just enough to reduce the LOS from D to E—although the impact on V/C was essentially negligible. The impact on US 90 was similarly slight with no change in LOS and very little difference in V/C. As the E+C assignment indicates (and the other assignments confirm) congestion on US 90 west of MS 63 is likely to be severe by 2030. A poor LOS on MS 63 north of I-10 is also indicated in the absence of any improvements. However, the changes included in alternatives 1 and 2 raised the projected LOS on this important route from E to C. Improvements to Highway 613 north of I-10 would achieve similarly important, if somewhat less spectacular, enhancements in operational LOS and V/C. The proposed reconstruction of Main Street in the downtown Moss Point area, as a more pedestrian-friendly two-lane facility with continuous center turn-lane and on-street parking, would reduce LOS slightly but would not create undue congestion.

The traffic assignments for both build alternatives indicated that a sufficient number of through-trips would be diverted to other routes, traffic circulation would be improved by the proposed grid system connection of streets north of Interstate Highway 10 and on the downtown arterial, adequate vehicular flow would be maintained with reduced capacity.





**Table 36: 2030 Daily Traffic and Level of Service for Alternative Networks (Selected Route Segments)**

ROUTE	LOCATION	2030 E+C			2030 ALT 1			2030 ALT 2		
		VOL	V/C	LOS	VOL	V/C	LOS	VOL	V/C	LOS
Interstate Hwy10	West of Hwy 613	66,565	0.98	D	67,387	0.99	E	67,464	0.99	E
Interstate Hwy10	East of Hwy 613	60,549	0.91	D	56,463	0.84	D	56,255	0.84	D
Interstate Hwy10	East of MS 63	48,774	0.72	C	48,808	0.72	C	49,340	0.73	C
US Hwy 90	West of MS 63	37,190	1.38	F	38,101	1.42	F	37,499	1.39	F
MS Hwy 63	North of I-10	34,395	1.32	E	30,239	0.79	C	29,972	0.78	C
US Hwy 90	East of MS 63	28,224	1.05	D	28,325	1.05	D	27,690	1.03	D
Main Street	South of M. L. King Dr	27,093	1.01	D	27,068	1.01	D	27,247	1.01	D
MS Hwy 63	North of Saracennia Rd	25,236	0.94	C	17,154	0.46	C	15,431	0.41	C
MS Hwy 63	South of Shortcut	24,714	0.92	C	26,235	0.98	D	26,155	0.97	D
MS Hwy 613	Road Robertson Lake Bridge	24,289	0.91	C	23,971	0.90	C	24,106	0.90	C
MS Hwy 63	North of Grierson St	23,927	0.89	C	25,169	0.94	C	25,882	0.96	C
Main Street	North of Bellview St	22,486	0.84	C	19,102	1.28	D	19,245	1.29	D
MS Hwy 613	North of I-10	19,733	1.40	D	26,345	1.00	D	25,293	0.94	C
MS Hwy 63	North of Shortcut	19,656	0.73	C	21,099	0.79	C	21,093	0.78	C
MS Hwy 613	Road North of Rabby Road	18,577	1.29	D	21,586	0.82	C	22,816	0.85	C
Saracennia Road	South of City Limits	12,426	1.13	D	14,242	0.53	C	14,200	0.53	C
Jefferson Avenue	East of Main Street	11,171	0.41	C	11,756	0.44	C	11,885	0.44	C
Saracennia Road	East of Hwy 613	8,479	0.63	C	15,033	0.56	C	14,990	0.56	C
Elder Ferry Road	South of Sherman Rd	2,436	0.25	A	1,589	0.16	A	1,579	0.16	A
Second Street	South of Grierson St	1,911	0.19	A	3,502	0.30	A	3,577	0.30	A
Sherman Road	East of Highway 613	--	--	--	--	--	--	3,321	0.36	A
Wembley-Bush Av	East of Highway 613	--	--	--	--	--	--	885	0.12	A

*Note: Selected route segments include improved roads, potentially deficient segments and other significant roadways.*

## Major Employment Centers – Traffic Generators

Major employers are usually the largest traffic generators in an area. Moss Point, however, has few large employment centers. There are 1054 persons employed at a couple of facilities owned by VT Halter Marine. Most employees in the city are employed by small to mid-sized companies. Generally, major traffic generators in Jackson County are located in Pascagoula at Northrup Grumman and in unincorporated coastal Jackson County at Bayou Cassote.

### Employment Centers

Traffic passes through Moss Point into Pascagoula to reach the large industrial employment centers there. Census 2000 files record that almost 41,000 Jackson County residents commute to their jobs in Jackson County. Many commuters travel in a north-south direction, to and from the big industries along the Pascagoula River and Bayou Casotte. In addition, 4,182 workers commute from Mobile County, Alabama into Jackson County and 1,925 from George County into Jackson County. Many of these workers pass through Moss Point along MS Highway 63, as they head for the Chevron Refinery and the chemical plants

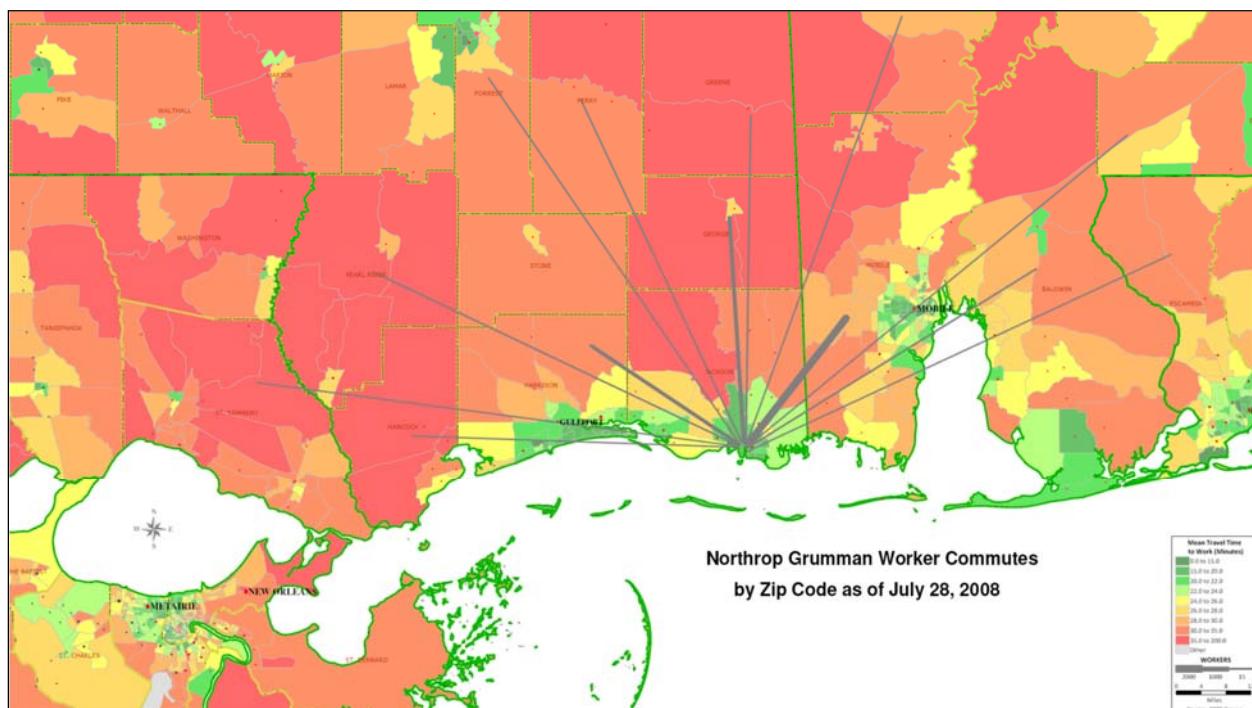
located along the East Harbor (Bayou Cassotte Industrial Area), and for Northrop Grumman Shipbuilding, located in the West Harbor (Pascagoula River).

Of these industrial employers the largest by far is Northrop Grumman's shipbuilding facility in Pascagoula. Northrop Grumman employs 10,748 people. The majority of these workers, approximately 6,423, come from Jackson County, but a substantial number, about 2100, drive from Mobile, Alabama. Over 700 employees commute from Harrison and from George counties. Over 100 employees work at the Trent Lott International Airport. Chevron USA utilizes 1,500 permanent employers and hundreds of contract laborers at their refinery in Bayou Casotte. Mississippi Phosphates has 220 workers. Another large employer is the Singing River Hospital on Highway 90 in Pascagoula. Singing River employs 2,500 people. See the map below for the origin of these journey-to-work trips.

### Community Generators

There are also several traffic generators that are unrelated to employment. The Moss Point High School in 2007-08 had an enrollment of 948 students, and Magnolia Junior High School enrolled 476. There are six elementary schools. Escatawpa Elementary has a sizeable enrollment of 551. Kreole Elementary's student body numbers 390. The other schools, East Park, Charlotte Hyatt, West Elementary and Orange Grove enroll from 127 to 282 students.

The largest traffic community traffic generator is the Dantzler Stadium on Dantzler Street across from the high school. School athletic events are held there and can generate considerable traffic as the stadium seats up to 6,200 people. Another special events venue is Pelican Landing Conference Center on MS Highway 613 at the bridge. It can seat 600 people.



## **Transit Service**

### **Current Service**

Limited transit service is provided in Moss Point by the Jackson County Civic Action Committee (JCAC). This agency operates throughout Jackson County and is funded by the Southern Mississippi Planning Development District. JCAC provides bus and van service five days a week on a demand response basis. JCAC primarily transports the elderly and disabled at no cost, but can also transport the general public for a fee, if it does not displace a senior citizen. JCAC classifies residents 60 years or older as senior citizens.

As of August of 2008, JCAC had a fleet of 8 vehicles. This includes four 25 passenger buses, two 14 passenger buses, and two 6 passenger vans. They offer specialized public transportation for Head Start, and Elderly and Handicapped transportation. JCAC is a part of the Coordinated Transportation Plan for South Mississippi and the state.

Currently, Coast Transit Authority (CTA) does not provide service in Moss Point or Pascagoula. It would be very beneficial to the local residents, as well as the local economy, if a public transit route were available through the community. Moss Point and Pascagoula should collectively encourage CTA to study the feasibility of establishing a route through these cities.

### **Park and Ride Lots**

In order to encourage commuters to carpool or use alternative modes of higher occupancy travel, they must be convenient for people to use. Park and ride lots are a good start for change and can be a goal that has a realistic chance for implementation. Commuters are already taking advantage of this service. Every day on the Mississippi Gulf Coast people drive many miles to work, some as many as 75 miles one way. Commuters are already using locations for park and ride in an unofficial capacity. People park at gas stations, shopping malls, or in public rights-of-way to meet fellow co-workers to carpool. Observing commuters' actions can help determine good locations for the construction of official "Park n' Ride" lots that better serve the public with the necessary amenities such as shelters, restrooms, lights and benches.

## **Bicycle and Pedestrian Facilities**

Providing bicycle and pedestrian facilities is challenging for city governments when bound by fiscal constraints and many community needs. Building a walkable community takes a concerted effort of planning and partnering, resulting in incremental rewards that will eventually establish an active connecting network. Rising costs from traditional means of transportation along with the greater need for physical activity warrants the city's pursuit to develop other modes of transportation. The benefits that walking and biking facilities provide for a community are proven from economic, environmental, social and health perspectives. The scenic and small town charm Moss Point possesses will enhance the appeal to those visitors and residents who enjoy walking and bicycling.

Local residents desire more pedestrian and bicycle connections to enhance the livability of their community. This was publicly expressed by residents during the Governor's Commission's workshops, FEMA's Long Term Recovery planning efforts, and this comprehensive planning process.

### **Safety**

Providing facilities for pedestrian and bicycle trips and promoting awareness will improve public health and safety and reduce automobile travel, resulting in less highway congestion, better air-quality and fewer parking problems. Developing a safe and functional pedestrian and bicycling facility requires a comprehensive approach that includes extensive education, engineering, enforcement, and public involvement.

### **Safety Measures**

Engineering safe, walkable and bikeable facilities takes extensive research and creation of creative design features. Good design invites the right use. The following are recommended safety tools for pedestrian facilities:

- Accessible Pedestrian Signals**-accommodate the physically, visually and hearing impaired.
- High Visibility Signs and Crosswalks**-improvements to crosswalks that alert vehicles operators at a far distance that a pedestrian is present.
- Driveway Improvements**-improve driveway access points including right-in or right-out only driveways or median divided driveways.
- Transit Stop Treatments**-bus stop lanes, pullout areas, pedestrian shelters and benches.
- Mid-Block Signalized Crossings**-addition of a pedestrian signal at high mid-block crossing demand locations, allows for controlled mid-block pedestrian crossings.

The following are recommended safety tools for bicycle facilities:

- Bicycle Signals**-include a signal phase solely for bicycle at signalized intersections.
- “Share the Road” Signage**-install to reinforce to vehicular drivers that bicyclist is users of the road.
- High Visibility Bike Lanes**-improve bike lanes to warn drivers of bicycle presence at further distances
- Roadway Narrowing**-reduce roadway section to reduce speeds, accomplished by re-striping for on-street parking, bike lanes, or turn lanes.

The type of roadway influences a driver's behavior. Depending on the characteristics of a roadway and its adjacent land uses, traffic calming strategies are recommended to create a safer environment for pedestrians and reduce fast moving traffic. There are numerous tools to calm traffic such as the following techniques highlighted in Dan Burden's Streets and Sidewalks, People and Cars:

- Bulbouts or Curb Extensions** - Extend the sidewalk or curb line into the street, reducing the street width while calming traffic speeds and improving pedestrian crossings.
- Chicane** -Series of bulbouts or extensions that narrow a street to one lane at selected points forcing traffic to slow down.
- Choker or Neckdown**- Narrows a mouth of intersection to slow traffic at entry and mid point of a street and improves safety for pedestrians and motorists at intersections.
- Gateway**- Physical landmark on an arterial street to transition from a major roadway to a lower speed or residential district area.
- Landscaping Treatments**- Along a street provides separation between motorists and pedestrian reduces roadways effective width which in turn can reduce speed.
- Medians** - Used as a pedestrian and bicycle refuge when crossing street at mid block and at intersections. Medians can manage traffic by providing comfortable left hand turning pockets instead of allowing for a turning lane.
- Pedestrian Refuge Island** - A raised island placed in center of the street at intersection or mid block locations to help protect pedestrians from motorists.
- Road Diet or Reduce Number of Lanes** – Reduction of the number of lanes or lane widths allows for shorter crossing distances for pedestrians, slows traffic to appropriate speeds and allows for left turn lanes and or sidewalks and bicycle lanes.
- Roundabout and Mini-Roundabout** - A circular raised island with deflector islands that form a hub for the traffic to flow around it and the streets that shoot off it located at the intersection of an arterial with one or more crossing roadways used to manage traffic movement in large complex intersections.

These techniques should be considered to improve existing roadway designs and provide safe bike and pedestrian opportunities. Providing safe transportation alternatives for the public is important when traffic accidents can happen anywhere.

## **Design Guideline Sources**

Pedestrian and bicycle routes should be designed according to appropriate guidelines while being sensitive to the route's location for proper mobility and safety. While there are a number of different resources for bike and pedestrian design, Mississippi Department of Transportation (MDOT) recommends the city use pedestrian and bicycle facility design guidelines from American Association of State Highway Transportation Officials (AASHTO). Another acceptable guide or practice sponsored by Federal Highway Administration is the Institute of Transportation Engineers' Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities. Since bicycle lanes are not always feasible, other alternatives for facilities exist such as roadways with wide lanes, shoulders or sidewalks may be suitable for bicycle or pedestrian traffic. Signs and road paint can also be used to mark streets suitable for bicycle riding and to encourage travel on designated roadways.

## **Schools and Parks**

The City of Moss Point should be aware of pedestrian barriers and improve upon safety and accessibility for pedestrians and bicyclists especially along roadways leading to schools and parks. For future road and school projects, the City and School District will need to incorporate traffic management elements to provide safe and convenient routes for children to walk or ride their bicycles to school since vehicular traffic is heavier when children are present. The Mississippi Department of Transportation promotes a Safe Routes To School Program (SRTS) that develops sustained efforts by parents, schools, community leaders, local and state governments to improve the health and well-being of children by enabling and encouraging them to walk and bike to school.

The distance for the common pedestrian shed is approximately  $\frac{1}{4}$  mile radius or a five to ten minute walk. Applying the  $\frac{1}{4}$  mile radius around each city school and inventorying neighboring land uses and access streets indicated an insufficient connection for pedestrians and or bicyclists to residential, recreational and or commercial land uses. The city has the potential to create a very walkable community. The locations of the school, neighborhood parks and adjacent residential neighborhoods which are accessed by local connector streets with the low to moderate volume of traffic are conducive for development of pedestrian and bicycle activity.

The proposed roadway improvement projects identified in this plan should incorporate proper pedestrian and bicycle facilities in the design and development of the projects. Although pedestrian and bike accessibility and mobility near schools are needed and of the most importance, connecting other destinations such as shopping, libraries, community centers and recreational facilities are necessary in building a functional network. Stand-alone pedestrian and bicycle projects should be considered if roadway projects are not planned near schools, parks, and commercial areas.

## **Existing and Proposed Routes**

The City of Moss Point's existing designated pedestrian pathway is the boardwalk or Riverwalk at Riverfront Park. There are plans to extend the Riverwalk to the marina. The city received Transportation Enhancement funds in 2007 to assist with the expansion. With Coastal Impact Assistance Program (CIAP) funding, the city is proposing to begin development of a greenway pedestrian connection to link Pelican Landing to the Audubon Center. Presently, there are no designated bike routes within the corporate limits. The city provides sidewalks on a number of streets including Main Street, McInnis Avenue and those streets in the downtown. Dantzler Street, Bellevue Street, Griffin Street, and Kreole Street have sidewalks or sidewalk segments that serve neighborhoods, schools and or parks. The majority of the sidewalks are well under the standard size of 5 feet wide and are in need of maintenance. The minor arterial streets, Elder Avenue, Grierson Street, Dr. Martin Luther King Boulevard and Jefferson Avenue, that serve the heart of the town need sidewalks and or bike lanes to provide residents options for traveling east and west through town. To improve upon this connectivity and to serve the communities of the city, Gulf Regional Planning Commission during review of city plans and their long range transportation planning process identified bicycle and pedestrian linkages to include:

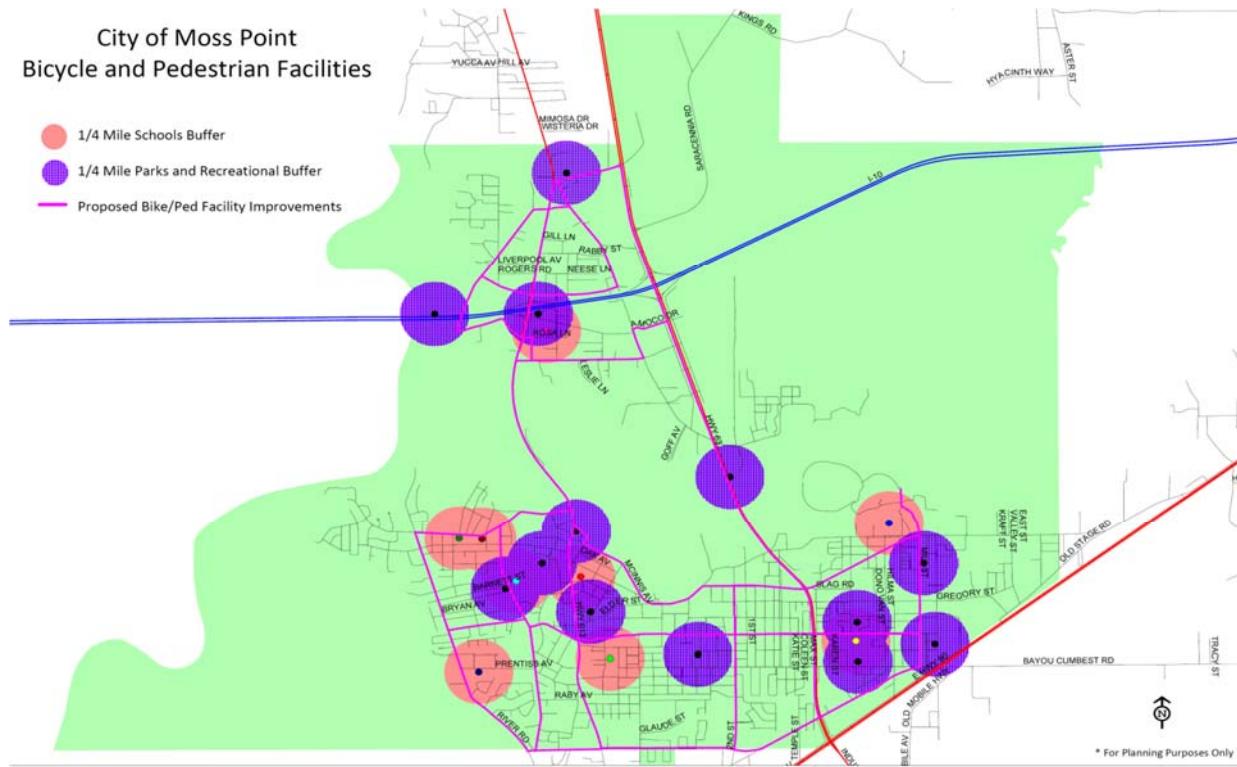
**Primary North/South Bicycle and Pedestrian Connections**

- MS Highway 613 (Main Street) from Saracenia Road to Jefferson Avenue
- MS Highway 63 from Saracenia Road to U.S. Highway 90
- Frank Griffin Road between Nolan Street and Greenwich Avenue and connecting to MS Highway 613
- Elder Ferry Road between Bush Lane and Saracenia Road
- Griffin Street and Magnolia Street between Dantzler Street to Jefferson Avenue
- Second Street between Grierson Street and Jefferson Avenue
- Mill Street (Old International Paper rail line) between Short Cut Road to Grierson Street and the riverfront

**Primary East/West Bicycle and Pedestrian Connections**

- Saracenia Road between MS Highway 613 and MS Highway 63
- Wembley Avenue and Bush Lane proposed reconstruction to provide a new connector between Frank Griffin Road to Elder Ferry Road north of Interstate Highway 10
- Greenwich Avenue connecting Frank Griffin Road to MS Highway 613
- Dutch Bayou Road from MS Highway 613 to Pogue Plant Road to Amaco Road to MS Highway 63
- From MS Highway 613 to Torres Avenue to Dantzler Street connecting Magnolia Street and Griffin Street
- Elder Avenue to Grierson Street between Main Street to Mill Street
- Sherlawn Drive connect to Myers Street between Griffin Street to Main Street
- Dr. Martin Luther King, Jr. Boulevard between Main Street and Mill Street
- Jefferson Avenue between Griffin Street to Second Street
- Short Cut Road between Second Street to Mill Street

These proposed routes are representative of what could become an established network to connect populated portions of the city to schools, businesses, parks, and neighborhoods while building a base for neighborhood to regional connectivity. The recommended routes connect to a ¼ mile pedestrian buffer to each school, park and recreation facility. Ideally, the proposed routes would consist of properly designed facilities inclusive of at a minimum 4-foot bicycle lanes, minimum 5-foot sidewalks, minimum six foot shared bicycle/pedestrian lane, crossings and traffic calming measures, and facilitation of bike and pedestrian traffic for efficient mobility and safety. Refer to the Bicycle and Pedestrian Plan Map.



## Hurricane Evacuation

Hurricane evacuation concerns are extremely important to the City of Moss Point. Providing residents with efficient north-south routes for safe and efficient hurricane evacuation is a necessary challenge. The city should keep in mind evacuation when implementing road improvement projects. Maintaining quality roads that provide direct access from neighborhoods to the main evacuation routes is critical to a successful evacuation. The primary evacuation routes for Moss Point residents are MS Highway 63 to Interstate Highway 10 and or continue on MS Highway 63 north to George County to MS Highway 26 and or to US Highway 98 which will eventually access US Highway 49 and Interstate Highway 59 to the west and Interstate Highway 65 to the east.

## Implementation

Implementation of transportation projects is always a challenge for local governments. Locating available funding sources and partnerships is critical to the success of a proposed project. The following sections explain the local support, programs and funding opportunities that can provide assistance to Moss Point when pursuing the development of the projects identified within this plan.

### **Metropolitan Planning Organization (MPO)**

Urbanized areas with populations of more than 50,000 must have a designated Metropolitan Planning Organization for transportation planning and programming to qualify for federal highway or transit assistance. The southern portion of the City of Moss Point is included within the urbanized area for the Mississippi Gulf Coast.

Gulf Regional Planning Commission (GRPC) is the MPO for the Gulf Coast and coordinates the transportation programs for all jurisdictions within the urbanized areas of Hancock, Harrison, and Jackson Counties. The city's transportation goals and improvements projects should be consistent with the MPO's long range plans to be eligible for Federal funds through the Surface Transportation Program.

The City of Moss Point Comprehensive Plan has been developed with the involvement of the transportation agencies to encourage and promote compatibility and consistency between the city plan and the two documents that provide the federal transportation funds: the long range transportation plan and the transportation improvement program.

### **Long Range Transportation Plan**

Gulf Regional Planning Commission develops the 2030 Long-Range Transportation Plan for the MPO planning area, which includes Hancock, Harrison and Jackson Counties.

The following are the long range transportation goals adopted by the metropolitan area that guide the development of the transportation system to the year 2030.

Support the economic viability of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;

Increase safety of the transportation system for motorized and non-motorized users;

Increase the security of the transportation system for motorized and non motorized users;

Increase the accessibility and mobility of people and for freight;

Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;

Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

Promote efficient system management and operation; and

Emphasize the preservation of the existing transportation system

The result of the long-range transportation planning process is a staged improvement program of the transportation improvements scheduled for funding during the next 20 or 30 years. In order for the City of Moss Point to use federal money for transportation projects, their projects must be included in the long-range transportation plan.

### **Transportation Improvement Program (TIP)**

The Transportation Improvement Program (TIP) is a 6-year transportation construction program funded by federal surface transportation program funds. The TIP is a list of actual transportation related projects that the cities, counties, MDOT and other State and Federal agencies intend to build within the MPO's urbanized area. Every two years Gulf Regional Planning Commission (GRPC) develops a TIP. GRPC formally requests local jurisdictions to submit their desired projects for addition to the TIP. Participating governments submit formal letters or resolutions of requests to GRPC for their desired projects. After receipt of the

nominations, GRPC conducts public meetings after advertising in local newspapers and seeks public input regarding the proposed projects.

After review of input, eligible projects are then prioritized by GRPC, using an adopted “Project Selection Process”. The process scores each project based on objectives established by the MPO Technical Coordinating Committee (TCC) and Transportation Policy Committee (TPC). The TCC and TPC committee members are representation of local elected officials and or their appointees, agencies who operate or administer major modes or systems of transportation and appropriate state officials.

GRPC submits the recommendations to the MPO committees for final project selection. The final TIP is prepared, published and submitted to MDOT for incorporation into the Statewide Transportation Improvement Program (STIP), the document required by the federal government to make the transportation funds available to the State for appropriation to the MPO.

### **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users**

The SAFETEA-LU Act that the President signed in August of 2005 provides two hundred forty-four billion dollars to the states to improve safety, reduce traffic congestion, improve efficiency in freight movement, increase inter-modal connectivity, and protect the environment. Working with federal agencies responsible for the funding programs to implement SAFEATEA-LU, Mississippi Department of Transportation and the local Metropolitan Planning Organization, the city will have opportunity to use funds from a number of the programs funded by the SAFETEA-LU Act.

### **Project Planning and Development**

Gulf Regional Planning Commission in their 2030 Planning Process considered context specific recommendations for new roadway projects and substantial roadway renovations. These recommendations address access management and roadway types and the right of way needed for safe and attractive roadways. Additionally, Gulf Regional Planning Commission identified future projects in Table: 10 in which these recommendations could be utilized.

### **Access Management or Frontage Roads**

Access management strategies are designed to improve traffic flow by controlling entrance and exits on the roadway. The strategies address controls to driveways, medians, and frontage roads that impact traffic flow. These strategies should be considered when new roadways are built. To retrofit existing roadways requires studying the impact of the proposed changes to allow for the inclusion of alternate access when the existing access points are limited or the access points may adversely impact the flow of traffic. Implementing proposed measures require significant public and stakeholders input and outreach.

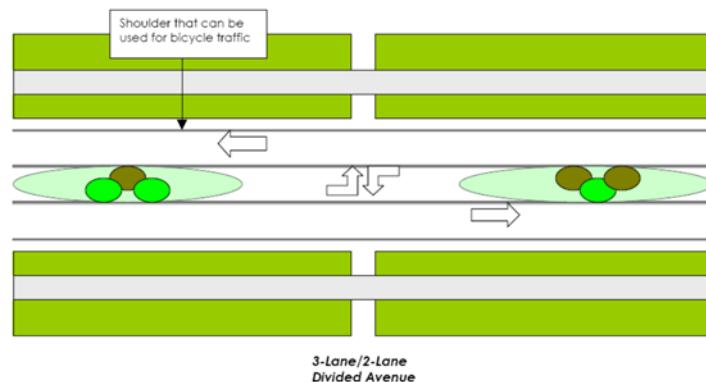
Restricting or prohibiting access onto a facility reduces the number of points where through traffic potentially can be forced to slow as vehicles enter or exit the facility. Limiting the number of access points also reduces the number of potential conflict points along the route, which can lead to a reduction in the number of accidents. Managing access is especially beneficial for those busy 2 or more lane roadways with adjacent mixed land-use and no street parking. These strategies can be used to complement Boulevards or Parkways by road diets, median controls, frontage roads, driveway control, left-turn restrictions, interchange modifications, interchange spacing control.

### **2-Lane Avenue**

Roadways through neighborhoods or areas sensitive to speeding traffic which capacity is not a concern may utilize more narrow lanes to keep traffic speeds lower. Shoulders to make travel more comfortable and safer on the roadway should be constructed. The 2-Lane Avenue would have slower travel speeds than the Super 2-Lane. The intersections provide no turn lanes. This roadway acts more like a local street.

### 3-Lane/2-Lane Divided Avenue

This improvement would accommodate more traffic than a 2-Lane by providing a center turn lane with landscaped medians or refuge islands. The advantages of this configuration are to provide better access to adjacent property by removing turning traffic from the travel lanes when driveway or side street access is high. The landscaped refuge islands will keep travel speeds to 30 to 40 miles per hour and provide pedestrian refuge and additional aesthetics. A 3-lane avenue should be used over a 2-Lane when driveways and access roadway are frequent. Another characteristic that can be considered on this roadway are round-a-bouts at the intersections.



### 4-Lane or 6-Lane Boulevard

In most cases it is desirable to use a 4-Lane over a 6-Lane if at all possible. As roadways get wider than 4-Lane it becomes less friendly to modes of transportation other than the vehicle. This roadway would be intended to move large amounts of traffic from one part of the city to another. A boulevard is intended to accommodate high levels of traffic while still being sensitive to adjacent land uses such as neighborhoods or community level retail. Design speeds for this roadway are 40 to 45 miles per hour. The roadway would ideally have a raised median in the center of it controlling access to only specific places. However, at times this is not feasible because of various conditions. If it is decided that a raised median is not feasible, refuge islands should be placed in certain locations and intersections similar to the "3-Lane Avenue" shown above. Refer to the Tables 19 and 20 to compare road types, right of way needs with the city's future road improvement recommendations.

**Table 37: Roadway Types and Right of Way**

Type	Roadway	5' Sidewalks (w/ buffer)	5' Bike Lane	ROW Needed
1	2-Lane			28 ft
2	2-Lane	X		44 ft
3	2-Lane	X	X	54 ft
4	3-Lane/2-Lane Boulevard			40 ft
5	3-Lane/2-Lane Boulevard	X		56 ft
6	3-Lane/2-Lane Boulevard	X	X	66 ft
7	4-Lane Boulevard			64 ft
8	4-Lane Boulevard	X		80 ft
9	4-Lane Boulevard	X	X	90 ft
10	6-Lane Boulevard			88 ft
11	6-Lane Boulevard	X		104 ft
12	6-Lane Boulevard	X	X	114 ft

## The City of Moss Point Recommended Future Transportation Projects

### **Summary of Future Recommendations**

As discussed in the Long Range Transportation Plan and Analysis of Alternatives sections of the plan and as illustrated in Figures 7 and 8 and the Future Transportation Projects Map, eleven roadway improvements were identified that will improve capacity and connectivity for Moss Point's Transportation network. Proposed bicycle and pedestrian routes as indicated in the Moss Point Bicycle and Pedestrian Facilities Map illustrate recommended locations for the city to pursue development of bike lanes and sidewalks to enhance the overall transportation network. The majority of the recommended improvements on the following Future Transportation Projects Map include pedestrian and bicycle facilities to increase safe travel options for residents.

The improved surface transportation network envisioned would achieve the following important objectives:

- Provide additional roadway capacity north of I-10 on principal arterials that connect downtown Moss Point and the older sections of the city to growth areas in Escatawpa and along the Saracenia Road corridor;
- Provide needed collector roads (integrate grid pattern of streets) in the Escatawpa area to improve access and circulation, enhance neighborhood cohesion and facilitate economic development;
- Provide expanded vehicular capacity in the vicinity of Trent Lott International Airport and the northeastern section of the city;
- Provide improved circulation and access for the Kreole section of the city;
- Support the viability of the downtown area by redirecting through traffic and encouraging the redevelopment of Main Street and its environs as a destination for shopping, work and recreational trips.
- Improve bicycle and pedestrian travel opportunities by supporting ongoing projects such as Pelican Landing/Audubon Center Greenway and connecting the Riverwalk to the Harbor while exhausting available resources to develop the recommended bike/pedestrian connectivity throughout the city's transportation system.

In addition to the capacity enhancements and other physical improvements, there is also a critical need for accelerated maintenance of existing transportation infrastructure. Moss Point should inventory signage, striping and other pavement markings, as well as the location and condition of traffic control devices, and undertake a program to upgrade the appearance, safety and effectiveness of the city's transportation system. The inventory could also collect information regarding sidewalks, shoulders and on-street parking. The survey and analysis undertaken for the Comprehensive Plan indicated that most of the city has adequate roadway capacity. However, the utilization of existing infrastructure is impeded by the poor condition of city streets and the lack of adequate maintenance. An aggressive effort to rehabilitate and upgrade existing facilities could greatly enhance the safety and serviceability of the major streets network in Moss Point while significantly enhancing the image of the city.

Table 38 below lists and generally describes the proposed transportation projects identified by this comprehensive planning process and by Gulf Regional Planning Commission's Mississippi Gulf Coast Area Transportation Study-2030 Long Range Transportation Plan (MGCATS). In Table 10, the map I.D. number references the location of the project in the Future City of Moss Point Transportation Projects Map that follows Table 10. The number in the "Type" column in Table 10 correlates to the number in the "Type" column of Table 9, which defines the roadway type and right-of-way.

**Table 38: Transportation Project Recommendation**

Map I.D.	Roadway	PROJECT LIST	Location	Project	Type
1	MS Hwy 613	MGCATS Plan	Robertson Lake Bridge to Welch Avenue	Improve existing 4- Lane Divided Road	9
2	MS Hwy 613	MGCATS Plan	Saracennia Road to I-10	Improve existing 2- Lane	6
3	MS Hwy 63	MGCAT Plan	1 mile north from Saracennia Road	Improve existing 4- Lane Divided Road	9
4	2nd Street	MGCAT Plan	Grierson Street to Jefferson Street	Improve existing 2- Lane	6
5	MS Hwy 63	Comprehensive Plan	From City Limits to Dutch Bayou Road	Widen to 6-Lane Divided	12
6	MS Hwy 613	Comprehensive Plan	From City Limits to I-10	Widen to 4-Lane Divided	9
7	Main Street	Comprehensive Plan	Dantzler Avenue to Bellview Street	Traffic Calming and Street-scape Improvements	6
8	Saracennia Road	Comprehensive Plan	City Limits to MS Hwy 63	Widen to 4-Lane Divided	9
9	Sherman Road	Comprehensive Plan	MS Hwy 613 to MS Hwy 63	Reconstruct and extend as 2- Lane collector	3
10	Wembley Avenue and Bush Lane	Comprehensive Plan	Frank Griffin Road to MS Hwy 63 north of I-10	Reconstruct and extend to provide a continuous 2-Lane collector	3
11	Elder Ferry Road	Comprehensive Plan	Old Saracennia Road to Bush Lane	Reconstruct and extend continuous to 2-Lane	3

See the following Future Transportation Projects Map.

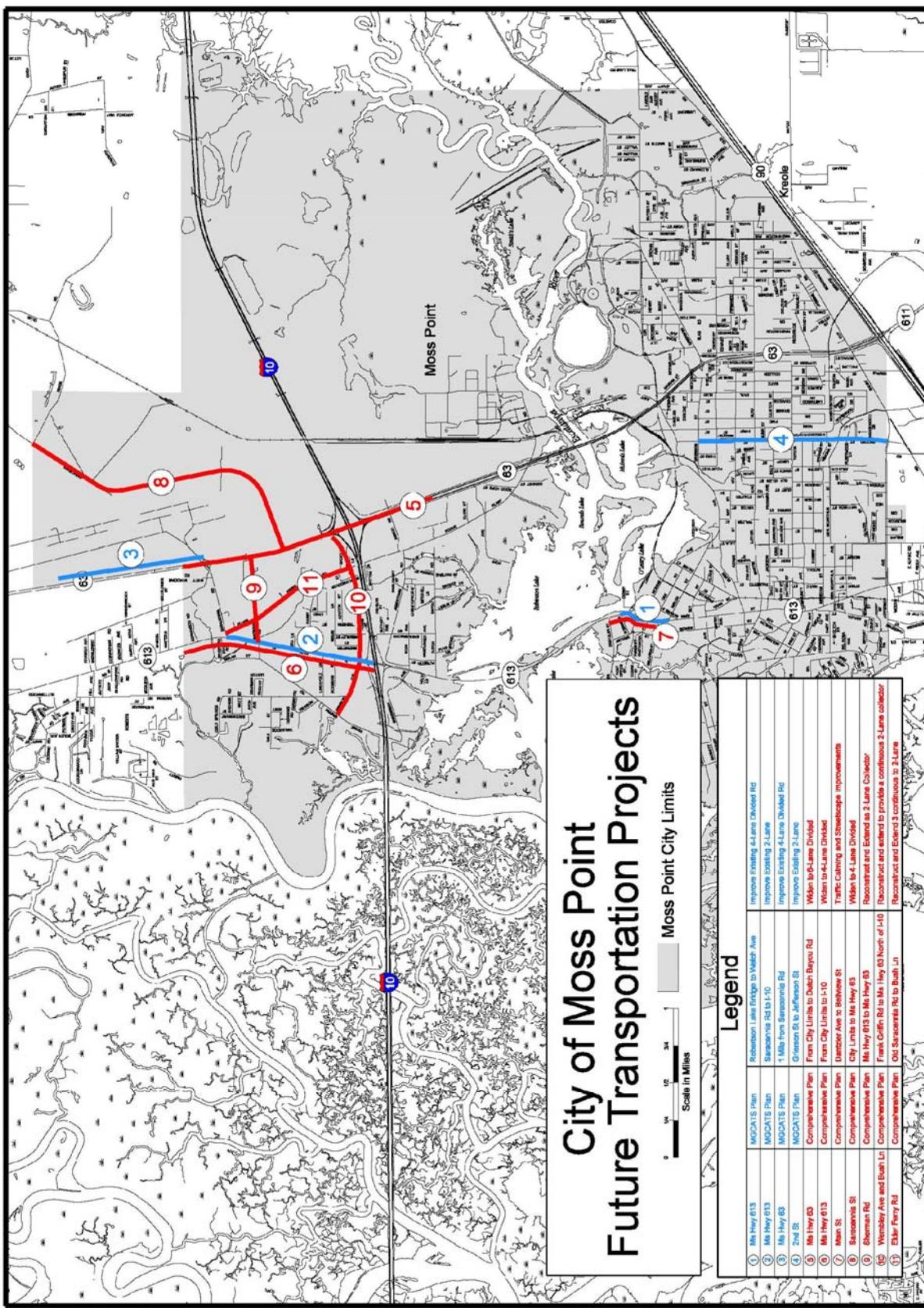


Figure 10: Transportation Plan.