

Jackson County

Comprehensive Plan Update



Recommended by Planning Commission: 1.19.22

Acknowledgments

Strong collaboration and quality teamwork produce the best outcomes in the planning process. The “Jackson County Comprehensive Plan Update” was developed with both of these. Those who served in an official capacity in developing this plan update are listed below. Other contributors are acknowledged elsewhere in the plan by text, note or image.

Jackson County

Board of Supervisors

Barry Cumbest, District 1
Melton Harris, Jr. District 2
Ken Taylor, District 3
Troy Ross, District 4
Randy Bosarge, District 5
Brian Fulton, Administrator

Jackson County

Planning Commission

Dr. Jeffrey Knight
Jeff Hinton
Thomas Eldridge
James Brewer
Loretta Jennings
Dina Holland
Karen Pittman

Jackson County

Planning Staff

Michele Coats, Director

Planning Team



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Introduction





1. COMPREHENSIVE PLAN UPDATE - INTRODUCTION

In the fall of 2019, Jackson County initiated a process to update its 2008 Comprehensive Plan, renew county development vision, and ensure ongoing quality planning for a growing county. Continued growth, new roadways, continued environmental sensitivity and increased industrial investment were all factors leading to the need for an update.

Planning for the physical development of Jackson County is intended to have positive impacts across all aspects of the community. The many elements include economic development, equity, aging, public health, sustainability, resiliency, and community design. These aspects of community development are foundational to a stable, prosperous and sustainable future for the county.

Reflecting county review and input, updated analysis, and renewed development goals and objectives, Jackson County Comprehensive Plan Update sets the aspirational vision and implementation strategies for continued county growth, development, and conservation.

- 1. Historic Overview**
- 2. Prior Planning in Jackson County**
- 3. Legal Authority**
- 4. Jackson County Comprehensive Plan Update Process**



HISTORIC OVERVIEW

Jackson County was founded in 1812. Two consistent threads run through the history of this beautiful Coastal county; progressive leadership and the ability to change with the times. Its greatest resources have been and continue to be its people and its strategically located waterways.

The county's transition from Spanish to American rule was made in 1810 when it was absorbed into the Mississippi Territory and brought under the Constitution of the United States. In December, 1812, Mobile County was divided into three counties—Mobile on the east, Jackson in the middle, and Hancock on the west. The northern row of townships was taken from Jackson and added to Greene County in 1822. George County was created from the remaining boundaries in 1910.

Jackson County's destiny was to prosper. In 1840, Captain John Grant's leadership resulted in the birth of the Port of Pascagoula. Earlier in 1838, his efforts resulted in opening the Mississippi Sound to Mobile Bay with a channel called Grant's Pass.

The county's timber and sawmill industry prospered in those early days bringing about the first economic boom lasting from 1880 to 1910. Pecans were a big industry at the turn of the century. Shipbuilding was recorded as early as 1838 with Ebenezer Clark's constructing flat-bottomed schooners for coastal

trade. It and other early shipyards were precursors of the state's largest employer, Ingalls Shipbuilding (Huntington Ingalls Industries). In more modern times, Jackson County continued to attract new industries. The Jackson County Board of Supervisors established the Bayou Casotte Industrial Park in 1954. Major industries, like Chevron USA, moved here in the early 1960s.

When the Jackson County Port Authority was organized in 1958, it was structured around a bootstrap concept aimed at attracting industry to the county. Local monies were used to finance port development as well as dredging of the Pascagoula River and Bayou Casotte channels.

Jackson County has been successful in securing federal and state aid to deepen and maintain channels essential for further industrial and economic development. The Port of Pascagoula has been the catalyst for industrial and economic development and has kept up-to-date with modern equipment and facilities.

The county has kept a steady pace of growth in modern times and is described as the "most industrialized county in the state." The county owns a state-of-the-art hospital system, has excellent schools, a top-rated community college and a university branch within its borders. The citizens of Jackson County are making the future happen every day.

PRIOR PLANNING IN JACKSON COUNTY

Based upon information provided in staff interviews, Jackson County adopted its first zoning ordinance in 1969. It is uncertain whether this early zoning code was based on a county plan. However, it was indicated that a county plan was adopted in 1983 followed by another in 1990. Jackson County's third plan was adopted in 2005.

Beginning in 2008, Jackson County initiated on a new comprehensive plan process to develop future growth strategies and policies in the unincorporated County and to guide leadership in managing its future growth. This 2008 process involved the establishment of four focus groups which represented the four unincorporated areas of Fontainebleau, Hurley, Vancleave, and Latimer. These groups were comprised of fifteen to twenty members of the community representing all sectors of the residents from working professionals to senior citizens. Each Focus Group met five to six times throughout the process to discuss various issues of concerns and areas which needed to be addressed.

Neighborhood plans were developed for each area as a result of this process. These plans were to be used by the County to assist the planning staff and County leaders in guiding the specific development in these areas and to guide the revision of the subdivision regulations and the zoning ordinance.

This primary planning document was to be a companion to these neighborhood plans and to serve as a guide for developing policies for the following major community planning components:

1. An Existing Land Use Map
2. Population Study
3. Housing Characteristics
4. Economics and Employment Analysis
5. Community Facilities
6. Transportation Analysis
7. A Future Land Use Map
8. Zoning Map
9. Intergovernmental Coordination

LEGAL AUTHORITY

Jackson County exercises planning authority granted by the State of Mississippi under Title 17, Chapter 1, of the Mississippi Code of 1972, as amended

MAP 1-1 JACKSON COUNTY IN THE REGION



PLANNING PROCESS



for the creation, adoption and administration of its comprehensive plan. As required by this planning statute, land use and development in Jackson County should be consistent with an adopted comprehensive plan together with all its planning policies and initiative.

This section of the Mississippi Code defines a comprehensive plan as being a statement of public policy for the physical development of the entire municipality or county, adopted by resolution of the governing body and consisting of the following minimum elements:

- **Goals and objectives for the long-range (20 to 25 years) development of the county or municipality. Required goals and objectives shall address residential, commercial and industrial development; parks, open space and recreation; street or road improvements; public schools and community facilities.**
- **A land use plan which designates in map or policy form the proposed general distribution and extent of the uses of land for residences, commerce,**

industry, recreation and open space, public/quasi-public facilities and lands. Background information shall be provided concerning the residential densities, intensity of commercial uses, industrial and public/quasi-public uses; projections of population and economic growth for the area encompassed by the plan may be the basis for quantitative recommendations for each land use category.

- **A transportation plan depicting, in map form, the proposed functional classifications for all existing and proposed streets, roads and highways. Functional classifications shall consist of arterial, collector and local streets, roads and highways, and these classifications shall be defined in the plan with minimum right-of-way and surface width requirements. All other forms of transportation pertinent to the local jurisdiction shall be addressed as**

appropriate. The transportation plan shall be a basis for a capital improvements program.

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

JACKSON COUNTY COMPREHENSIVE PLAN UPDATE PROCESS

The comprehensive planning process is intensive, conducted over a period of time, and allowing many voices and perspectives to be heard. The development of a sound comprehensive plan involves four key steps; Discovery, Direction, Design, and Implementation. The graphic on the opposite page illustrates the process as it occurs in these phases and is the process that was used to develop the Jackson County Comprehensive Plan Update.

Planning the future is based on a community's hopes and dreams which must be firmly grounded

in facts and reality. Therefore the first step in the county planning process is discovering those facts by collecting and analyzing data to understand past and current realities. Discovery must be carried out with an accurate insightful understanding of the fundamental identity of a community.

Phase 2, Direction, involves the vital step of creating a community vision. From created vision of the future as it is informed by current realities, a community may establish goals and objectives answering questions such as:

- Where and how will we grow?
- How can we preserve and redevelop our neighborhoods?
- What mobility improvements and options are needed?
- What are the priority development needs of the community?

The ultimate result in this Direction phase is a vision for achieving a better community over time. Successful planning in this phase includes a meaningful and thorough effort to engage as many citizens and viewpoints as possible. Methods of engagement



include intensive planning workshops, focus groups, and surveys are just a few of the approaches used to engage citizens in this planning process. Use of an interactive website and social media campaigns also provide an effective avenue for public input.

Phase three, Design, is the step of creating the plan itself and is the result of the previous phases of Discovery and Direction. Tools for plan creation include the creative combination of narrative, graphics, and mapping.

As stated previously, Mississippi planning law requires that a comprehensive plan contain the minimum elements that address:

- Goals and Objectives
- Land use

- Transportation
- Community facilities

A plan should have a time horizon of at least 20 years.

Jackson County Comprehensive Plan Update also includes sections covering the natural environment and economic development as important planning components.

Comprehensive planning does not end with the writing and adoption of the plan. Plans must be translated into policies and projects that can be successfully implemented. Implementation of a community's plan as a final step, includes the creation of specific actions, policies, projects, and management techniques.





Discovery Profile



2. JACKSON COUNTY DISCOVERY PROFILE



1. Environment and Ecology
2. Land Use and Development Patterns
3. Population
4. Economic Indicators Overview
5. Housing Characteristics
6. Community Facilities
7. Mobility Network
8. Summary of Findings
9. Jackson County Planning Areas

PURPOSE OF DISCOVERY

The purpose of the discovery process in planning is to investigate and document facts about existing development conditions as a foundation to planning the future of the community. In the comprehensive planning process, key elements of this knowledge base include natural and built environment, population characteristics and trends, economic characteristics and trends, development patterns, assessment of mobility system, and community support facilities.

Each of these aspects of a community can be studied individually but they are all closely interrelated. Each topic impacts another and they frequently overlap. The ultimate goal of discovery is to understand the fundamentals of these systems, identify their dynamics, and to grasp the story they tell. In so doing, key issues and opportunities can be identified, examined, and discussed in order to reach conclusions about the best directions for the future. The following section represents this process of identifying fundamental facts, trends, and implications for Jackson County's future.



ENVIRONMENT AND ECOLOGY

Jackson County is located in southeast Mississippi on the Gulf Coast. It contains the delta of the Pascagoula River Watershed, a nationally significant eco-region and the largest unimpeded main stem river system in the lower 48 states. The high biological quality and integrity of the combination of forest and river systems in this watershed makes it significant in the Southern United States—the 2008 Southern Forest Lands Assessment prepared by the Southern Group of State Foresters noted the relative integrity of forests in the watershed, concentration of threatened or endangered species, and low likelihood of forest mortality. Today the Pascagoula River Basin Alliance coordinates stakeholders’ conservation and restoration actions throughout the watershed, where over 70,000 acres of the watershed are in permanent conservation.

Waterways are ecologically and economically important to Jackson County. The bayous, riverine lands and corridors, and the tree canopy within the county present opportunities for enhancement and restoration, especially of marshes with their beneficial role in reducing flooding and storm surges, and a variety of active and passive recreation opportunities. Surface waters such as the Pascagoula River, and Yazoo Bayou and Mississippi Sound provide rich wildlife habitat, resources, recreational opportunities,

and vistas which are a defining element for the county. These and other natural resources provide an opportunity for Jackson County to make nature part of its identity and their protection will ensure they are part of its future.

While the Pascagoula River and its tributaries and bayous dominate the county’s freshwater system, the Jackson County is only one of several Mississippi counties with a coastline. It contains most of the western portion of Gulf Islands National Seashore and portions of the Grand Bay National Estuarine Research Reserve. Its distinctive mix of beaches, boat launches, inlets, wetlands, wildlife, and scenic views fuel its tourism industry and its sense of identity.

Wildlife

Riparian corridors along the bayous, which are several hundred feet wide in places, provide migratory paths for wildlife, visual relief from the urban environment, and spaces for recreation. Thirty species of rare, threatened, or endangered plants have the potential to occur within the county, based on regional assessments, primarily within emergent wetlands/marshes, forested wetlands, bogs and the marsh habitat in the bayous and rivers.

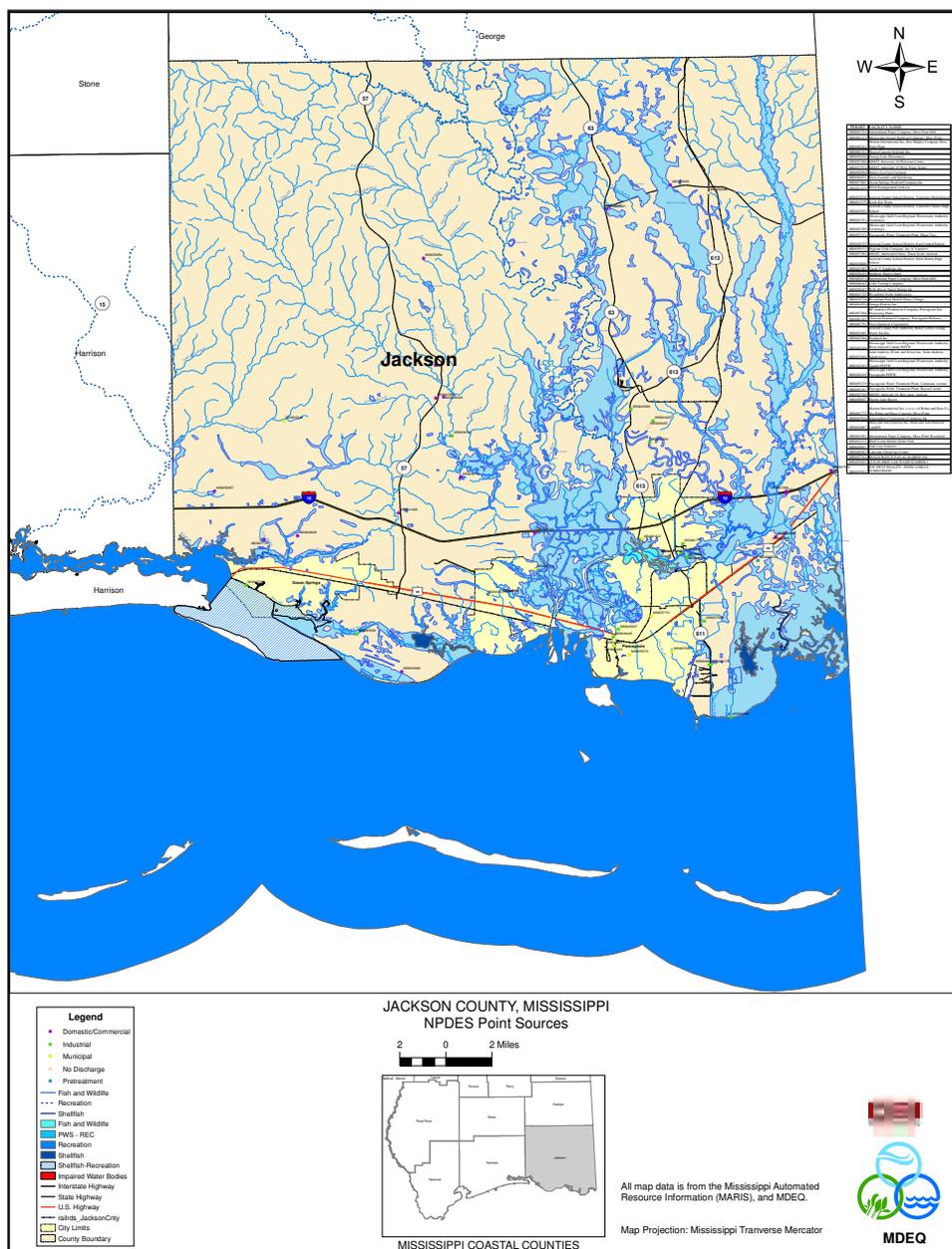
Three threatened species are known to occur in the county: The Gulf Sturgeon (*Acipenser oxyrinchus desotoi*), likely present in the Pascagoula and Escatawpa Rivers; the Brown Pelican (*Pelecanus*

occidentalis) common on the Pascagoula river and along the Mississippi Sound shoreline; and the American White Pelican (*Pelecanus erythrorhynchos*) and the bald eagle are also found along the Pascagoula river and the sound. Those species along with the West Indian Manatee, which is an occasional visitor to the area, are all federally endangered species.

The Gulf Coast area is important to migratory and coastal birds. The Piping Plover, the Red-cockaded Woodpecker, and the Red Knot are three federally endangered species found in Jackson County. Perhaps the most significant bird species to the county, however,

is the Mississippi Sandhill Crane which is found in a small area west of the Pascagoula River and nowhere else in the world. Most of this area now lies in the Mississippi Sandhill Crane National Wildlife Refuge which is home to an estimated population of just over 100 birds. There is some concern over increased traffic and development in the area, however, since both can have serious negative impacts on the bird population.

In addition to the Mississippi Sandhill Crane National Wildlife Refuge, Jackson County is home to Grand Bay National Wildlife Refuge, Grand Bay



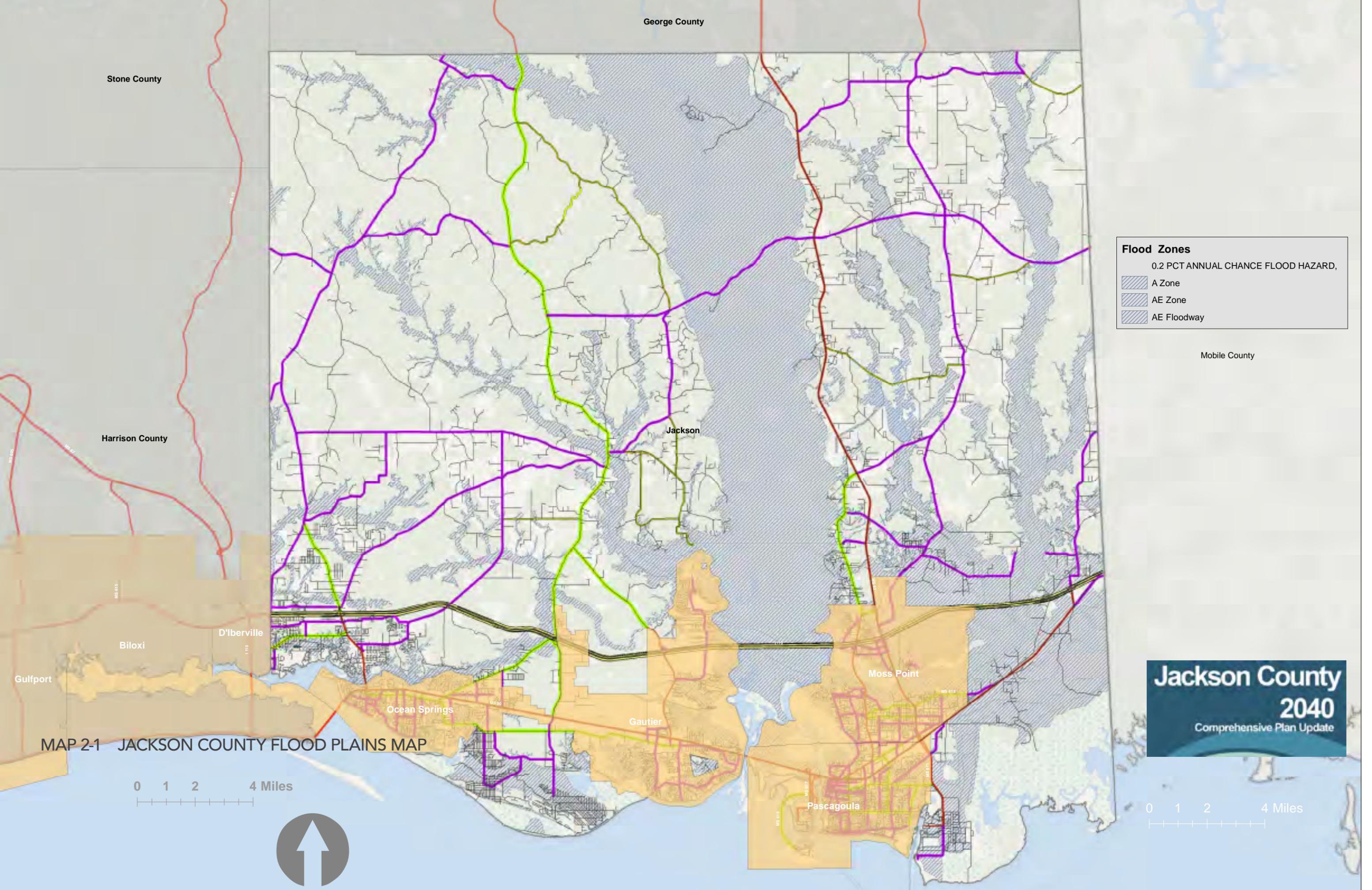


National Estuarine Research Reserve, the Grand Bay Savanna Coastal Preserve, and Ward Bayou Wildlife Management Area. The Nature Conservancy also funds projects along Rhodes Bayou and Bayou Chicot and established benchmarks and strategies for these resources as part of its Conservation Action Plan process. Settlements from the damage resulting from BP's 2010 Deep Horizon oil spill were used to add an additional 1,500 acres to essential coastal wildlife areas in Jackson County with up to 8,000 total acres projected to be protected eventually with those funds. Settlement money will also be used to manage 17,500 acres of wildlife habitat in the Grand Bay area. The spill caused significant damage to coastal ecosystems.

Plants that occur along streams and in the Gulf and bayous form the foundation of its aquatic ecosystems and thus are critical to recreation resources and the county economy. In addition to providing food and shelter, riparian vegetation along streams and bayous shades water and thus lowers water temperature, which is important in sustaining aquatic life. Other

plant species stabilize marshes and wetlands providing food, shelter, and breeding areas.

Some plants and animals, though, are harmful to Jackson County. Many invasive and non-native species have crowded out and taken over displacing native species. Nile tilapia, nutria, wild hogs, alligator weed, wild taro, Chinese tallow tree, water hyacinth, and Indian swampweed are just some of the species the state is trying to eradicate, but funding is limited. Having a comprehensive invasive species awareness and control policy in Jackson County would help in this effort. Coordinating with state and non-profit initiatives will be essential to ensuring control if not eradication.



George County

Stone County

Harrison County

Mobile County

Flood Zones
 0.2 PCT ANNUAL CHANCE FLOOD HAZARD,

-  A Zone
-  AE Zone
-  AE Floodway

MAP 2-1 JACKSON COUNTY FLOOD PLAINS MAP

Jackson County
2040
Comprehensive Plan Update

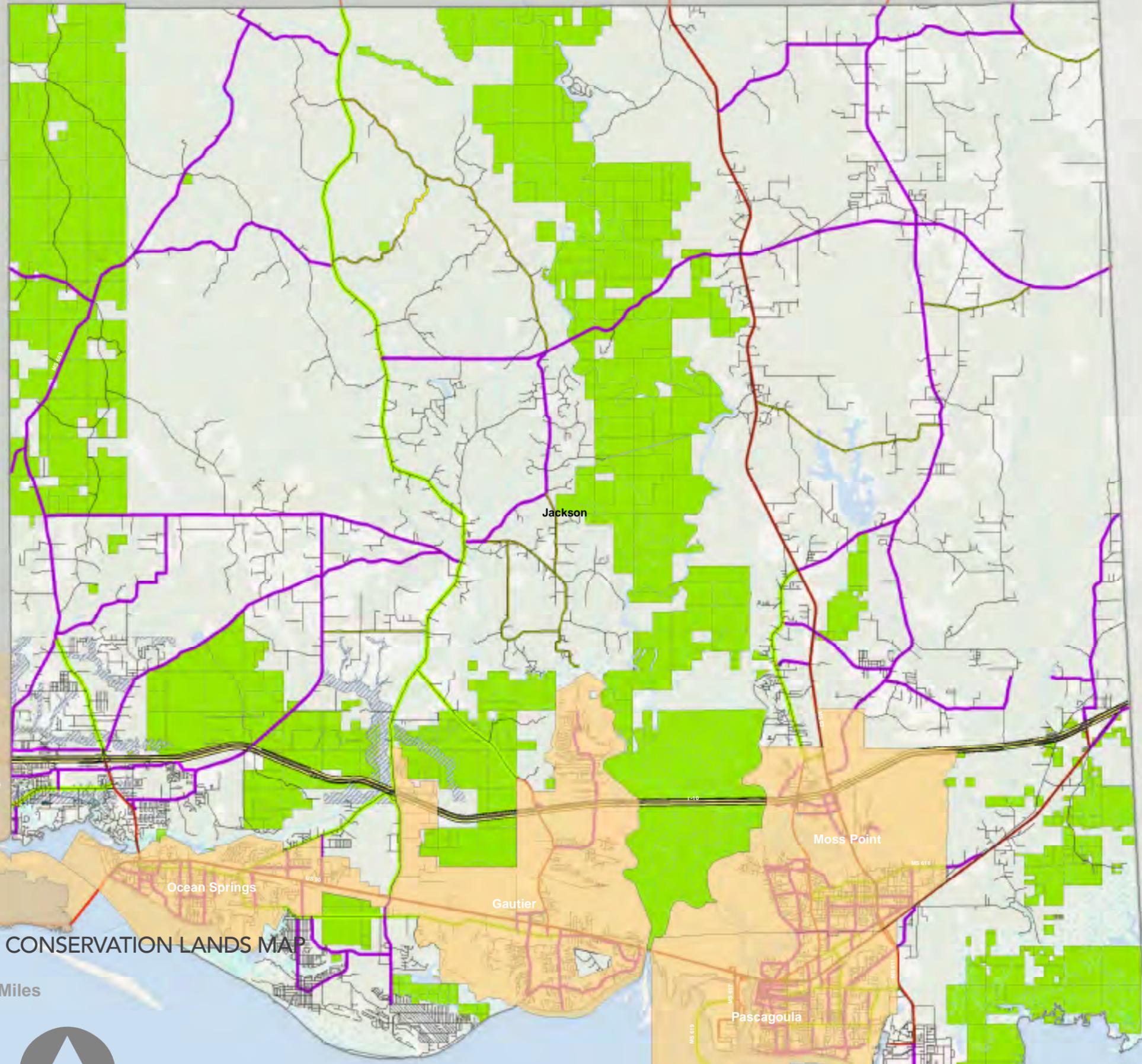


George County

Stone County

Harrison County

Mobile County



Conservation Lands - Public and Private

Jackson County
2040
 Comprehensive Plan Update

MAP 2-2 JACKSON COUNTY CONSERVATION LANDS MAP



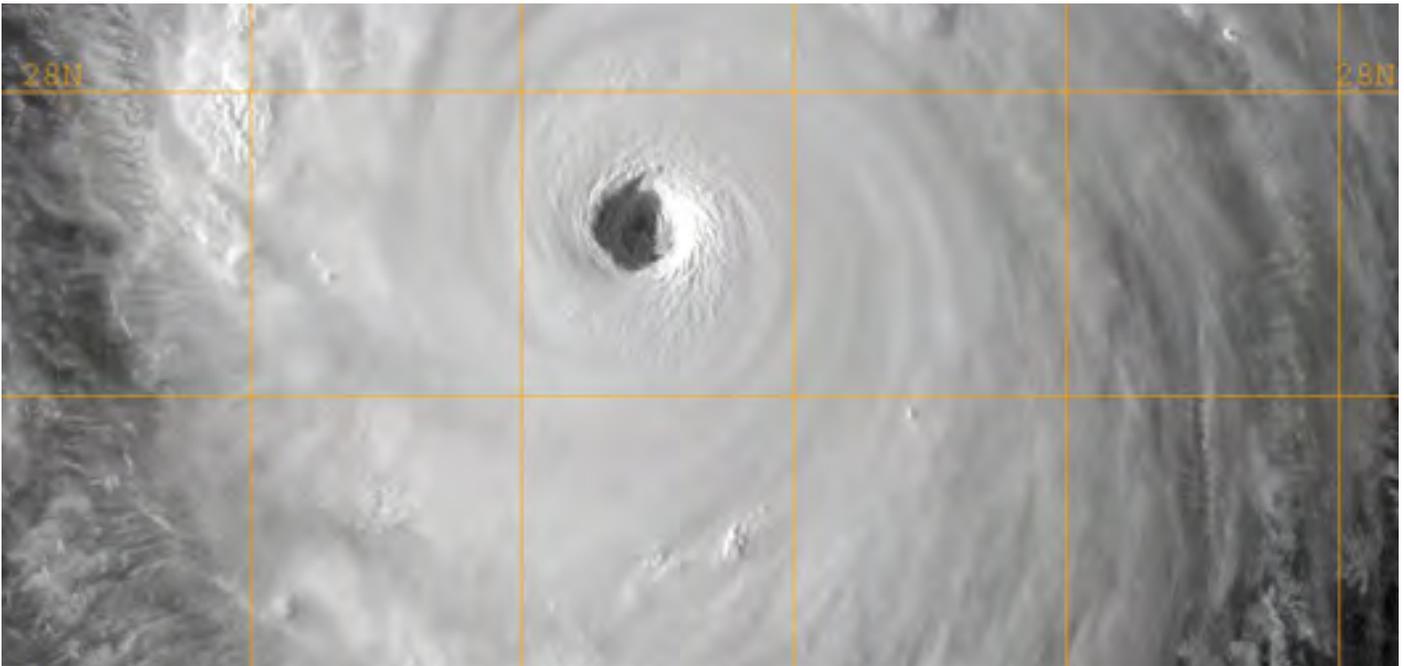
Hazard Mitigation

Jackson County's industries and the infrastructure that services them, while essential to the area's economy and identity, do involve planning considerations related to air quality, hazardous materials, solid waste, noise and safety. While Jackson, Harrison and Hancock Counties are in attainment with the National Ambient Air Quality Attainment Standards for airborne pollutants, ozone standards are a concern and there are several point sources of airborne emissions (permitted under Title V Operating Permits issued by MDEQ). Hazardous materials also are transported through the county by train. To address these environmental conditions and hazards, Jackson County is participating in the MEMA District 9 Regional Hazard Mitigation Plan. This plan was adopted in October of 2017 and includes six counties and 15 municipalities, four of which are in Jackson County (Ocean Springs, Gautier, Moss Point, and Pascagoula). The goal of the coordinated plan is to ensure greater coordination among the jurisdictions to prevent and respond to natural and human-caused hazards.

Natural Resource Investments and Policies

Jackson County's numerous waterways and its flat, coastal topography mean that much of the county is regulated at some level by FEMA floodplain requirements. Large areas of the county could be subject to flood inundation of different depths at different historical average frequencies (or "return periods"). Flooding from overflow of inland or tidal waters, and from the accumulation of storm water, has a multitude of material impacts on the county including public safety, water quality, building and development requirements, finances, and flood insurance costs to property owners. Storm surge from Hurricane Katrina inundated much of the southern portion of the county, and subsequent re-mapping of flood hazard zones by FEMA has had a substantial impact on the ability of property owners to rebuild or improve residences in Pascagoula and other coastal locations. The county's planning context thus involves both the physical and natural resource impacts of flooding, and how federal and local policy shape subsequent land use and investments.





Flood zones burden residential and commercial properties with increases in the building costs, limits on repairs, and increases to flood insurance costs. Mississippi Coastal cities and counties are working with South Mississippi Planning and Development District to conduct an extensive review of the existing flood mapping to insure a more accurate depiction of the flood threats. The project is anticipated to be complete by 2023.

Climate Change, Restoration, and Resilience

Many of the rivers and bayous and areas adjacent to Mississippi Sound have been affected and their functions compromised by filling and dredging, encroachment, hardening, and pollution. More recently, damage from Hurricane Katrina and the BP oil spill, and the prospect of more frequent and intense coastal storms and longer drought periods, have led to a renewed focus on the importance of protecting and restoring coastal and waterfront zones. Restoration activity underway since Hurricane Katrina, and today supported by RESTORE MS funding from the BP oil spill, represents an opportunity for Jackson County to reclaim and enhance its tremendous assets. Local government and regional projects use naturalized techniques to prevent erosion, provide

naturalized flood control, and reestablish or mimic natural functions, such as using vegetation and geotextile techniques to stabilize bayou banks and reduce sedimentation. Additional investments in barrier island and coastal restoration such as the Beachfront Promenade in Pascagoula are anticipated in the coming decade.

Long-term plans to decommission the Pascagoula-Moss Point Regional Wastewater Treatment Facility also offer the potential to enhance physical and economic resilience to drought and storms, construct a more water-efficient treatment system for the region, and make much greater use of the current wastewater treatment plant site on the waterfront in Downtown Pascagoula. Plans are under development by the Jackson County Utility Authority to convert to the downtown plant to a facility for the reclamation of industrial water. A combined reclamation facility is planned at new location better protected from storm surge. Preliminary plans for the facility would include water reclamation (reuse) for industrial purposes, reducing the total amount of wastewater discharge into the Pascagoula River and providing a reliable, long-term and “drought-proof” water supply for Pascagoula’s industries. The project will require a 15 to 20 year time horizon and significant federal funding assistance, during which time the city and the utility authority will work cooperatively on managing odors and conditions at the existing facility, developing

plans for ultimate use of the current treatment plant site, and securing funding.

According to an article in the Jackson Free Press dated December 11, 2018, coastal Mississippi properties are losing millions of dollars in value due to sea level rise. Most of this loss is due to increased frequencies in and exposure to regular tidal flooding. But lost property value is only one issue related to this phenomenon. Displacement of entire communities is already occurring in Louisiana and is predicted to be a significant factor for many coastal areas around the world. Shipbuilders and other industries tied to the water, including the U.S. Navy, are threatened by, if not already subject to, the permanent loss of land-based assets. Some coastal communities in Florida are struggling to maintain public street access to private properties in the face of regular flooding and erosion raising concerns about financial and legal obligation and liability. All of the major bond rating agencies are factoring community action to address climate adaptation into their bond rating process potentially raising the cost of borrowing money for communities subject to a wide range of climate-related change. Jackson County needs a climate adaptation strategy that factors resiliency into its capital improvements programming, planning, and services to minimize impacts on its tax base, the assets of its citizens, and

its economic future.

Key Environmental Findings

The Jackson County environmental overview highlights a number of key findings that are summarized below. These findings are used to inform the development of planning goals and guide the policy provisions of the plan update in later sections.

1. Jackson County is embedded in a coastal region characterized by both its coastal qualities with the confluence of a major river.
2. Jackson County is home to vast areas of very sensitive environmental lands dominated by coastal marsh and wetlands.
3. Additionally, these lands provide habitat for a wide variety of wildlife species including the Mississippi Sand Hill Crane, federally listed as an endangered species.
4. Much of Jackson County's minimally disturbed natural areas are concentrated in the Pascagoula and Escatawpa River corridors.
5. Environmental factors, including the monitoring of sea level rise, are critically important to Jackson County's sustainable future.



LAND USE AND DEVELOPMENT PATTERNS

Existing land use for Jackson County was inventoried, mapped and analyzed to discover the county’s development patterns and trends in land use. Data for existing land use is sourced from the Gulf Regional Planning Commission, the 2008 Jackson County Comprehensive Plan, current aerial photography, information from the Jackson County Tax Assessor and visual surveys of selected areas. The categories used to classify development patterns for the 2020 plan update are listed and defined as follows:

Agricultural/Forestry

These areas accommodate farms and ranches for crops and livestock, greenhouses, nurseries, orchards, and other agricultural activity. The category also includes forested lands. When homes are present, they are typically on tracts greater than 5 acres.

Residential

Residential Estate (1-5 acres/DU) - Residential Estate refers to residential development accommodating individual dwellings on larger parcels of land lots. Units per acre may range from 1 unit or less to the acre.

Residential Estate (5-10 acres/DU) - Residential Estate refers to residential development accommodating individual dwellings on larger parcels of land lots. Units per acre may range from 1 unit or less to the acre.

Residential Estate (10 - 20 acres/DU) - Residential

Estate refers to residential development accommodating individual dwellings on larger parcels of land lots. Units per acre may range from 1 unit or less to the acre.

Low-Density and Medium Density Residential - Low-Density and Medium Density Residential refers to residential development accommodating individual dwelling as a single unit or attached dwellings such as condominiums and townhouses in individual lots. Units per acre may range from 1 to 8.

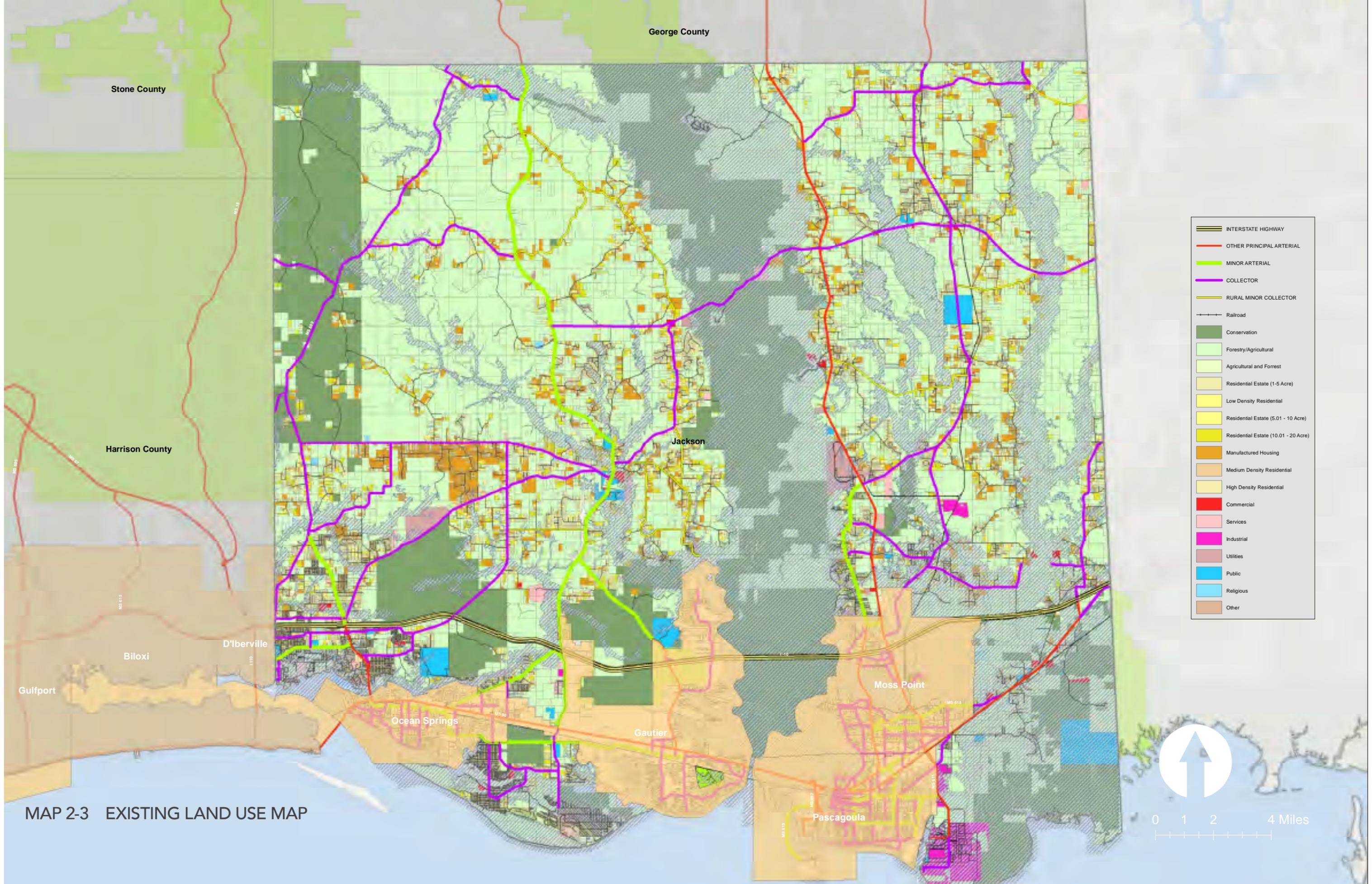
Residential High-Density - Residential High-Density development occurs in the form of attached dwellings at densities greater than 8 units to the acre. This category includes multiple-family homes, condominiums, and group homes.

Manufactured Homes - These areas accommodate manufactured housing either on individual lots or within rental communities on smaller lots.

Commercial

Commercial areas include stores as fixed point-of-sale locations designed to attract a high volume of customers. Typically, these establishments exist in built environments that are dominated by automobiles and characterized by large on-site parking areas between streets and buildings. The category also includes commercial activity that is oriented to providing repair, outdoor storage, contracting or machinery and equipment sales, including automobiles.





George County

Stone County

Harrison County

Jackson

D'Iberville

Biloxi

Gulfport

Ocean Springs

Gautier

Moss Point

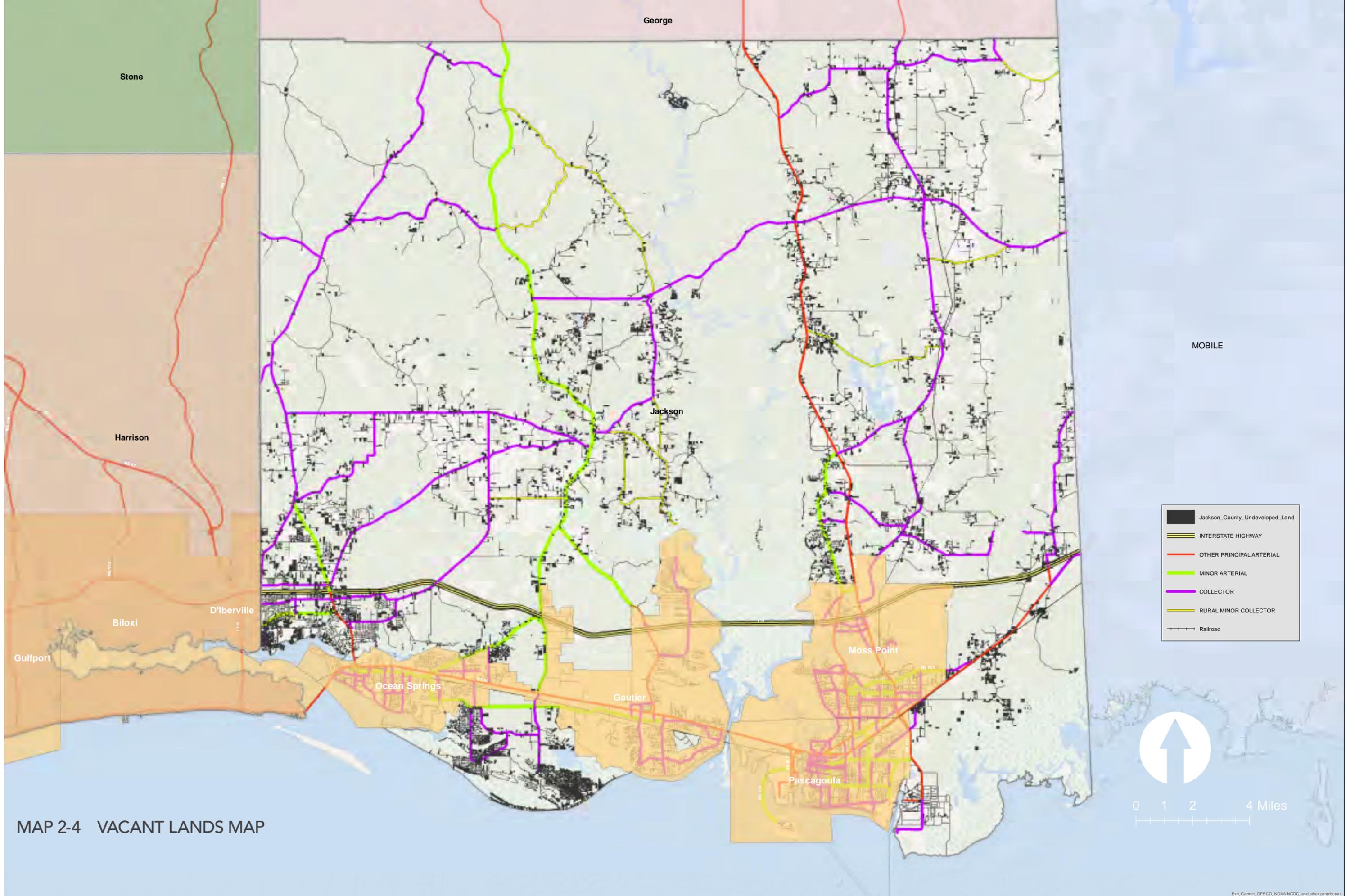
Pascagoula

-  INTERSTATE HIGHWAY
-  OTHER PRINCIPAL ARTERIAL
-  MINOR ARTERIAL
-  COLLECTOR
-  RURAL MINOR COLLECTOR
-  Railroad
-  Conservation
-  Forestry/Agricultural
-  Agricultural and Forrest
-  Residential Estate (1-5 Acre)
-  Low Density Residential
-  Residential Estate (5.01 - 10 Acre)
-  Residential Estate (10.01 - 20 Acre)
-  Manufactured Housing
-  Medium Density Residential
-  High Density Residential
-  Commercial
-  Services
-  Industrial
-  Utilities
-  Public
-  Religious
-  Other



0 1 2 4 Miles

MAP 2-3 EXISTING LAND USE MAP



George

Stone

Harrison

Biloxi

Gulfport

D'Iberville

Ocean Springs

Gautier

Moss Point

Pascagoula

Jackson

MOBILE

- Jackson_County_Undeveloped_Land
- INTERSTATE HIGHWAY
- OTHER PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- COLLECTOR
- RURAL MINOR COLLECTOR
- Railroad



0 1 2 4 Miles

MAP 2-4 VACANT LANDS MAP

FIGURE 2-1 2020 EXISTING LAND USE CHART PIE CHART

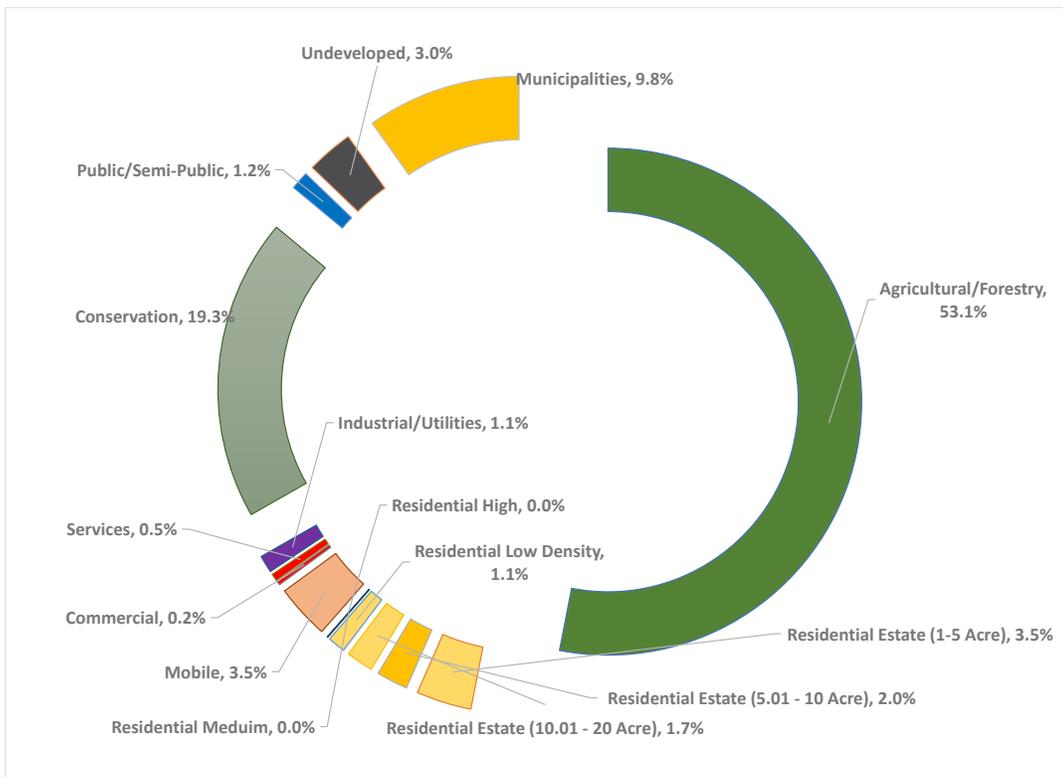
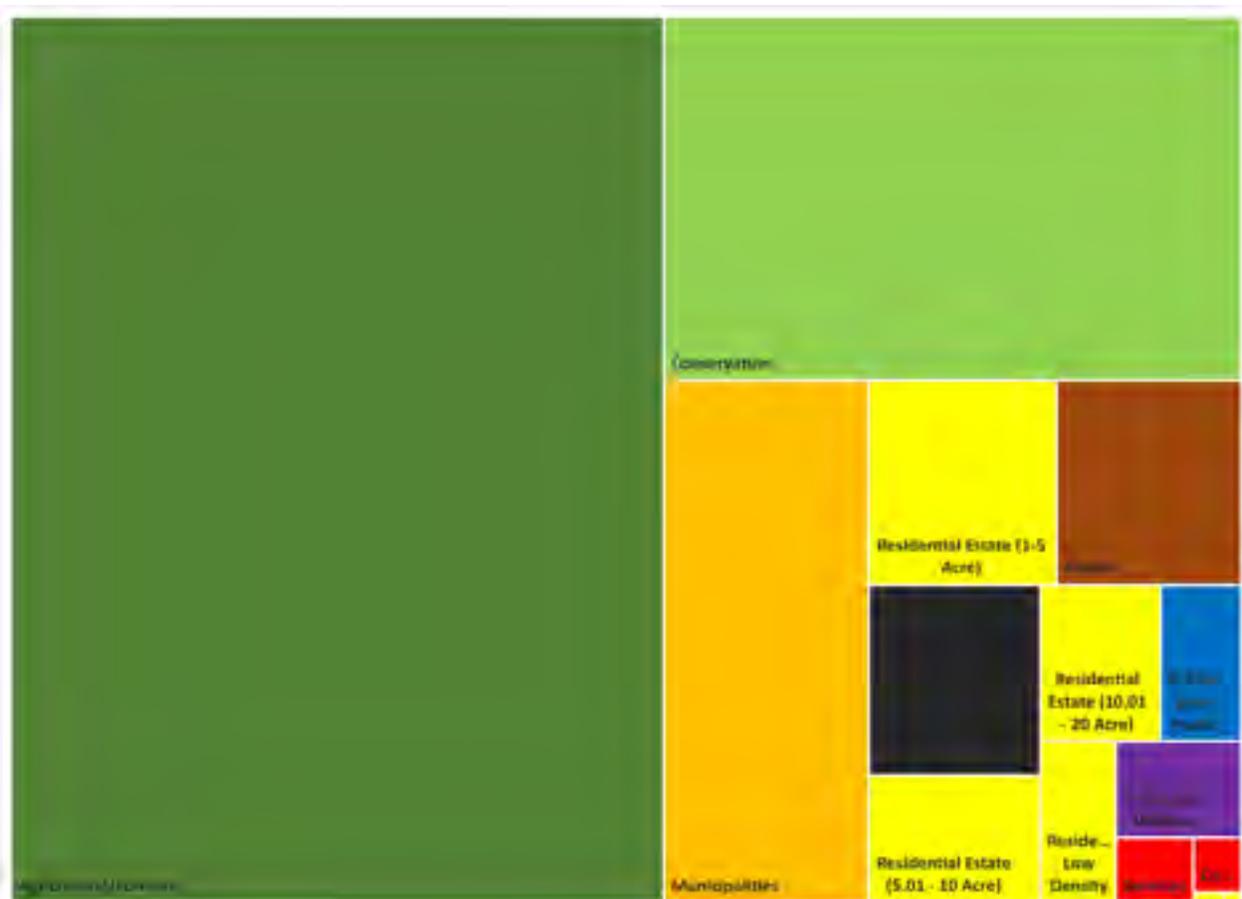


FIGURE 2-2 PROPORTIONAL EXISTING LAND USE CHART (HYPOTHETICAL 1 ACRE)



Industrial/Utilities

Industrial and Utility land uses include manufacturing, warehousing, assembly of goods along with infrastructure installations for utility services such as water, power, and sewer.

Conservation

Conservation lands are lands dedicated to various environmental conservation purposes such as wildlife management, land, or water conservation.

Public/Semi Public

These areas include lands dedicated to government use, education, religious use or other use oriented to group assembly. The use includes county parks and recreation areas.

Undeveloped

Undeveloped lands are vacant tracts that are smaller than 5 acres in size and are typically suitable for some form of development.

Municipalities

Municipalities consist of Ocean Springs, Moss Point, Gautier, and Pascagoula.

Table 2.1, Jackson County Existing Land Use qualifies the land use illustrated on Map 2, Existing Land Use. The map illustrates the type and scale of land use based on existing land use and ownership patterns in 2019. This map also illustrates the distribution of uses and overall development pattern throughout the County. The accompanying charts provide a visual reference showing the proportionate composition of the land use.

Future Land Capacity

The existing land use patterns may be further studied to determine the amount of the currently vacant and developed land available in the County. In this analysis, the threshold uses to determine what would be considered vacant and readily developable was set at five acres.

The key assumption is that parcels of land below this threshold are sized for potential acquisition and subsequent building by individuals. This size threshold also includes vacant lots as a part of larger subdivision development. Parcels over the 5 acre threshold are considered to be developable, but the



TABLE 2-1 JACKSON COUNTY EXISTING LAND USE (2020)

LAND USE CATEGORY	ACRES	%	ACRES/ PERSON
AGRICULTURE/FORESTRY	232,191	50.8%	1.62
RESIDENTIAL ESTATE 1 TO 5 ACRES/DU	15,396	3.4%	.11
RESIDENTIAL ESTATE 5.01 TO 10 ACRES/DU	8,769	1.9%	.06
RESIDENTIAL ESTATE 10.01 TO 20 ACRES/DU	7,546	1.7%	.05
RESIDENTIAL - LOW DENSITY	4,913	1.1%	.03
RESIDENTIAL - MEDIUM DENSITY	74	-	-
RESIDENTIAL - HIGH DENSITY	130	-	-
MANUFACTURED HOMES	15,165	3.3%	.21
COMMERCIAL	1,049	.2%	.01
INDUSTRIAL/UTILITIES	4,848	1.1%	.03
CONSERVATION	103,866	22.7%	.59
PUBLIC/SEMI-PUBLIC	5,054	1.1%	.04
UNDEVELOPED	13,090	2.9%	.09
MUNICIPALITIES	42,999	9.9%	.30
TOTAL	457,107	100%	3.06

SOURCE: CONSULTANT ANALYSIS

likelihood of more detailed to site planning and subdividing is significantly higher.

Map 2-3, Vacant Lands, illustrates the vacant parcels below 5 acres in size. In sum, there are just over 14,000 of these parcels in Jackson County totaling almost 13,000 acres with an average size of 9.3 acres per parcel.

Key Land Use and Development Pattern Findings

Jackson County land use and development patterns analysis demonstrates a number of key findings that are summarized below. These findings are used to inform the development of planning goals and guide the policy provisions of the plan update in later sections.

1. Jackson County is a large area of land consisting of over 457,000 acres or 714 square miles of land area. Over 50 percent of this land is classified as Agriculture/Forest.
2. About 20 percent of Jackson County's territory (more than 85,000 acres or 132 square miles)

3. About 50 percent of Jackson County lies in the floodplains of the Pascagoula and Escatawpa River.
4. With the vast majority of land devoted to agriculture, forestry and conservation purposes, county growth and development has primarily occurred in and around the its municipalities and the rural communities of Hurley, Wade and Vancleave.
5. Development intensity ranges from near wilderness conditions to urban scale intensities nearest the coast. The Cook Road Corridor is an emerging urban scale activity area in the southwest corner of the county.



POPULATION OVERVIEW

What follows is a brief snapshot that looks at the county’s demographics by focusing in on various aspects about its population. Growth trends, age distribution, race and ethnicity, households, and educational attainment are highlighted. Data was obtained from the U.S. Bureau of the Census and local sources as referenced.

Having a solid understanding about Jackson County’s population will assist with future development patterns and service offerings, such as the location of schools and medical facilities. It also provides guidance about the type of housing, infrastructure, and other support services that are likely to be needed to serve the area’s future population.

Growth Trends

Table 2-2 displays population totals for Jackson County, neighboring counties, and Mississippi as a whole between 1970 to 2020. Figure 2-3 illustrates the growth of the three counties for that same time frame.

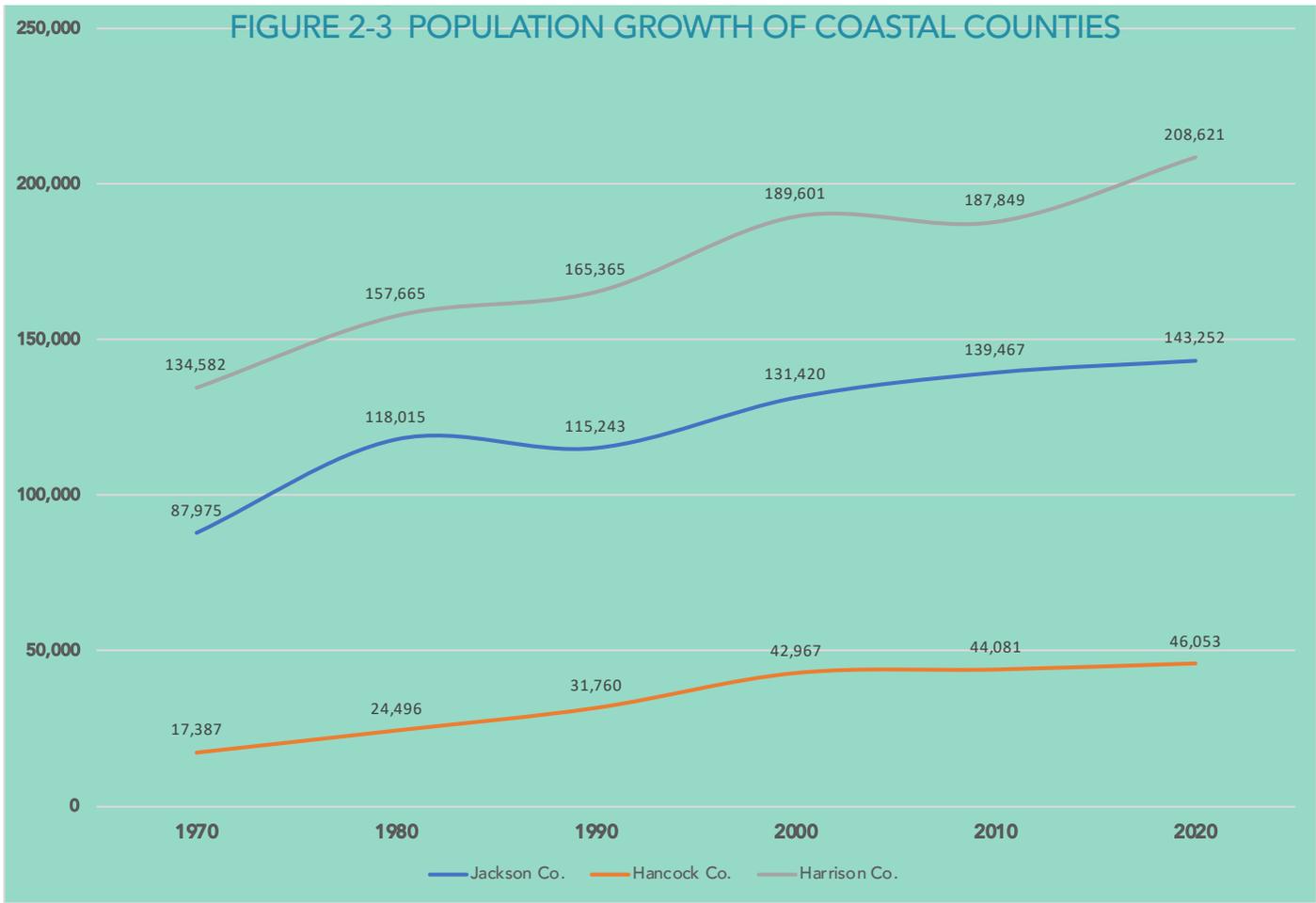
The data found in the table and figure confirms that Jackson County has continued to have positive growth, including rebounding from the population decreases that occurred as a result of Hurricane Katrina in 2005. There was a large growth spurt that occurred between 1970 and 1980, followed by a decade of slight population loss before another population increase from 1990 and 2000.

Table 2-2 also shows that Jackson, Hancock, and Harrison Counties all lost population following the hurricane, and it also indicates that the three counties grew once again by 2010, and that growth has continued to 2020. By 2020, Jackson County was growing at a faster rate than was Mississippi as a whole, although more modestly than its neighboring counties. Figure 2-3 presents the population growth by decade to further illustrate this point.

TABLE 2-2 TOTAL POPULATION (1970-2020)

YEAR	MISSISSIPPI		JACKSON COUNTY		HANCOCK COUNTY		HARRISON COUNTY	
	NO.	PERCENT CHANGE	NO.	PERCENT CHANGE	NO.	PERCENT CHANGE	NO.	PERCENT CHANGE
1970	2,216,994		87,975		17,387		134,582	
1980	2,520,770	13.7%	118,015	34.1%	24,496	40.9%	157,665	17.2%
1990	2,573,216	2.1%	115,243	-2.3%	31,760	29.7%	165,365	4.9%
2000	2,844,658	10.5%	131,420	14.0%	42,967	35.3%	189,601	14.7%
2007	2,918,785	0.7%	130,098	1.6%	39,687	2.0%	176,105	1.7%
2010	2,970,437	1.7%	139,467	7.2%	44,081	11.1%	187,849	6.7%
2020	2,986,530	-0.3%	143,252	2.7%	46,053	4.4%	208,621	11.1%

SOURCE: U.S. CENSUS BUREAU



Population Growth in Unincorporated Areas

By 2020, the number of individuals residing in unincorporated Jackson County had surpassed the number of people living in the county’s four municipalities. Two cities (Gautier and Ocean Springs) grew from 1990 to 2020; two others (Moss Point and Pascagoula) decreased in population. Combined, the municipalities increased by 3.6 percent between 1990 and 2020, while the unincorporated county experienced a 29.3 percent increase in population.

Figure 2-4 displays the population changes that occurred within the four cities of Jackson County for 1990, 2000, 2010, and 2020. Table 2-3 includes those years and 2006 to highlight the impact of Hurricane Katrina on the county’s population. Finally, Figure 2-5 shows the gradual convergence of the county wide population that lives within incorporated and unincorporated portions of Jackson County.

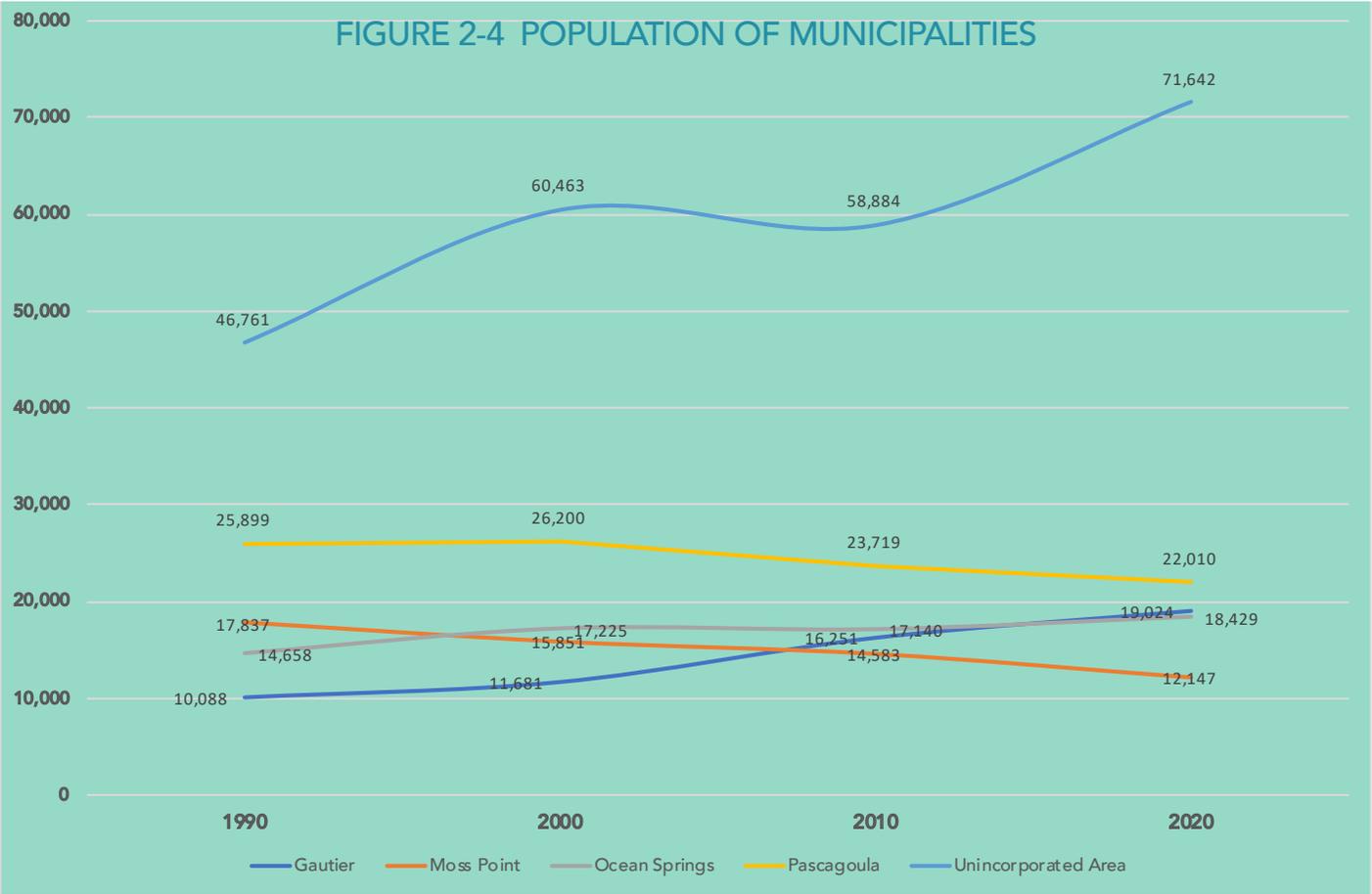


TABLE 2-3 MUNICIPAL AND UNINCORPORATED POPULATION

LOCATION	1990	2000	2006	2010	2020	% CHANGE (2010 - 2020)	% CHANGE (1990 - 2020)
GAUTIER	10,088	11,681	16,251	16,251	19,024	17.06%	88.58%
MOSS POINT	17,837	15,851	14,583	14,583	12,147	-16.70%	--31.90%
OCEAN SPRINGS	14,658	17,225	17,140	17,140	18,429	7.520%	25.73%
PASCAGOULA	25,899	26,200	23,719	23,719	22,010	-7.21%	-15.027%
MUNICIPAL TOTAL	68,482	70,957	71,693	71,693	71,610	-0.12%	4.57%
UNINCORPORATED AREAS	46,761	60,463	58,884	58,884	71,642	21.67%	53.21%
COUNTY TOTAL	115,243	131,420	130,577	130,577	143,227	9.71%	24.30%

SOURCE: U.S. CENSUS

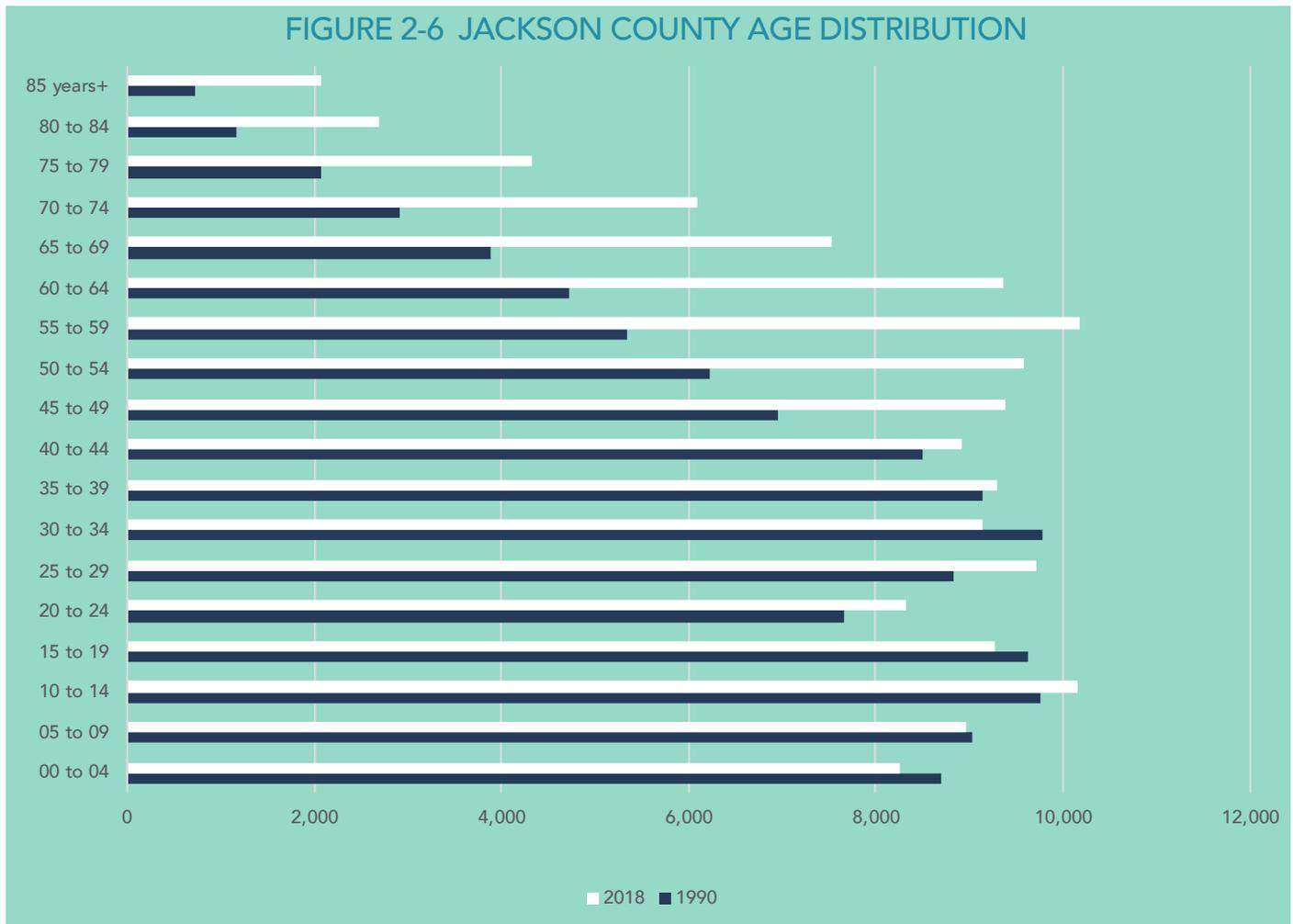
FIGURE 2-5 POPULATION OF INCORPORATED AND UNINCORPORATED AREAS



Age Distribution

Figure 2-6 reveals that Jackson County's age distribution has significantly changed between 1990 and 2018, with substantial increases in the population aged 45 and above. There were also decreases in the county population between the ages of 0-9, 15-19, and 30-34. The population between the ages of 10-14, 20-29, and 35-44 increased as a proportion of the total county population at a much lower rate than those aged 45 and above. Approximately 16 percent of the county population is age 65 or over, and 6 percent is under the age of 5.

The aging of the county's population will have considerable impacts on planning for future medical facilities, senior citizen services, housing, and support for aging in place. It may also impact the availability of the local workers as the population continues to age.



Race and Ethnicity

There has been little change in racial and ethnic composition within the county during the last two decades, as can be seen in Table 2.4. The numbers of whites, blacks, and African Americans increased between 2000 and 2017, with their percent share of the total population shifting slightly. The percent of the county population that was Hispanic or Latino increased by nearly four percent during that same time frame, although they represented a relatively small portion of the county population.

Households

According to the U.S. Bureau of the Census, Jackson County had 51,429 households in 2018. The average number of persons per household was 2.74, slightly higher than the state's average of 2.62.

TABLE 2-4 JACKSON COUNTY RACE & ETHNICITY

	2000		2010		2020	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
WHITE	99,026	75.4%	100,735	74.1%	94,709	66.1%
AFRICAN AMERICAN	27,432	20.9%	30,034	22.6%	30,070	21.0%
AMERICAN INDIAN AND ALASKA NATIVE	440	0.3%	565	0.1%	734	0.5%
ASIAN	2,059	1.6%	3,023	1.5%	3204	2.2%
NATIVE HAWAIIAN & OTHER PACIFIC ISLANDER	52	0.0%	79	0.0%	115	0.1%
SOME OTHER RACE	941	0.7%	2,610	0.5%	4764	3.3%
TWO OR MORE RACES	1,470	1.1%	2,622	1.2%	9656	6.7%
HISPANIC OR LATINO	2,807	2.1%	5,900	2.5%	8563	4.58%
TOTAL		131,420		139,668		143,252
SOURCE: U.S. CENSUS						

Educational Facilities and Attainment

Jackson County is home to several prekindergarten, elementary, middle, and high schools throughout the county. Table 2-5 illustrates the educational achievements of local residents by comparing levels of educational attainment for the years 2000 and 2017.

As indicated by the table, the county consistently had a higher percentage of high school graduates when compared to the State of Mississippi as a whole. The difference was 8.1 percent more high school graduates than the State in 2000 and 4.4 percent more in

2017. Within that same time frame, Jackson County experienced a 6.8 percent increase in high school graduations, and Mississippi as a whole increased by 10.5 percent.

Looking again at the county and the state as a whole, the percent of individuals with a bachelor's degree or higher was slightly higher (.4 percent for both 2000 and 2017) for the state versus the county. Both saw an increase in that educational level from 2000 to 2017.

TABLE 2-5 EDUCATIONAL ATTAINMENT (2000-2017)				
	2000		2017	
	JACKSON COUNTY	MS	JACKSON COUNTY	MS
POPULATION 25 YEARS AND OVER	82,818	1,757,517	95,361	1,956,101
LESS THAN 9TH GRADE	4,040	169,178	4,198	109,885
9TH TO 12TH GRADE, NO DIPLOMA	11,704	307,852	7,390	215,393
HIGH SCHOOL GRADUATE (INCLUDES EQUIVALENCY)	26,579	516,091	30,127	594,140
SOME COLLEGE, NO DEGREE	20,328	366,744	23,402	441,829
ASSOCIATE DEGREE	6,540	100,561		10,508
BACHELOR'S DEGREE	8,863	194,325	12,245	259,993
GRADUATE, PROFESSIONAL OR DOCTORATE DEGREE	4,764	102,766	7,491	157,325
PERCENT HIGH SCHOOL GRADUATE OR HIGHER	81.0%	72.9%	87.8%	83.4%
PERCENT BACHELOR'S DEGREE OR HIGHER	16.5%	16.9%	20.7%	21.3%
SOURCE: U.S. CENSUS. 2017 REPRESENTS THE LATEST DATA AVAILABLE AT THE TIME OF ADOPTION				

Key Population Findings

The Jackson County population analysis demonstrates a number of key findings summarized below. These findings are used to inform the development of planning goals and guide the policy provisions of the plan update.

1. Jackson County has experienced relatively stable and steady growth for several decades.
2. The county lost population as a result of Hurricane Katrina, however the county rebounded in population by 2010.
3. The percent of growth between 2010 and 2018 was higher for Jackson County than it was for

the State of Mississippi. At the same time, it was not as high as experienced by Hancock and Harrison Counties.

4. For the first time, more people are currently living in unincorporated portions of Jackson County than in its municipalities.
5. The county population is aging, with 16 percent aged 65 or over.
6. Educational attainment has increased for high school graduates or higher.



ECONOMIC INDICATORS OVERVIEW

The economic foundations of Jackson County are presented in the following sections. The overview is intended to represent the basic state of the Jackson County economy and to provide insight into the community planning implications that are likely to arise as a result. In developing the overview, three fundamental aspects of the Jackson County economy are considered upon which strategic findings are based. The economic overview is developed for the county as a whole, and includes its municipalities. These three fundamental components of the overview are:

- Basic Structure and Dynamics
- Economic Performance
- Household Wealth

The economic overview is developed for the county as a whole, and includes its municipalities.

Basic Structure and Dynamics

The basic structure and dynamics of local economic activity can be assessed by evaluating both the level of employment by economic sector and the level of local employment concentration by sector. These indicators are set out in Tables 2-6 and 2-7 that follow.

According to the Jackson County Economic Development Foundation, Jackson County is the most industrialized county in Mississippi. Pascagoula is the population center and economic driver of the county. The Port of Pascagoula processes more than 26 million tons of cargo each year most of which is forest and paper products, chemicals, and steel. The county has four project-ready industrial parks:

TABLE 2-6 EMPLOYMENT CONCENTRATION BY INDUSTRY - 2020

Description	2020 Location Quotient	2021 Location Quotient	2020 Jobs	2021 Jobs	2020 - 2021 Change	2020 - 2021 % Change	COL Index
Agriculture, Forestry, Fishing and Hunting	0.47	0.50	310	326	16	5%	86.4
Mining, Quarrying, and Oil and Gas Extraction	0.12	0.12	23	23	0	1%	86.4
Utilities	2.38	2.35	438	431	(7)	(2%)	86.4
Construction	1.22	1.18	3,756	3,641	(115)	(3%)	86.4
Manufacturing	3.32	3.29	13,856	13,632	(223)	(2%)	86.4
Wholesale Trade	0.22	0.23	436	437	0	0%	86.4
Retail Trade	0.96	0.97	4,985	4,965	(20)	(0%)	86.4
Transportation and Warehousing	0.37	0.38	794	820	26	3%	86.4
Information	0.53	0.53	515	515	0	0%	86.4
Finance and Insurance	0.51	0.51	1,140	1,146	6	1%	86.4
Real Estate and Rental and Leasing	0.60	0.60	550	553	2	0%	86.4
Professional, Scientific, and Technical Services	0.52	0.52	1,886	1,886	0	0%	86.4
Management of Companies and Enterprises	0.48	0.51	379	402	23	6%	86.4
Administrative and Support and Waste Management and Remediation Services	0.66	0.65	2,130	2,089	(42)	(2%)	86.4
Educational Services	0.21	0.20	279	276	(2)	(1%)	86.4
Health Care and Social Assistance	0.53	0.54	3,708	3,768	59	2%	86.4
Arts, Entertainment, and Recreation	0.59	0.61	474	490	16	3%	86.4
Accommodation and Food Services	1.11	1.15	4,476	4,564	89	2%	86.4
Other Services (except Public Administration)	0.81	0.82	2,267	2,268	1	0%	86.4
Government	1.36	1.37	11,062	11,066	4	0%	86.4
Unclassified Industry	0.00	0.00	0	0	0	0%	86.4
			53,464	53,298	(166)	(0%)	

Source: Mississippi Power

Jackson County Aviation Technology Park, Helena Industrial Park, Sunplex, and Moss Point Industrial and Technology Complex and a number of other identified sites and buildings with industrial potential. Employment by sector as of the first quarter of 2020 is indicated in Table 2-6. As indicated, 14,432 persons

were employed in the manufacturing sector. This represents the largest employment sector in Jackson County.

Employment concentrations are determined by comparing employment patterns among geographic

TABLE 2-7 EMPLOYMENT BY INDUSTRY AND FORECAST 2020

Industry	Current		5-Year History		10-Year Forecast				Ann % Growth
	Empl	Avg Ann Wages	Empl Change	Ann %	Total Demand	Exits	Transfers	Empl Growth	
Manufacturing	14,432	\$75,005	-435	-0.6%	11,649	5,107	8,748	-2,206	-1.6%
Health Care and Social Assistance	6,619	\$50,319	398	1.2%	7,019	3,181	3,288	550	0.8%
Retail Trade	5,034	\$26,966	87	0.3%	6,135	2,862	3,620	-347	-0.7%
Accommodation and Food Services	4,437	\$16,657	2	0.0%	7,446	3,227	4,063	157	0.3%
Educational Services	4,073	\$39,571	-2	0.0%	3,523	1,771	1,912	-161	-0.4%
Construction	3,468	\$49,876	-1,237	-5.9%	3,389	1,215	2,178	-5	0.0%
Public Administration	2,199	\$49,384	30	0.3%	1,982	848	1,155	-20	-0.1%
Administrative and Support and Waste Management and Remediation Services	2,095	\$37,342	-604	-4.9%	2,504	1,034	1,412	58	0.3%
Professional, Scientific, and Technical Services	2,036	\$62,564	9	0.1%	1,778	647	1,100	31	0.2%
Other Services (except Public Administration)	1,932	\$24,991	-136	-1.4%	2,249	1,010	1,206	32	0.2%
Finance and Insurance	1,098	\$50,844	22	0.4%	981	381	627	-27	-0.2%
Transportation and Warehousing	884	\$50,183	4	0.1%	878	390	528	-40	-0.5%
Information	604	\$52,454	-113	-3.4%	456	194	346	-85	-1.5%
Utilities	543	\$87,865	-60	-2.1%	352	161	285	-94	-1.9%
Real Estate and Rental and Leasing	537	\$40,367	11	0.4%	505	241	289	-24	-0.5%
Arts, Entertainment, and Recreation	489	\$19,399	52	2.3%	760	320	396	44	0.9%
Agriculture, Forestry, Fishing and Hunting	470	\$49,305	129	6.6%	434	206	277	-48	-1.1%
Wholesale Trade	420	\$50,784	-92	-3.9%	401	161	267	-26	-0.6%
Management of Companies and Enterprises	404	\$87,898	-4	-0.2%	379	136	232	11	0.3%
Mining, Quarrying, and Oil and Gas Extraction	26	\$79,606	-24	-12.4%	27	9	18	0	0.0%
Total - All Industries	51,801	\$50,471	-1,964	-0.7%	52,966	23,567	31,600	-2,201	-0.4%

Source: JobsEQ®



scales. This comparison method is known as the “Location Quotient Method” of economic analysis. This method measures the relative concentration of a given industry in a particular place. Employment is often measured relative to the nation, but the state, as an area of reference area is often as well. The method is used to identify potential areas of competitive advantage or regional specialization.

A Location Quotient is calculated by dividing the proportion of the county’s economic activity in a given industry by the proportion of another place’s economic activity in that same industry. Location Quotients higher than 1.2 indicate an area of specialization, meaning a higher proportion of Jackson County’s workforce is employed in that industry. An example from Table 2-7 is utilities where the county’s LQ is 1.7 when compared to the nation and 1.3 when compared to the state. A number less than .8 indicates a deficit. These are industries where the county could look to expand. An example of a deficit is wholesale trade where the county’s LQ is .6 when compared to the nation and .7 when compared to the state.

Table 2-6 indicates that manufacturing, utilities, government, and accommodation and food services are areas of local surplus and specialization.

Construction, Retail, Educational services and public

administration are on par with national and state employment concentrations.

Deficits exist in the categories of agriculture; transportation and warehousing; information; finance, insurance and real estate; and professional, scientific and management services.

Economic Performance

Local economic performance is assessed by measuring changes in employment and changes in income and wages overtime. Table 2-8 indicates the percentage change in employment from 2010 to 2017 in comparison to the state and nation.

More than 50,000 people are employed in Jackson County’s industries, businesses, institutions, and governmental agencies. But production and jobs aren’t the full picture of county economics. For example, most people in the county are employed in manufacturing, but utilities have, on average, posted the highest wages by industry. The highest earnings by occupations, though, go to those employed in architecture, engineering, legal services, computers sciences, and health. Unfortunately, these positions make up relatively few of the jobs. Most jobs, by number of employees, are construction, sales, administrative support, production, and food preparation. Food preparation and sales are among



the lowest paying jobs in the county.

Although the economy of Mississippi is changing in significant ways, the economy in Jackson County, is relatively stable based on employment growth and loss by industry as indicated in Table 2-7.

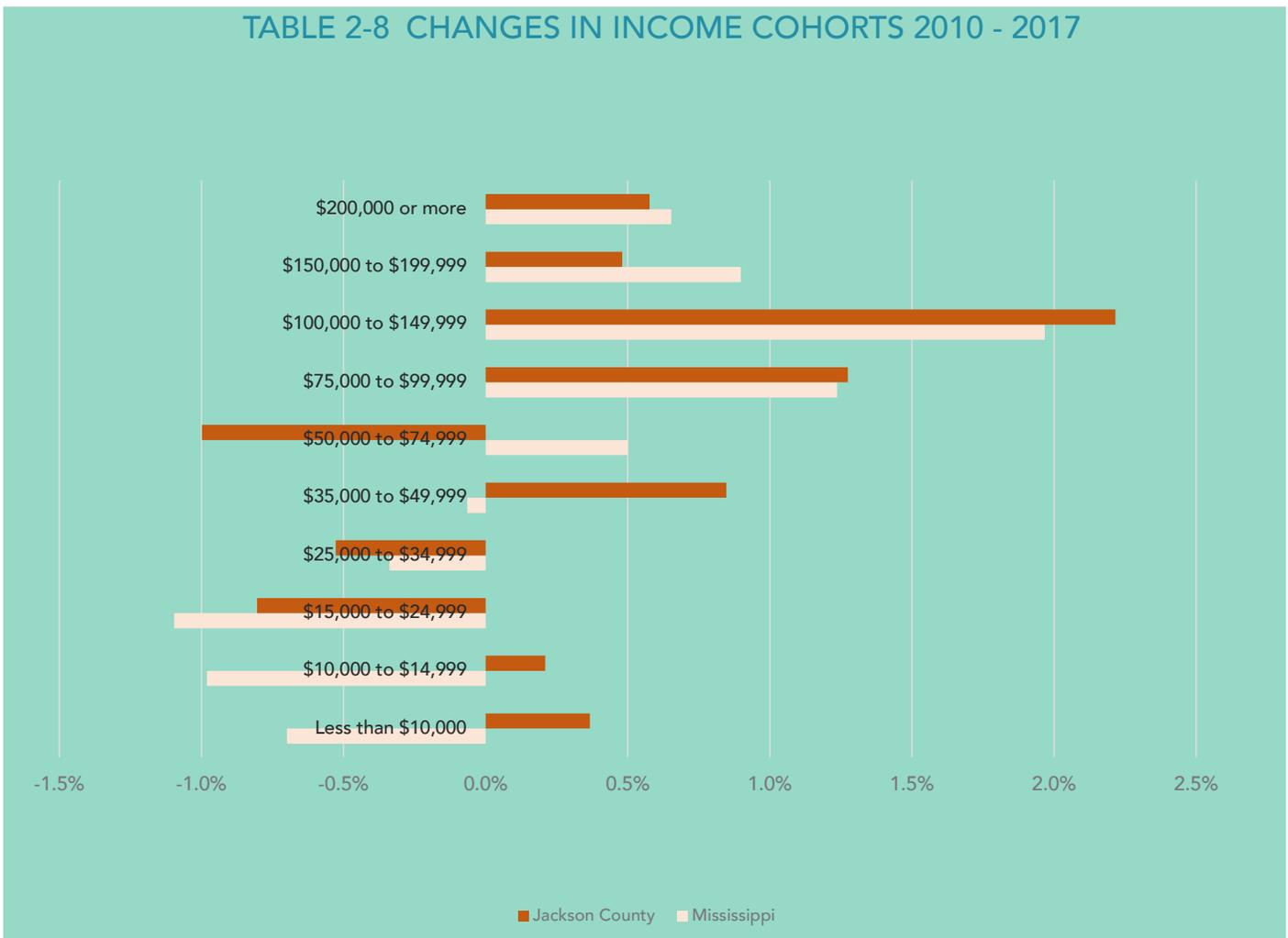
That said, changes in income as shown in Table 2-8 indicate the county experienced decreases in middle class incomes (\$50,000-\$74,999) from 2010 to 2017 and also in lower incomes (\$10,000-\$24,000). There were gains in other income groups, though, most notably in the \$100,000 to \$149,999 group.

Median household income in Jackson County grew by 2.27 percent between 2016 and 2017 to \$50,274. The average salary for men was \$52,323 and for women \$36,636. Income disparities also existed between

racers with whites and Asians earning the highest average salaries, and between areas of the county.

The highest incomes by census tract were located along the coast where average household income was near or slightly above \$70,000 in 2017. Most of the unincorporated area reported an average household income of \$57,207, with the lowest household incomes reported in and near the City of Pascagoula some of which were as low as \$25,978. U.S. News & World Report’s Healthiest Communities study for 2019 indicates moderate racial and neighborhood disparities in poverty within the county.

TABLE 2-8 CHANGES IN INCOME COHORTS 2010 - 2017

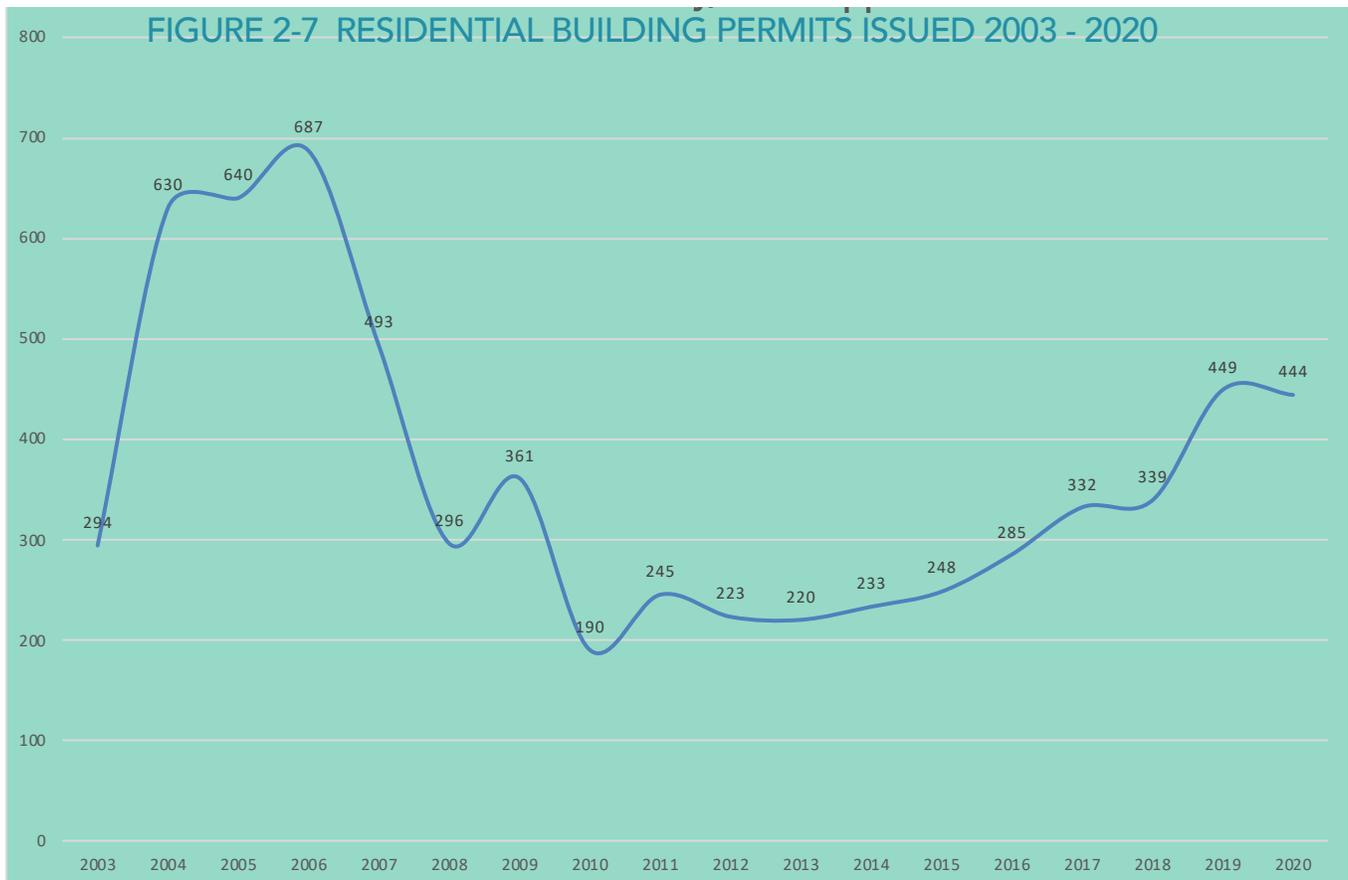


HOUSING CHARACTERISTICS

Housing quality, variety, availability, and cost are key indicators of community vitality and the quality of life experienced by its residents. The following profile of past and present housing characteristics provides a lens through which to evaluate the housing needs of Jackson County based on changing conditions since the last comprehensive plan was written. The information in this section assesses permitting trends, occupancy characteristics and the age and composition of housing available in the county to inform future land use and the housing needs of the community.

Residential Development

In the decade preceding the previous comprehensive planning process, Jackson County experienced a high rate of growth exhibited by the number of residential development permits approved annually.



As illustrated in the previous figure 2-7, between 1998 and 2007 the County permitted an average of 1,155 new dwelling units a year, nearly double the number permitted between 1990 and 1997. Following Hurricane Katrina in 2005, the County issued 687 total building permits for a total of 1,536 new dwelling units, an indication the county was experiencing positive growth and recovery following the devastating events of the previous year. However, these gains were short-lived.

Beginning in 2007, the total number of building permits issued in Jackson County began to fall as the region and country entered the beginnings of the Great Recession. While 2010 marked the slowest year for overall permitting and the depths of the Recession's mark in the County, during the decade between 2007 and 2017 the total number of building permits issued in Jackson County hovered at an average of 279 annually. Even more significant, between 2010 and 2015 the actual number of permits issued annually failed to exceed the ten-year average. In the past three years total permitting has been on the increase, with 2019 marking the first time overall

permitting has approached prerecession numbers, with 449 total permits issued. While this is indicative of a strengthening economy, the current Covid 19 pandemic had surprising little effect on single family permits with 444 being issued in 2020.

Occupancy Characteristics

Table 2.9 illustrates past and present vacancy rates and ownership composition in the county's municipalities as well as in the unincorporated area of Jackson County. The unincorporated County recorded a high rate of occupancy in 2017, second only to Ocean Springs with a total of 24,272 units occupied or 84.42% of the total housing stock. Of those units nearly 78% were owner-occupied, a comparable rate to the incorporated municipalities in the county. However, when looking at ownership compared to rentals, unincorporated Jackson County is significantly lower than the municipalities in the number of occupied rentals as a percent of the total occupied units. Only 22% of the units occupied in unincorporated Jackson County are rentals, a full five percentage points below Ocean Springs where nearly



28% of all occupied units are rentals. This high rate of home-ownership and relatively low rate of rentals impacts the type of housing stock needed.

In 2017 the unincorporated county made up for nearly half the number of vacant housing units in the whole county. ACS estimates provided between 2009 and 2018 indicate that vacancy rates for rentals in the cities and the county as a whole are dramatically higher than homeowner vacancy rates; for example, according to the 2018 estimate the homeowner vacancy rate in Jackson County (whole) was 3%, while the rental vacancy was 13.7%; in Pascagoula, homeowner vacancy was just shy of 4% during this same time period, which rental vacancy rates over 17%. However, these figures represent an overall decrease in rental vacancy rates across the board, regardless of jurisdiction. County-wide, the rental

vacancy rate decreased rather significantly (by over 3 points), while the homeownership vacancy rate increased by 0.3%

Housing Composition

According to current ACS estimates, single unit detached homes make up the majority of the housing stock in unincorporated Jackson County, comprising nearly 76% of the total units. This is consistent with estimates from five years ago, although the total number of units in the unincorporated county increased approximately 9% during this time frame, from 27,063 to 29,632. Of the remaining housing units available, mobile homes make up the next largest category, totaling roughly 14% or 4,188 units in 2018. This represents a slight decrease in the number of mobile home units in the housing stock,

TABLE 2-9 JACKSON COUNTY HOUSING OCCUPANCY CHARACTERISTICS

	Jackson County		Gautier	Ocean Springs	Moss Point	Pascagoula	Jackson County (Unincorp)
	2006	2017					
TOTAL UNITS	54,915	61,679	8,310	7,427	6590	10,600	28,752
# OCCUPIED	46,263	50,994	6,869	6,301	5147	8,405	24,272
% OCCUPIED	84.24%	82.68%	82.66%	84.84%	78.10%	79.29%	84.42%
OWNER-OCCUPIED	33,560	35,803	4,339	4,545	3498	4,530	22,389
% OF TOTAL UNITS	61.11%	58.05%	52.21%	61.20%	53.08%	42.74%	77.87%
% OF OCCUPIED UNITS	72.54%	70.21%	63.17%	72.	67.96%	53.90%	92.24%
RENTER-OCCUPIED	12,703	15,191	2,530	1,756	1649	3,875	7,030
% OF TOTAL	23.13%	24.63%	30.45%	23.64%	25.02%	36.56%	24.45%
% OF OCCUPIED UNITS	27.46%	29.79%	36.83%	27.87%	32.04%	46.10%	28.96%
VACANT	8,652	10,685	1,441	1,126	1443	2,195	5,923
% OF TOTAL	15.76%	17.32%	17.34%	15.16%	21.90%	20.71%	20.60%

SOURCE: U.S. CENSUS

SOURCE: U.S. CENSUS. 2017 REPRESENTS THE LATEST DATA AVAILABLE AT THE TIME OF ADOPTION

down 2% since the 2013 ACS estimates. Also of note: the availability of duplex units dropped significantly between 2013 and 2018, from 186 down to just 19 in the unincorporated area. A similar decrease in duplex units was observed in Gautier City during this same time period.

Conversely, the availability of housing units in larger scale multi-family structures increased since 2013, especially structures providing between 10-19 units in one building. The number of units available in this type of structure increased from 890 in 2013 to 1,447 according to 2018 estimates and now comprises nearly 5% of the total number of units available in Jackson County. This increase in multifamily housing offering 10-19 units was observed universally across the County, with all incorporated municipalities reporting similar upticks in this type and scale of housing. Structures having 5-9 units in one building and also 20 or more units also saw increases during this same time period in the unincorporated county.

Nearly 50% of the housing stock in unincorporated Jackson County was constructed between 1990 and 2010, although only 5% of the overall stock was built within the last decade. These more recent figures track with the permitting statistics previously discussed, reflecting an uptick in construction prior to and following Hurricane Katrina followed by the downturn in residential development during the recession. Approximately 16% of the existing housing stock in the unincorporated county is fifty years or older. While this is not a small percentage, the fact that the majority of housing is less than 50 years old generally indicates a higher quality of housing as a result of newer construction, greater energy efficiency and fewer problems related to upkeep and

general condition that can be typical of older homes. Comparatively, this breakdown in age of housing stock is similar across incorporated cities in the county and may be indicative of the destruction caused by Hurricane Katrina in 2005 and the resulting boom in construction.

Key Housing Findings

The Jackson County Housing characteristics summary demonstrate a number of key findings that are summarized below. These findings are used to inform the development of planning goals and guide the policy provisions of the plan update in later sections.

1. The County appears to be in a slow but deliberate recovery following the economic recession based on a consistent increase in the number of building permits issued annually each year for the past three. This follows similar trend lines both regionally and nationally.
2. A high rate of unit occupancy coupled with correspondingly high rate of owner-occupancy indicates both a stable housing market and stable socio-economic conditions.
3. The majority of housing available in Jackson County is less than 50 years old, with much of it constructed in the last three decades.
4. There has been a significant increase in mid-sized multi-family housing, especially in the unincorporated areas; coupled with a decrease in rental vacancy rates this would indicate mixed multi-family housing is in demand.

COMMUNITY FACILITIES

This section of the Jackson County Comprehensive Plan assesses the unincorporated county's community facilities. While there are county supported community facilities in the incorporated municipalities of Jackson County, for the purpose of this plan, only those facilities in the unincorporated county are reviewed. Community facilities include those elements of Jackson County's infrastructure that support the overall community life of Jackson County. These facilities include:

1. Water and sewer systems
2. Fire stations
3. Parks and recreational facilities
4. Nature access
5. Public education facilities

Water and Sewer Systems

Certificated areas are indicated on Map 2-3 Community Facilities Map. As indicated by the map, certificated utility areas are concentrated primary in three parts of Jackson County. They are located north of Moss Point, in the Fontainebleau area, and in the Cook Road Corridor area between Ocean Springs and Interstate 10.

Fire Stations

Fire stations are indicated on Map 2-3 Community Facilities Map. Jackson County Fire Stations include the listed in the Table below:

Parks and Recreational Facilities

- Cedar Grove Park
- Edward A. Khayat Park
- Franklin Creek
- Gautier Soccer Complex
- Helena Complex
- Highway 63 Walking Trail
- Inner Harbor Boardwalk / Fishing Pier
- Joseph Street Park
- Latimer Park
- Lum Cumbest Park
- Martin Luther King Memorial Park
- Old River Road Park
- Roy Crane Adult Complex
- Simmons Park
- St. Andrews Family Park
- St. Martin Complex
- Vancleave Complex
- Vestry Park

Nature Access



TABLE 2-10 JACKSON COUNTY FIRE DEPARTMENT

Station	Street Address	County Area
Northwest Jackson County Fire Department		
Station 1	13209 Hugh Seymour Lane	St. Martin
Station 2	15324 Big Ridge Road	St. Martin
Station 3	6212 St. Martin Road	St. Martin
Station 4	12302 Jim Ramsay Road	Latimer
Station 5	10975 Old Biloxi Road	Latimer
Central Jackson Fire Department		
Station 1	4920 Beach Street	Fontainebleau
Station 2	3901 Highway 57	East Ocean Springs
Station 3	17401 Highway 57	Vancleave
Station 4	23030 Highway 57	Vestry
Station 5	13501 Mt. Pleasant Road	Vancleave
Station 6	5117 Ballpark Road	Vancleave
Northeast Jackson County		
Station 1	7701 Community House Road	Big Point
Station 2	6303 Tanner Williams Road	Hurley
Station 3	8417 Nutbank Road	Helena
Station 4	21701 Highway 613	Moss Point
Station 5	14401 Highway 63	Wade
Station 6	16910 Highway 63 N	Wade
Station 7	24321 Old Americas Road	Wade
Forts Lakes/Franklin Creek		
Station 1	10701 Forts Lake Road	Franklin Creek
Station 2	5625 Orange Grove Road	Franklin Creek
Gulf Parks/St. Andrews		
Station 1	1401 Elm Street	Gulf Park Estates
Station 2	2300 East Simmons Bayou Drive	Fontainebleau
Escatawpa		
Station 1	6435 Coda Road	Escatawpa
Station 2	3801 Sentinel Drive	Escatawpa



The following list indicates the locations of access points to natural areas in Jackson County.

Gulf Park Estates/St. Andrews

- Lake Mars Pier and Boat Ramp (Gulf Park Estates)
- Webb Landing Pier and Boat Ramp
- Gulf Park Estates Boat Ramp

Hurley/Wade

- Browns Bridge Boat Ramp (Escatawpa River Highway 614, Hurley)
- Roy Cumbest Bridge Boat Launch (Highway 614, Wade)

Moss Point

- Four Mile Creek Boat Launch
- Highway 63 Boat Ramp
- I-10 Boat Ramp
- McInnis Bayou Boat Ramp
- Pollock Ferry Boat Ramp

Ocean Springs

- Ocean Springs Fishing Pier (North side of Ocean Springs/Biloxi Bridge)
- Ocean Springs Harbor Pier

- Ocean Springs Inner Harbor Park Pier

Pascagoula

- Bayou Cassotte Road Boat Ramp
- Bayou Cumbest Boat Ramp and Pier
- Old Spanish Fort Boat Ramp

St. Martin

- Brittany Road Boat Ramp and Pier
- Old Fort Bayou Boat Ramp

Vanceleave

- Barge Landing Boat Ramp
- Parker Lake Fishing Pier
- Ward Bayou Boat Launch

County Maintained Beaches

- Ocean Springs East Beach
- Ocean Springs Front Beach
- Pascagoula Beach

Public Education Facilities

Jackson County has an extensive institutional educational infrastructure spanning prekindergarten to post secondary education. The Jackson County School District, serving primarily the unincorporated areas of the county, maintains the following school facilities:

- East Central Upper Elementary School
- East Central Middle School
- East Central High School
- East Central Lower Elementary
- St. Martin Elementary School
- St. Martin High Schools
- St. Martin Upper Elementary School
- St. Martin East Elementary School
- St. Martin Middle School
- Vanceleave Lower Elementary School
- Vanceleave Upper Elementary School
- Vanceleave Middle School
- Vanceleave High School

Broadband Connectivity

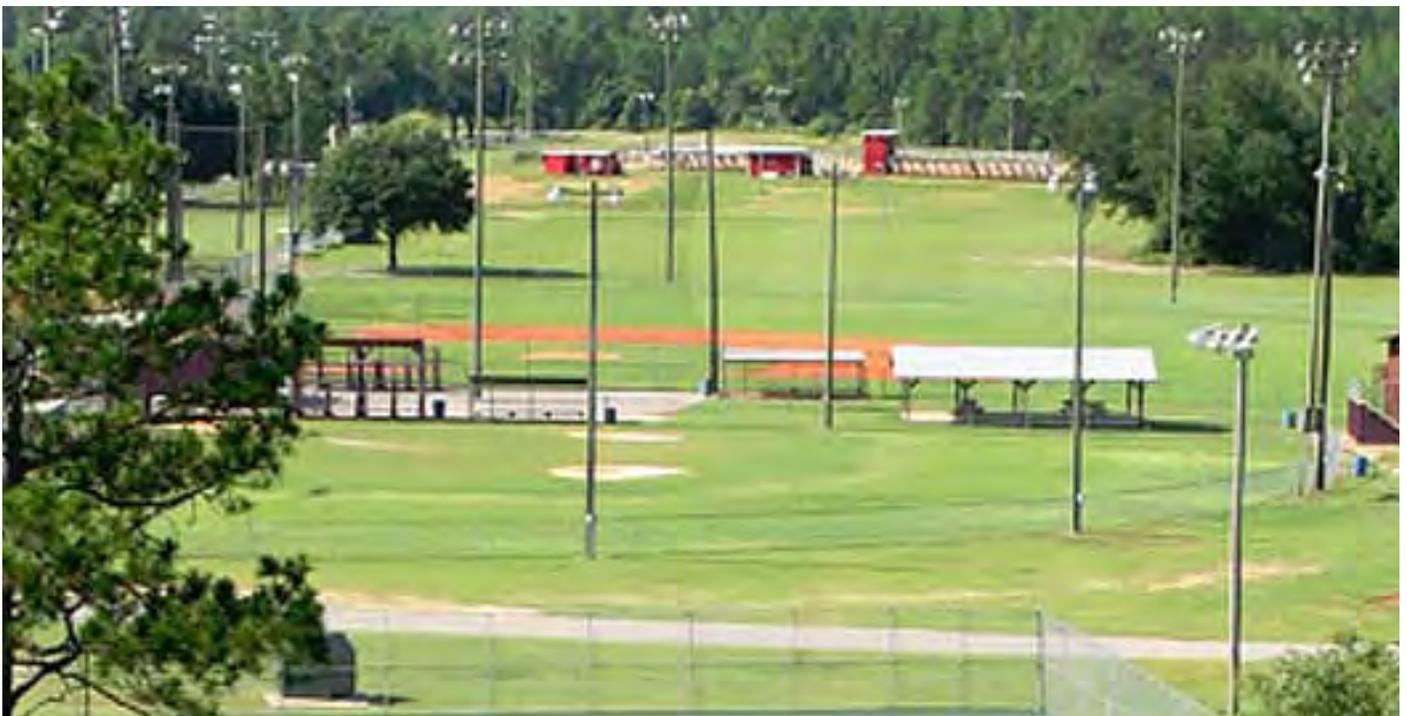
Currently 92.6 percent of Jackson County residents have access to the Internet at speeds of 1Gbit, 98 percent have access at speeds of 100mbps or greater,

and 98.6 percent have access at speeds of 25 mbps or greater. This is according to BroadbandNow research. Jackson County is among the highest served counties with broadband access in Mississippi.

Key Community Facilities Findings

The Jackson County Community Facilities Survey demonstrates a number of key findings that are summarized below. These findings are used to inform the development of planning goals and guide the policy provisions of the plan update in later sections.

1. Educational, recreational, and public safety community facilities are widely distributed throughout Jackson County.
2. Certificated utility areas provide indicators of probably pathways of future intensive growth activity.
3. Concentrations of facilities in several of Jackson County’s rural centers supports the ongoing potential for development of the areas into viable, small and self sustaining communities.
4. Widely available high speed Internet access represents a fundamental asset for Jackson County.





George County

Stone County

Harrison County

Mobile County

Harrison County

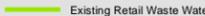
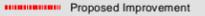
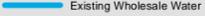
Ocean Springs

Gautier

Moss Point

Pascagoula

Jackson

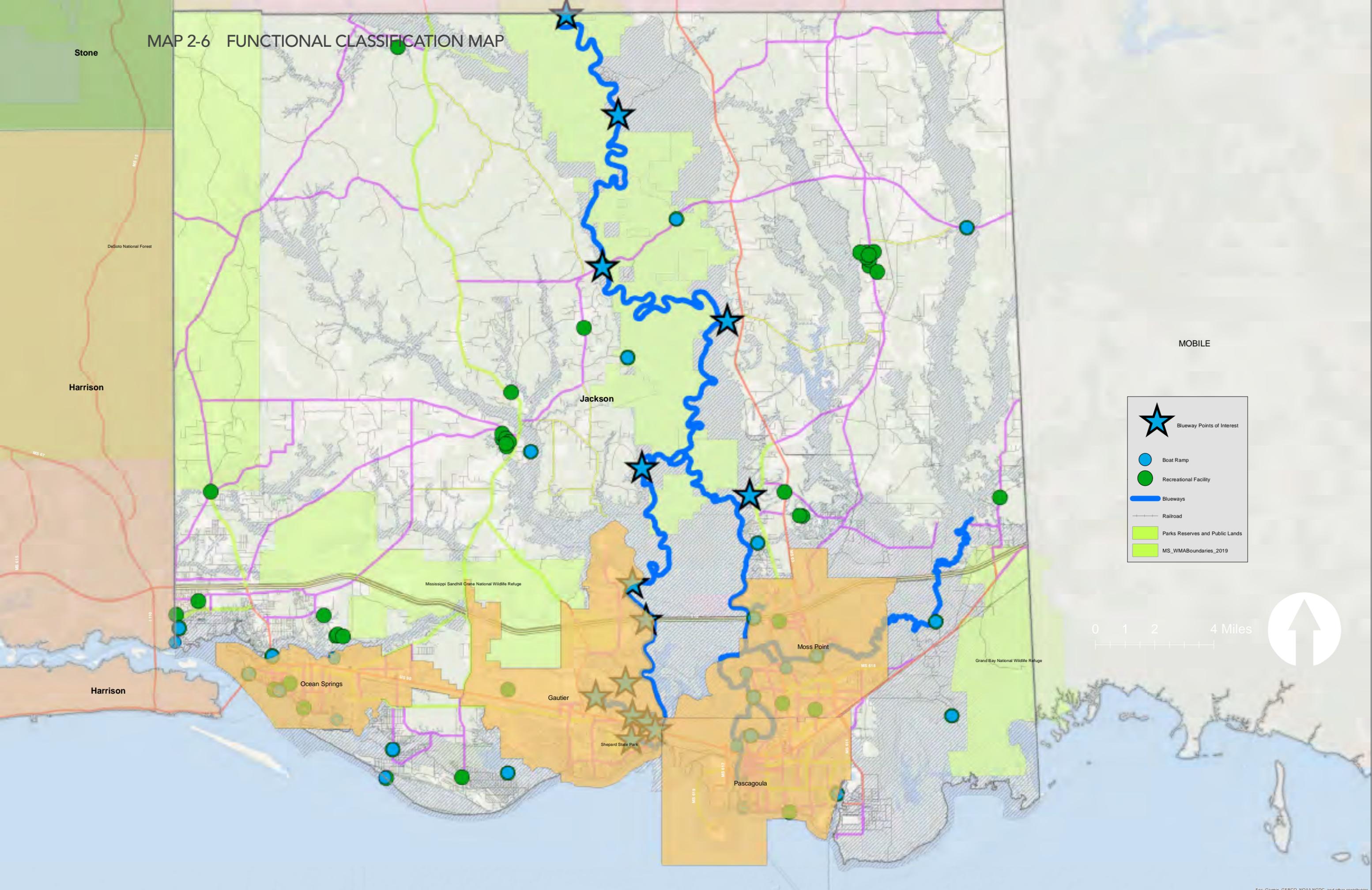
-  Existing Retail Waste Water
-  Proposed Improvement
-  Existing Wholesale Water
-  Public Schools
-  Fire Station
-  Water Service Franchise Area
-  Jackson County Sewer District

0 1 2 4 Miles



MAP 2-5 COMMUNITY FACILITIES

MAP 2-6 FUNCTIONAL CLASSIFICATION MAP



Stone

DeSoto National Forest

Harrison

Jackson

Harrison

Ocean Springs

Gautier

Shepard State Park

Pascagoula

Moss Point

Grand Bay National Wildlife Refuge

Mississippi Sandhill Crane National Wildlife Refuge

MOBILE

-  Blueway Points of Interest
-  Boat Ramp
-  Recreational Facility
-  Blueways
-  Railroad
-  Parks Reserves and Public Lands
-  MS_WMA Boundaries_2019

0 1 2 4 Miles



MOBILITY NETWORK

This section of the Jackson County Comprehensive Plan provides an overview of the Jackson County mobility network. The mobility network provides for the movement of people and goods by rail, air, water, roadways, bike and pedestrian facilities.

Rail, air and water facilities primarily serve the movement of goods. The roadway network serves the movement of both people and goods and the bike and pedestrian network provides for the non-motorized mobility of people. Each of the modes is summarized in the following discussion.

Rail Service

East-west rail service across the Mississippi Gulf Coast, connecting New Orleans to Mobile, is provided by CSX Transportation. The CSX line crosses the Bay of Biloxi, from Harrison County to Jackson County, on the north side of the US 90 bridge but then crosses under the highway to the south side after making landfall in Ocean Springs. The railroad proceeds, on the south side of US 90, through the cities of Ocean Springs, Gautier and Pascagoula for a distance of approximately 23 miles. Only the remaining six miles between the eastern city limit of Pascagoula and the Alabama state line lie wholly within unincorporated Jackson County. The CSX railroad serves the

intermodal port terminal at Pascagoula which is equipped to handle both Container on Flat Car (COFC) and Trailer on Flat Car (TOFC) operations.

In addition to long-haul service provided by CSX, Jackson County is served by a short-line railroad that runs north and south across the county. With headquarters in Moss Point, Mississippi Export Railroad (MSE) runs some 42 miles from Evanston in George County to Pascagoula, connecting to the Canadian National Railways (CN) line on the northern end to CSXT on the southern. Six miles or more of track, running west from the mainline north of Helena, provide service to Mississippi Power Company's coal-fired 2064-megawatt Victor J. Daniel Jr. power generation plant. A long term goal is to relocate some switching yards to the north.

Jackson County and its cities have been working with neighbor counties and municipalities to re-establish the Gulf Coast Limited Amtrak service that will extend from New Orleans to Mobile. This service was eliminated in 2005 after Hurricane Katrina.

Air Service

Trent Lott International Airport is a general-aviation facility located in the northernmost section of the city of Moss Point. The terminal location is roughly six miles north of downtown Pascagoula. The airport is operated by the Jackson County Airport Authority. General-aviation operations include corporate and



recreational service and air-taxi activity. The airport also has the capability to support on-demand charter service and feeder air cargo activity.

There is currently no regularly scheduled commercial passenger or air cargo activity at Trent Lott International Airport. The site encompasses some 800 acres with a single runway running roughly north and south, a parallel taxiway, apron and combined terminal hangar complex. The runway is 6,500 feet long by 100 feet wide. The 4,300-square-foot terminal-hangar building is located to the east of the runway and can be reached by vehicle via Saracennia Road.

There are no dedicated air cargo facilities, but multi-use ramp space adjacent to the terminal is sufficient to handle ad-hoc and feeder air cargo activity. Trent Lott also has the U. S. Customs clearance capabilities required for international air cargo activity.

Ocean Springs Airport is a small privately airport located southeast of Ocean Springs in unincorporated-rated Jackson County. The small airport primarily provides service to local operations with approximately 900 local flights annually.

Ports and Harbors

The Port of Pascagoula encompasses some 214 acres and is second only to the Mississippi State Port at Gulfport among Mississippi ports in the tonnage of goods transported. Over 27.3 million tons of goods were shipped through the Port of Pascagoula in 2018 and the port ranked in the top 25 ports in country

for tons of cargo shipped. Rail access to the port is provided by the CSX for bulk transfer freight. The port consists of two harbors: West Harbor on the west side of Pascagoula and Bayou Casotte Harbor on the east side of the city. Each harbor has a depth of 38 feet.

There are nine deep-water berths with total capacity of 5,700 feet for large vessels and one 695-foot barge berth with a depth of 15 feet. The port has 10.6 acres of hard-surface property with eight general cargo warehouses covering 770,000 square feet of storage space and two cold-storage warehouses covering another 115,000 square feet.

Another 75 acres of developable land is available, and additional berthing and storage capacity is planned. Surface transportation access is provided by a well-developed network of federal, state and interstate highways, including I- 10, US 90, MS 63, MS 57 and Highway 611.

Surface Transportation System

The surface transportation system includes major streets and highways classified either as arterials or as collectors. Arterials include both the principal arterials and minor arterials. Among the principal arterials are the interstate routes with full control of access (freeways) that carry the highest volume of traffic in the area.

Functional Classification

Functional classification is a system used to group



TABLE 2-11 MILES BY FUNCTIONAL CLASS

FUNCTIONAL CLASS	MILES	%
INTERSTATE HIGHWAY	20.6	1.3
OTHER PRINCIPAL ARTERIALS	11.3	0.7
ALL PRINCIPAL ARTERIALS	31.9	2
MINOR ARTERIALS	51.1	3.3
ALL ARTERIALS	83	5.3
URBAN COLLECTOR/RURAL MAJOR COLLECTOR	139.5	8.9
RURAL MINOR COLLECTOR	42.4	2.7
ALL COLLECTORS	181.9	11.6
LOCAL AND UNCLASSIFIED	1280.5	81.8
TOTAL	1842.2	117.6

streets and highways into classes, according to the type of service they are intended to provide. Functional classification defines the role a facility is meant to play in the overall mobility network.

The transportation system plays a dual role in providing access to property and providing travel mobility. Access is a fixed requirement at both ends of a trip. The ability to move along a selected path between trip ends, or mobility, can be provided at varying levels of service. Each roadway functional class is associated with a different level of access and mobility. The functional classification scheme developed by the Federal Highway Administration (FHWA), as adapted by the Mississippi Department of Transportation (MDOT), includes six urban

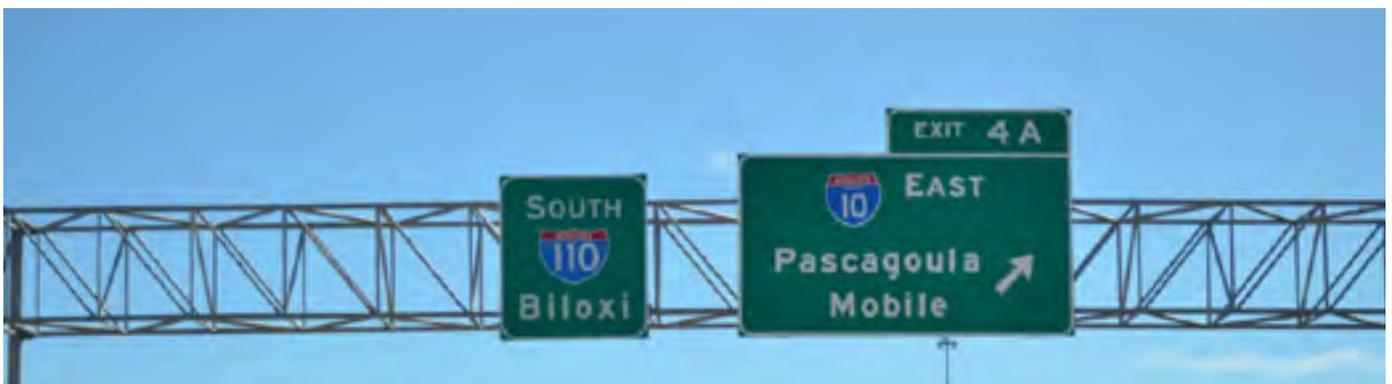
TABLE 2-12 NETWORK CLASSIFICATIONS

URBAN	RURAL
Interstate Highway	Interstate Highway
Expressway	Principal Arterial
Principal Arterial	Minor Arterial
Minor Arterial	Major Collector
Collector	Minor Collector
Local	Local

classes and six rural classes.

Arterials (including freeways) emphasize mobility at the expense of access and generally are used for longer trips at higher speeds. This is particularly true of controlled-access freeways like interstate highways which are only accessible at interchange locations. Limited-access principal arterials and less limited minor arterials are typically characterized by lower operating speeds and are thus less suitable for longer trips.

Local streets provide unrestricted direct access to residential property and other highly localized trip-ends, but they offer very limited mobility. Collectors provide a certain amount of both access and mobility, striking a balance of functions suitable for many shorter trips. A given trip may well make use of more than one class in moving through the system, progressing from local to collector to arterial and back again.



The standards adopted for the design and operation of public roads are determined largely by their functionality. Lane and shoulder width, speed limit, maximum grade, horizontal geometry and other roadway design features are linked to functionality for reasons of safety and operational efficiency. 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.

There are approximately 2,212 route-miles of public roads in Jackson County, 645 of which are located

within the limits of incorporated municipalities, leaving 1,566 route-miles of roads in the unincorporated study area. Most of this mileage is located in areas classified as rural. However, some study area roads fall within the limits of either the Gulfport-Biloxi Urbanized Area (UZA) or the Pascagoula-Moss Point UZA. The total mileage includes some 285.5 miles of major streets and highways functionally classified as arterials or collectors.

Existing Traffic

Traffic volume is defined as the number of vehicles

TABLE 2-13 SELECTED TRAFFIC COUNTS FOR JACKSON COUNTY

ROUTE	LOCATION	2002	2007	2018	% CHANGE
I-10	W of Tucker Road	53,000	76,000	76,000	43%
I-10	E of Gautier-Vancleave Road	48,000	55,000	59,000	23%
I-10	E of MS 63	39,000	49,000	43,000	10%
I-10	W of MS 57	40,000	49,000	67,000	68%
I-10	Alabama state Line	37,000	45,000	47,000	27%
WASHINGTON AVENUE	N of Old Fort Bayou Road	27,000	42,000	33,000	22%
WASHINGTON AVENUE	S of Pine Road	30,000	40,000	33,000	10%
WASHINGTON AVENUE	N of LeMoyne Boulevard	26,000	26,000	25,000	-4%
MS 57	S of Jim Ramsey Road	9,500	19,000	12,000	26%
LEMOYNE BOULEVARD	E of Bayou Pine Drive	14,000	18,000	11,000	-21%
LEMOYNE BOULEVARD	E of Bienville Drive	13,000	15,000	14,000	8%
TUCKER ROAD	N of I-10	15,000	16,000	19,000	27%
US 90	E of Orange Lake Road	12,000	14,000	13,000	8%
MS 57	N of Jim Ramsey Road	9,500	14,000	12,000	26%
HWY 63	N of Hwy 613	9,200	13,000	13,000	41%
FRANKLIN CREEK ROAD	N of US 90	7,900	10,000	10,000	27%
TUCKER ROAD	N of Seaman Road	6,200	9,100	9,100	47%
MS 63	George County line	6,600	8,000	9,000	36%
OCEAN SPRINGS ROAD	N of Tapp Road	3,600	7,900	7,100	97%
OLD FORT BAYOU ROAD	E of Rose Farm Road	4,700	7,800	7,000	49%



passing a designated point on a particular roadway during some designated time interval. It is most commonly expressed in terms of annual average daily traffic (AADT). AADT estimates for roadways in Jackson County, as well as the other Mississippi Gulf Coast counties, are generated each year by Gulf Regional Planning Commission (GRPC).

There are more than 900 designated count locations in the GRPC program. Counts are made at every location at least once in every three years. Actual volumes are recorded for some count locations either every other year or even every year. Traffic counts are conducted at each of 91 specified locations in the unincorporated Jackson County study area.

The latest published data show that the highest estimated AADT in the study area was recorded for the stretch of Interstate 10 (I-10) between the Harrison County line and Highway 609 (Tucker Road on the north side of I-10 and Washington Avenue on the south).

Unsurprisingly, the top five volumes in the study area were registered on the five segments of I-10 located between interchanges in Jackson County. The volume of traffic on all five segments increased substantially over the six-year period from 2002 to 2018. However, the phenomenal increase of 43 percent on the segment

west of Highway 609 was largely attributable to the anomalous conditions which prevailed following Hurricane Katrina.

The highest volume on a non-freeway route was recorded for Washington Avenue north of Old Fort Bayou Road, 33,000 vehicles, an increase of 22 percent over the 2002 AADT of 27,000. Again, most of this sizable increase occurred after Hurricane Katrina, when motorists who would normally have crossed the Bay of Biloxi on the old US 90 bridge were forced to detour via Washington Avenue to I-10. The largest relative increase over the five-year period from 2002 to 2007 was recorded on Mississippi Highway 57 (MS 57) south of Jim Ramsey Road. Estimated daily traffic at that count location doubled from 9,500 in 2002 to 19,000 in 2007.

Of the 20 count locations with estimated 2018 AADT in excess of 7,500 vehicles per day, 15 showed increases of more than 15 percent over the corresponding estimates for 2002.

Bicycle and Pedestrian Network

The Jackson County Bicycle, Pedestrian and Trails Master Plan was developed in 2018 as a collaborative effort between representatives of Jackson County and each of its municipalities, and the Gulf Regional Planning Commission.

The effort sought to create a clear and united vision for walking, bicycling and paddling throughout Jackson County is based on the identified opportunities, desires and constraints. The network accounts for existing and planned facilities, land use requirements and restrictions, areas with greatest demand and use potential, and public input collected from community workshops. The Bicycle, Pedestrian and Trails Master Plan identifies short and long term priorities, tools, programs and policies that County and City officials can use to transform Jackson County into a safe bicycle and pedestrian friendly community.

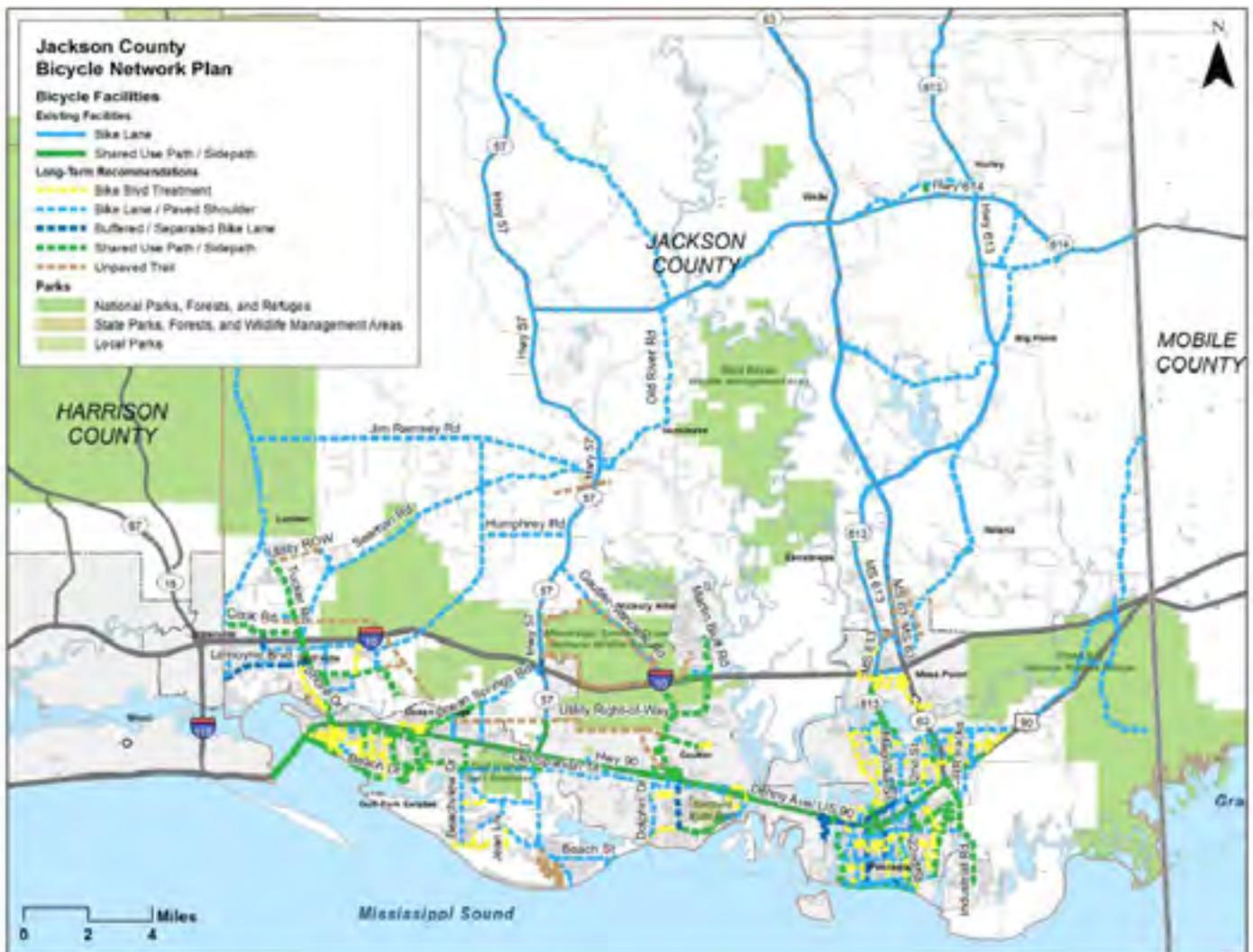
Key Mobility Network Findings

The Jackson County Mobility Network analysis illustrates several key findings that are summarized below. These findings are used to inform the development of planning goals and guide the policy provisions of the plan update in later sections.

1. Jackson County is home to nationally significant mobility resources, particularly as they relate to the Port of Pascagoula.
2. The county has recently elevated the planning for a more balanced mobility network among all transportation modes.
3. There are several strategic corridors outside city limits with the emerging characteristics of key activity centers.



MAP 2-7 EXISTING BIKE/PED NETWORK





SUMMARY OF FINDINGS

Each of the previous sections of the Jackson County Discovery Profile investigated and analyzed specific aspects Jackson County community development that include environmental context, land use, population, economy, housing, mobility, and community facilities.

In addition to reviewing these elements for the entire county, five specific planning areas were identified along with their defining characteristics. Each of the planning area's strengths, weaknesses, opportunities, and threats, as developed by area focus groups and Jackson County planning staff, were assessed and listed.

Findings and conclusions from each section are restated here and provide the basis for the planning vision and goals in the next section.

Environmental and Ecology

Jackson County is embedded in a coastal region characterized by both its coastal qualities with the confluence of a major river.

1. Jackson County is home to vast areas of very sensitive environmental lands dominated by coastal marsh and wetlands.
2. Additionally, these lands provide habitat for a wide variety of wildlife species including the Mississippi Sand Hill Crane, listed on the National Register.
3. Much of Jackson County's minimally disturbed natural areas are concentrated in the Pascagoula

and Escatawpa River corridors.

4. Environmental factors, including the monitoring of sea level rise, are critically important to Jackson County's sustainable future.

Land Use and Development Patterns

1. Jackson County is a large area of land consisting of over 437,000 acres or 680 square miles. Over 50 percent of this land is classified as Agriculture/Forest.
2. About 20 percent of Jackson County's territory (more than 85,000 acres or 132 square miles) is owned by either the State or the Federal government including a portion of the DeSoto National Forest, Sandhill Crane Refuge, Grand Bay National Wildlife Refuge, Ward Bayou Wildlife Refuge, and other conservation areas.
3. About 50 percent of Jackson County lies in the floodplains of the Pascagoula and Escatawpa River.
4. With the vast majority of land devoted to agriculture, forestry and conservation purposes, county growth and development has primarily occurred in and around the its municipalities and the rural communities of Hurley, Wade and Vancleave.
5. Development intensity ranges from near wilderness conditions to urban scale intensities nearest the coast. The Cook Road Corridor is an emerging urban scale activity area in the southwest corner of the county.

Population Overview

1. Jackson County has experienced relatively stable and steady growth for several decades.
2. The county lost population as a result of Hurricane Katrina, however the county rebounded in population by 2010.
3. The percent of growth between 2010 and 2018 was higher for Jackson County than it was for the State of Mississippi. At the same time, it was not as high as experienced by Hancock and Harrison Counties.
4. For the first time, more people are currently living in unincorporated portions of Jackson County than in its municipalities.
5. The county population is aging, with 16 percent aged 65 or over.
6. Educational attainment has increased for high school graduates or higher.

Housing Characteristics

1. The county appears to be in a slow but deliberate recovery following the economic recession based on a consistent increase in the number of building permits issued annually each year for the past three. This follows similar trend lines both regionally and nationally.
2. A high rate of unit occupancy coupled with correspondingly high rate of owner-occupancy indicates both a stable housing market and stable socio-economic conditions.
3. The majority of housing available in Jackson County is less than 50 years old, with much of it constructed in the last three decades.
4. There has been a significant increase in mid-sized multi-family housing, especially in the unincorporated areas; coupled with a decrease in rental vacancy rates this would indicate mixed multi-family housing is in demand.

Economic Indicators Overview

1. According to these selected economic indicators the Jackson County economy may be categorized strong with a strengthening manufacture base.
2. Over the several years while the manufacturing has grown in the State and Nation, Jackson County has lost manufacturing jobs. However, there is substantial capacity for growth in this

sector.

3. Major industrial locations are available such as the Helena Industrial Park and the Trent Lott Technology Park.
4. Additional capacity exists for environmentally oriented tourism, diversified economic activity in the Cook Road Corridor, and in the rural centers of the county. .
5. Opportunity exists for economic diversification into higher skilled, higher paying jobs in utilities and professional, scientific, and technical services sectors.
6. There are significant income disparities within the county with persons earning \$50,000 to \$74,999) declining while those earning \$75,000 to \$149,000 increasing.
7. Agricultural activity represents a substantial portion of the Jackson County economy and should be factored into any approach to the County's economic future.

Community Facilities

1. Educational, recreational, and public safety community facilities are widely distributed throughout Jackson County.
2. Certificated utility areas provide indicators of probably pathways of future intensive growth activity.
3. Concentrations of facilities in several of Jackson County's rural centers supports the ongoing potential for development of the areas into viable, small and self sustaining communities.

Mobility Network

1. Jackson County is home to nationally significant mobility resources, particularly as they relate to the Port of Pascagoula.
2. The county has recently elevated the planning for a more balanced mobility network among all transportation modes.
3. There are several strategic corridors outside city limits with the emerging characteristics of key activity centers.

JACKSON COUNTY PLANNING AREAS

The previous sections of the Discovery Profile have described Jackson County as whole. Yet, the county is made up of distinct areas that have widely varying development characteristics ranging from very rural to highly urbanized. Each area of Jackson County offers different community development strengths and opportunities, as well as varying challenges. To better consider the varying needs and prospects for the future, Jackson County has been divided into five planning areas, an increase of one from the 2008 plan.

The 2008 Jackson County Comprehensive Plan was completed three years after Hurricane Katrina. This planning process was conducted with the overall purpose of assisting recovery and forecasting future growth and development. Community input in 2008 consisted of engaging four community focus groups corresponding to the four Jackson County Planning areas designated at that time. The 2008 planning areas were:

- Fontainebleau
- East Jackson County
- Vancleave
- West Jackson County

The four planning areas that were established in 2008 were referred to as “neighborhoods.” These four areas formed the basis for a series of Neighborhood Plans as components of the Comprehensive Plan.

The 2020 Jackson County Comprehensive Plan Update has added a fifth area, Northwest Jackson County Planning Area, and changed the reference from “neighborhoods “ to “planning area”. This better reflects the fact that each planning area actually consists of multiple neighborhoods and communities.

The new Northwest Jackson County Planning Area was created by dividing the West Jackson and Vancleave areas as shown in 2008 Comprehensive Plan. The reconfigured planning areas are listed below and shown on page 67.

MAP 2-8 2008 JACKSON COUNTY PLANNING AREAS



The focus groups were made up of fifteen to twenty members representing all demographic and economic sectors of the County.

Each focus group met from five to six times throughout the year to discuss issues and concerns for the county and dreams for the future. Each meeting included a review of data and information related to Jackson County's population, economy, land use pattern and mobility system.

Based on this information, the groups were engaged in exercises producing two specific outcomes from this engagement. First, a set of strengths, weaknesses, opportunities and threats, (SWOT) related to Jackson County's future were developed. Secondly, a set of overall planning goals for the county and each planning area was established.

Updating Community Engagement for 2020

For the current Jackson County plan update, a fifth planning area, the Northwest Jackson County Planning Area has been created from the former

West Jackson and Vancleave County planning areas to more adequately reflect Jackson County's community development dynamics. The area consists of a large portion of the DeSoto National Forrest and its development characteristics are far more rural than other parts of the county. The remaining West Jackson County Planning Area is more cohesive in its characteristics and contains several areas of significant growth.

In addition to creating this fifth planning area, results of both the 2008 SWOT and the 2008 planning area goals have been reviewed and updated. As a matter of organization, planning goals have been separated from the SWOT analysis and moved to the Direction section that follows.

A summary of development characteristics of each planning area, along with its updated strengths, weaknesses, opportunities and threats analysis is presented in the following sections. SWOT analysis was updated by reviewing listings for those that were no longer relevant and revising the lists with new statements as appropriate.





MAP 2-9 2020 JACKSON COUNTY PLANNING AREAS

East Jackson County Planning Area Profile

The East Jackson County Planning Area is located on the entire east side of Jackson County and lying primarily east of the Pascagoula River, north of the city limits of Moss Point, and on the east side of the city limits of Pascagoula. George County forms the northern boundary and the Mississippi Sound lies on the southern boundary of this planning area. Highway 63 serves as the primary north - south access route, connecting to Interstate 10 on the south and extending into George County to the north.

The area makes up 39 percent of the county’s land area and 15 percent of its population. Development patterns in the East Jackson County Planning Area Planning range from conservation lands, farms, and rural living to low intensity residential areas. More intense community development patterns are present in the Hurley and Wade community center areas and on the fringes of Pascagoula and Moss Point.



Key Geographic and Development Features

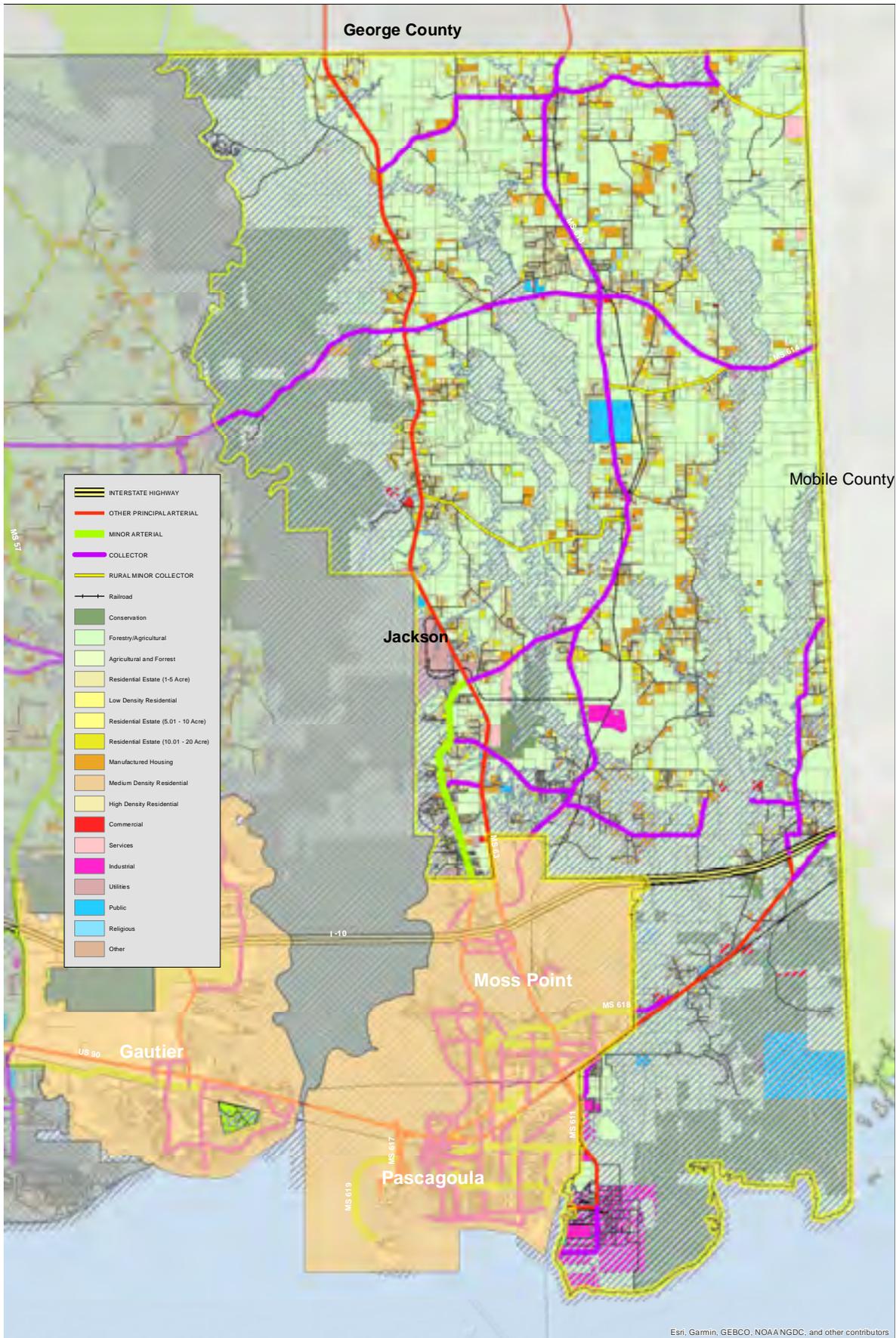
- Trent Lott International Airport and Technology Park
- Helena Industrial Park
- Hurley Community Center
- Pascagoula River Corridor
- Esctawpa River Corridor
- Wildlife Management Area
- Chevron

TABLE 2-14 EAST JACKSON COUNTY PLANNING AREA LAND USE

LAND USE TYPE	Acres	%
AGRICULTURAL/FORESTRY	111,425	64.6%
RESIDENTIAL ESTATE (1-5 AC)	7,107	4.1%
RESIDENTIAL ESTATE (5.01 - 10 AC)	4,048	2.3%
RESIDENTIAL ESTATE (10.01 - 20 AC)	3,239	1.9%
RESIDENTIAL LOW DENSITY	1,184	0.7%
RESIDENTIAL MEDIUM	6	0.0%
RESIDENTIAL HIGH	11	0.0%
MOBILE HOME 1 ACRE OR LESS	235	0.1%

MOBILE HOME 1.01 TO 5 ACRE	1,617	0.9%
MOBILE HOME 5.01 TO 15 ACRE	1,560	0.9%
MOBILE HOME GT 15 ACRE	2,623	1.5%
MOBILE	6,035	3.5%
COMMERCIAL	560	0.3%
SERVICES	847	0.5%
INDUSTRIAL/UTILITIES	3,945	2.3%
CONSERVATION	26,026	15.1%
PUBLIC/SEMI-PUBLIC	2,944	1.7%
UNDEVELOPED	5,152	3.0%
TOTAL	172,529	100.0%

MAP 2-10 EAST JACKSON COUNTY PLANNING AREA EXISTING LAND USE



Esri, Garmin, GEBCO, NOAA NGDC, and other contributors

FIGURE 2-8 EAST JACKSON PLANNING AREA TRENDS AND INDICATORS

20,822

Population

7,555

Households

2.75

Avg Size Household

40.3

Median Age

\$136,624

Median Home Value

\$51,942

Median Household Income

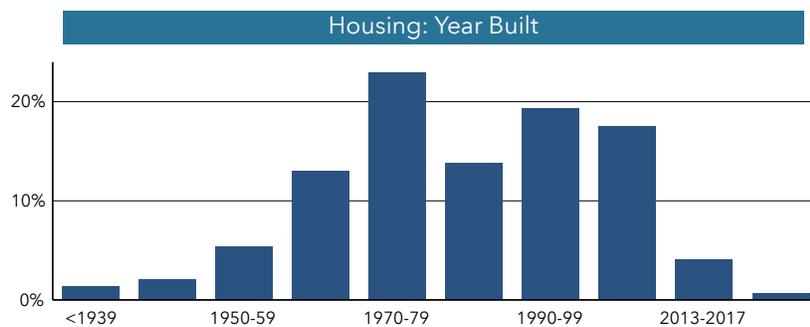
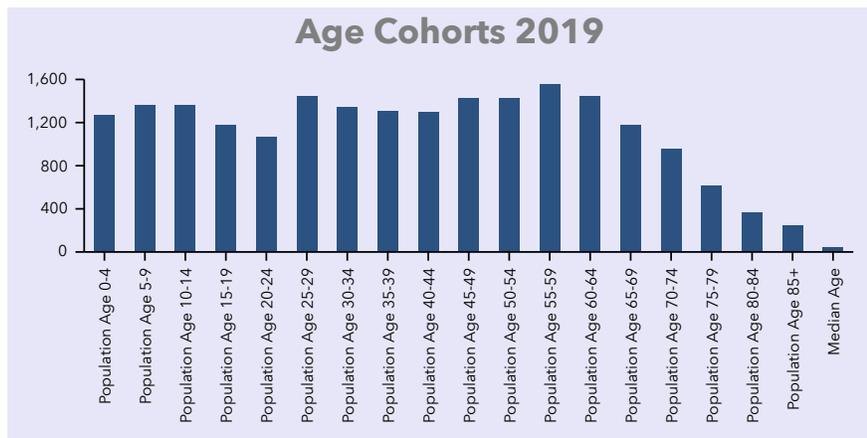
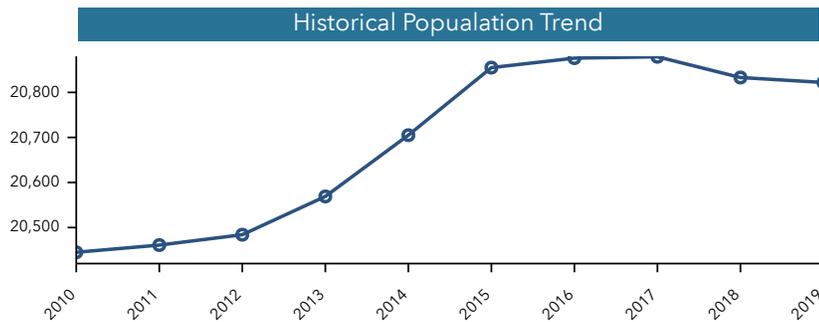


TABLE 2-15 EAST JACKSON COUNTY PLANNING AREA SWOT ASSESSMENT

STRENGTHS
<ul style="list-style-type: none"> • Proximity to Mobile with access to shopping, services, health and education, employment opportunities. • Proximity to major employment opportunity (i.e. Chevron, Mississippi Power Plant Daniel, Tindall Industries and Huntington Ingalls). • Rural character of area • Quality school district and is home to many churches. • The Hurley community and business district • Whispering Pines Golf Course • Lum Cumbest Park • The area has benefited by the efforts to shift residential development north of Interstate 10. • Highway 63 improvements have significantly enhanced access • Wastewater services have been made available to a number of areas to enhance development.
OPPORTUNITIES
<ul style="list-style-type: none"> • Expanded water and sewer services could provide for more intense and dense development where desired • Improved zoning and neighborhood planning could enhance responsible development • Opportunity for an “off-highway” business district at the intersection of Hwy 613 and Hwy 614 providing more neighborhood commercial property while diminishing highway congestion. • Potential commercial node near the Interstate 10 exit at Forts Lake. • Potential for industrial park near the intersection of Hwy 63 and Hwy 613. • Potential new recreational opportunities related to natural resources • In some areas that are not served by utilities and not ripe for development, the lands should be zoned larger than one acre minimums. Maybe mobile homes can only be located on 3-5 acre lots. This could discourage a ‘Big Hills-like’ development in these areas. • Potential cluster development or other tools to permit higher densities but preserve the rural character of the areas.

WEAKNESSES
<ul style="list-style-type: none"> • Current community infrastructure will need improvement to accommodate new residents. • Current zoning and planning regulations are insufficient to manage responsible growth in the area. • Limited amount of “off-highway” commercial property at community centers and intersections. • Limited east-west transportation corridors. • Lack of 24/7 medical facilities north of I-10. • Code enforcement staff has not been actively enforcing the codes in this area since Hurricane Katrina. • Limited river access via boat ramps and sufficient parking • Many of the rural roads are dirt and have to be graded or repaired after a significant storm event. • Despite improved access, the northern portion of the area is not convenient for shopping for daily needs. • Weakness or strength (?) many property owners are reluctant to split land to limited more compact residential. Efforts should be made by the county to review the Hurley area and provide a path for development with smaller residential lots where appropriate. However, sprawl-like and leapfrog development should be discouraged. • Limited development potential near Interstate 10 due to low elevation • Open ditch construction along narrow roadways is dangerous for pedestrians
THREATS
<ul style="list-style-type: none"> • Water and sewer availability without appropriate development may result in traffic congestion, school crowding, and loss of the rural character of the area • Poor development patterns may negatively impact livability • Strip commercial development long major roadways, creating congestion and loss of character • High density development in Big Point-Hurley-Wade communities may impact to the county school system • Hurley-Wade area residents shop in Mobile, diverting tax dollars from Jackson County and the State of Mississippi

Fontainebleau Planning Area Profile

The Fontainebleau Planning Area is located along coastal Jackson County between the cities of Ocean Springs and Gautier. Most of the area is located south of Highway 90 with a small portion located between Highway 90 and interstate 10. The Fontainebleau Planning Area is accessed by a network of local streets and roads with Belle Fontaine Road serving as a primary access to Highway 90.

The Fontainebleau Planning Area is characterized by a concentration of suburban to rural residential neighborhoods with many in close proximity to the coastal waterfront. The Ocean Springs High School lies near the center of the planning area. The western portion of the planning area is made up of the Gulf Islands National Seashore. Graveline Bay and the Belle Fontaine Marsh are conservation areas and much of the southern portion of the planning area is included in the county's regulated flood area.

The area makes up only 3 percent of the land area in the county and 8 percent of its population. However, this is one of the fast growing areas of the county with a significant number of new houses being constructed within the area each year.



Key Geographic and Development Features

- Natural Beach
- Graveline Bay Coastal Preserve
- Belle Fontaine Marsh Coastal Preserve
- Ocean Springs High School
- Gulf Islands National Seashore



MAP 2-11 FONTAINEBLEAU PLANNING AREA EXISTING LAND USE

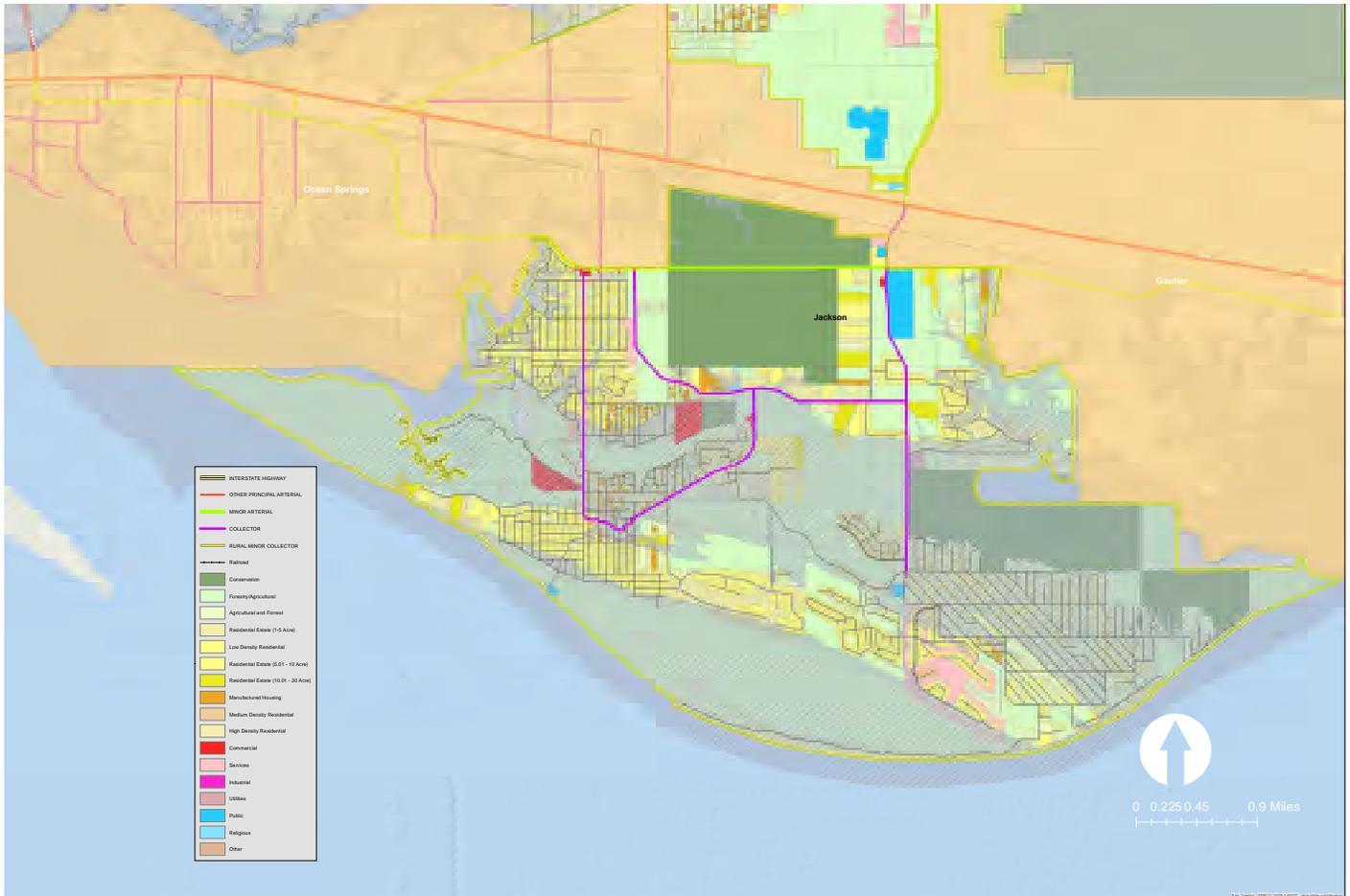


TABLE 2-16 FONTAINEBLEAU PLANNING AREA LAND USE

LAND USE TYPE	Acres	%
AGRICULTURAL/FORESTRY	5,441	45.0%
RESIDENTIAL ESTATE (1-5 ACRE)	602	5.0%
RESIDENTIAL ESTATE (5.01 - 10 ACRE)	252	2.1%
RESIDENTIAL ESTATE (10.01 - 20 ACRE)	162	1.3%
RESIDENTIAL LOW DENSITY	1,389	11.5%
RESIDENTIAL MEDIUM	22	0.2%
RESIDENTIAL HIGH	3	0.0%
MOBILE HOME 1 ACRE OR LESS	64	0.5%

MOBILE HOME 1.01 TO 5 ACRE	15	0.1%
MOBILE HOME 5.01 TO 15 ACRE	12	0.1%
MOBILE HOME GT 15 ACRE	15	0.1%
MOBILE	106	0.9%
COMMERCIAL	76	0.6%
SERVICES	244	2.0%
INDUSTRIAL/UTILITIES	55	0.5%
CONSERVATION	1,819	15.1%
PUBLIC/SEMI-PUBLIC	131	1.1%
UNDEVELOPED	1,784	14.8%
TOTAL	12,086	100%

FIGURE 2-9 FONTAINEBLEAU PLANNING AREA TRENDS AND INDICATORS

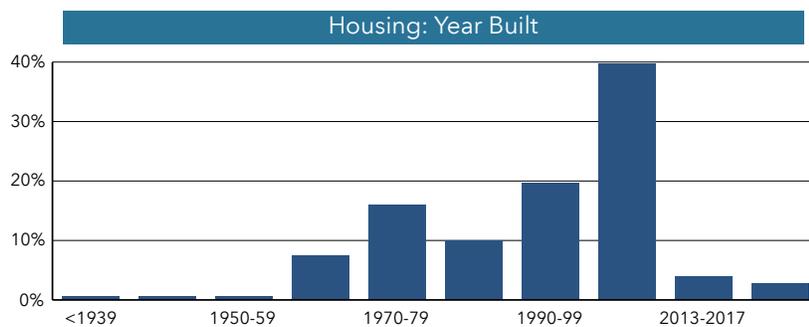
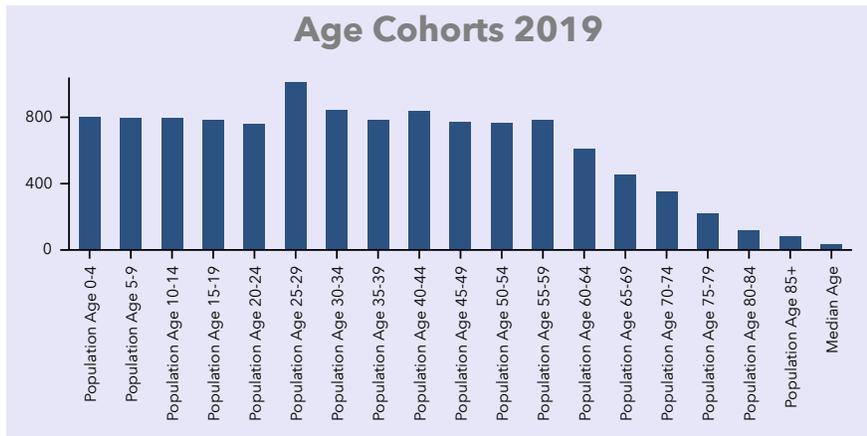
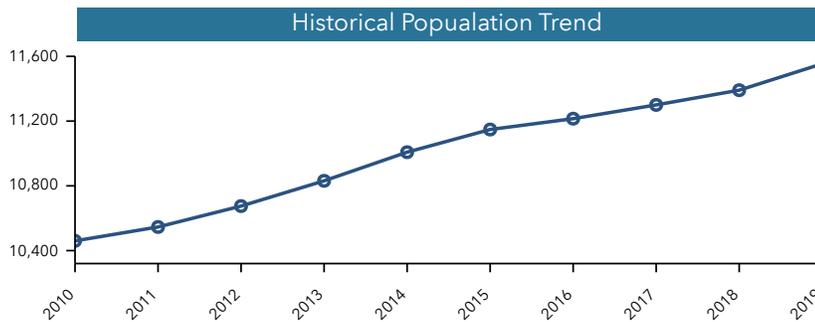
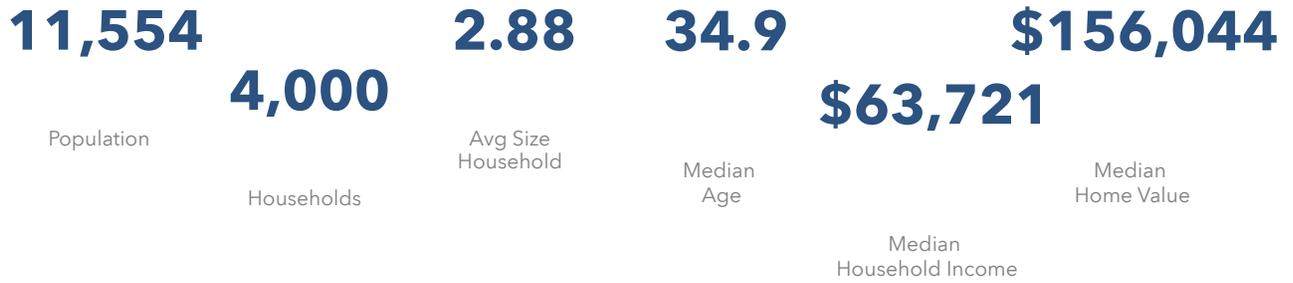


TABLE 2-17 FONTAINEBLEAU PLANNING AREA SWOT ASSESSMENT

STRENGTHS	WEAKNESSES
<ul style="list-style-type: none"> • Near Ocean Springs campuses of Mississippi Gulf Coast Community College and USM • Major natural assets of Graveline Bayou and the Mississippi Sandhill Crane National Wildlife Refuge • Fire protection from Fontainebleau, Gulf Park Estates, and St. Andrews Fire Protection Districts. • The Ocean Springs School District is one of the top rated districts within the state. The recent relocation and construction of the Ocean Springs High School has intensified residential growth within the area. • This area contains some of the only natural beaches along the Mississippi Gulf Coast. • Water access through renovated Lake Mars the Octavia Street access points • The 17 acre Park at St. Andrews provides for area recreational needs • Unmaintained golf courses offer potential residential development • Sunplex Industrial Park • Strong residential growth 	<ul style="list-style-type: none"> • Increased traffic on Old 57 Road, Hammill Farm Road, Pointe Aux Chenes, Beachview Drive, and Old Spanish Trail • Emergency service access conflicts with train traffic • Flooding during tropical storm and hurricane events. • Limited supporting neighborhood commercial areas • No arterial routes through the area designed to accommodate high traffic volume, particularly during an evacuation period. • Significant amount of privately owned waterfront property limiting public access • Limited parking for boaters • Limited ability for use of state-owned property for recreational activities • Flood elevations are challenging for development • Lack of pedestrian facilities along collector and connecting streets. • Open ditch construction along narrow roadways is dangerous for pedestrians.
OPPORTUNITIES	THREATS
<ul style="list-style-type: none"> • Conversion of St. Andrews Golf Course to county facility or other redevelopment • The new County Highway 57 will provide a more direct connection into the area. • Redevelopment opportunities for neighborhood scale commercial and mixed residential uses • Improved water access via Lake Mars • Development at selected intersections to provide convenient shopping and dining opportunities • Potential access to Graveline Bayou • Expansion of Sunplex Industrial Park • Land preservation through cluster design • Wastewater utility expansion can allow for higher density and cleaner environment 	<ul style="list-style-type: none"> • Many home structures have not been cleared from the beach lots since Hurricane Katrina. • Over the years, there has been significant erosion of the sand beaches in the area. Unless there is an effort to stabilize this erosion, there will be increased risk to properties in this area, during future tropical storm and hurricane events • Unless there are sidewalks or designated pedestrian trails established for this area, there will be high risks of pedestrian and bike accidents in this area • Stricter environmental regulations may force much of this area to remain undeveloped. This, in turn, may pose a burden on the county to continue to improve infrastructure in the area without an increase in the property taxes

West Jackson County Planning Area Profile

The West Jackson County Planning Area is comprised of the portions of Jackson County which lie north of Ocean Springs and south of the Northwest Jackson County Planning Area. Its western boundary is Harrison County and its eastern boundary is the Vancleave Planning Area.

The area makes up 12 percent of the land area in the county and 18 percent of the population.

The planning area varies in development intensity from conservation, agriculture and rural living in its northern portions. The DeSoto National Forest and the Mississippi Sandhill Crane Refuge make up more than one-third of the planning area.

Development intensity increases dramatically to urban levels near Interstate 10 and the northern limits of Ocean Springs. This area includes the Cook Road Corridor which has been the subject of a special planning initiative to ensure quality planning and development in the future.

The rural community center of Latimer is located at the intersection of Daisey Vestry, Old Biloxi and Tucker Roads.



Key Geographic and Development Features

- Cook Road Corridor
- DeSoto National Forest
- Sand Hill Crane Refuge
- Latimer and Gulf Hills
- St. Martin area in north Ocean Springs

TABLE 2-18 WEST JACKSON COUNTY PLANNING AREA LAND USE

LAND USE TYPE	Acres	%
AGRICULTURAL/FORESTRY	25,602	48.4%
RESIDENTIAL ESTATE (1-5 ACRE)	2,765	5.2%
RESIDENTIAL ESTATE (5.01 - 10 ACRE)	1,227	2.3%
RESIDENTIAL ESTATE (10.01 - 20 ACRE)	1,059	2.0%
RESIDENTIAL LOW DENSITY	2,003	3.8%
RESIDENTIAL MEDIUM	46	0.1%
RESIDENTIAL HIGH	116	0.2%
MOBILE HOME 1 ACRE OR LESS	178	0.3%

MOBILE HOME 1.01 TO 5 ACRE	1,243	2.4%
MOBILE HOME 5.01 TO 15 ACRE	449	0.8%
MOBILE HOME GT 15 ACRE	1,233	2.3%
MOBILE	3,103	5.9%
COMMERCIAL	193	0.4%
SERVICES	393	0.7%
INDUSTRIAL/UTILITIES	722	1.4%
CONSERVATION	12,082	22.9%
PUBLIC/SEMI-PUBLIC	837	1.6%
UNDEVELOPED	2,696	5.1%
TOTAL	52,844	100.0%

MAP 2-12 WEST JACKSON COUNTY PLANNING AREA EXISTING LAND USE

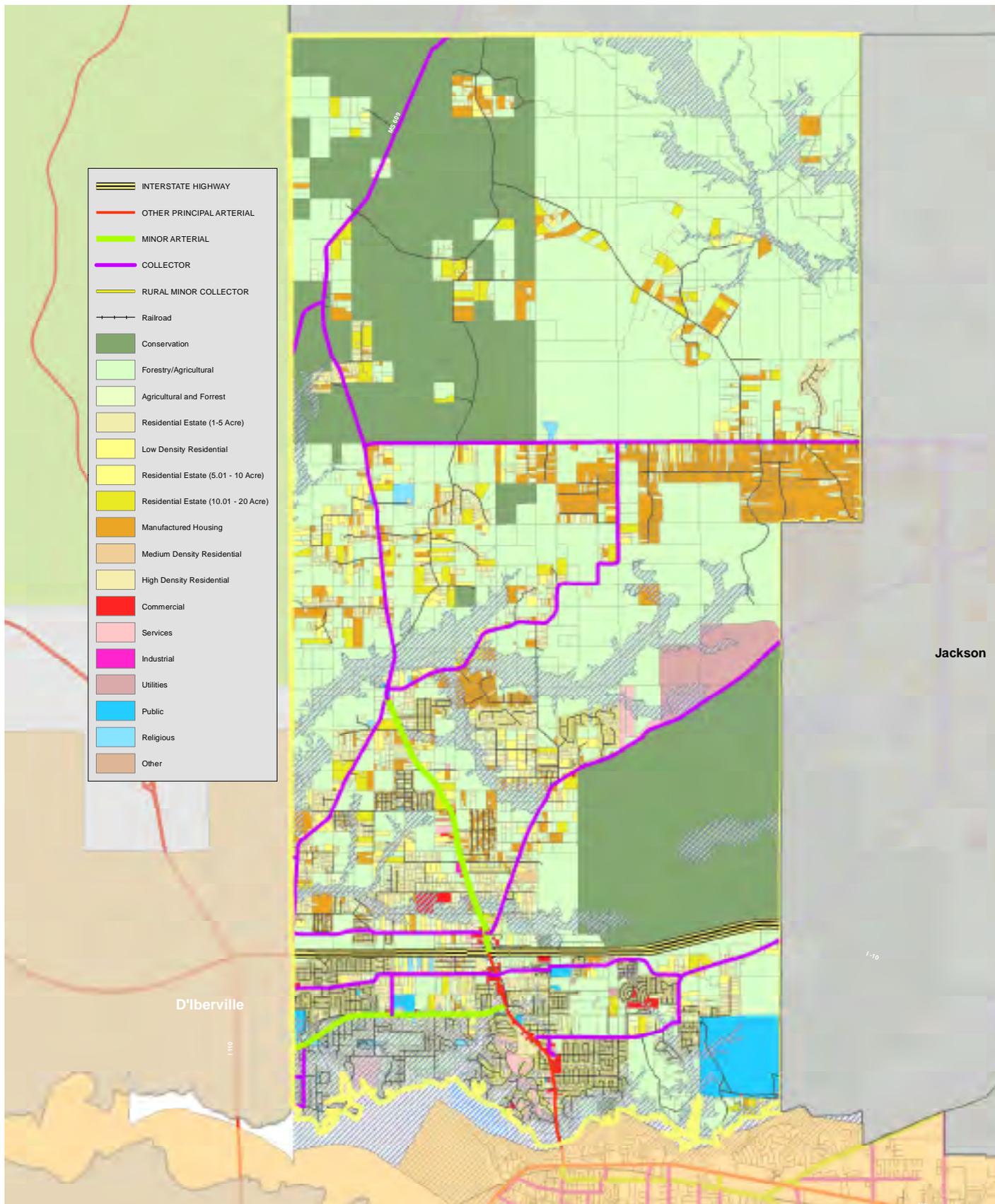


FIGURE 2-10 WEST JACKSON PLANNING AREA TRENDS AND INDICATORS

26,020

Population

9,758

Households

2.66

Avg Size Household

36.6

Median Age

\$147,829

Median Home Value

\$52,529

Median Household Income

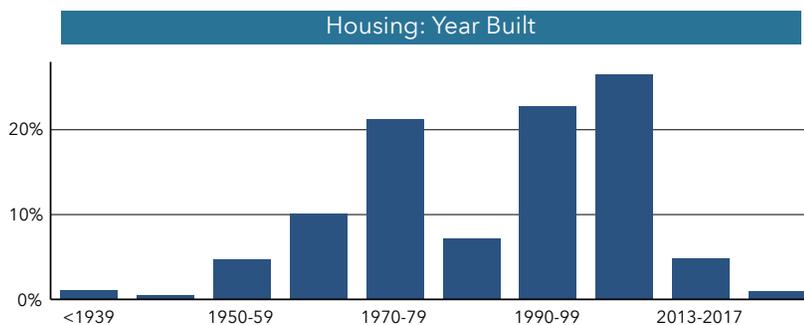
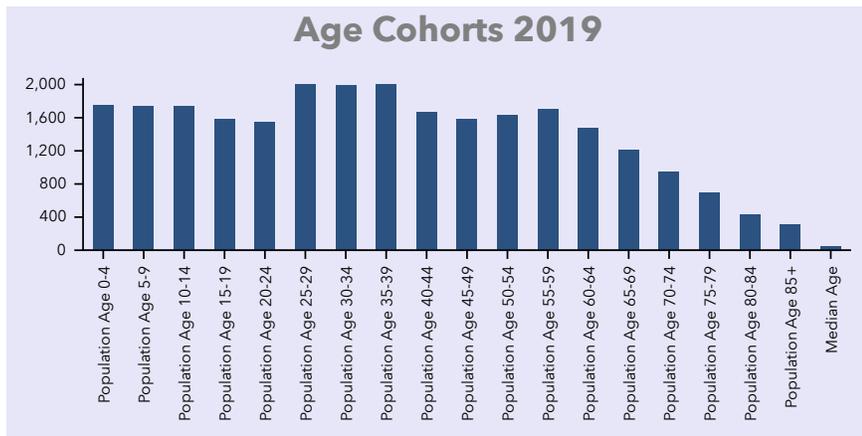
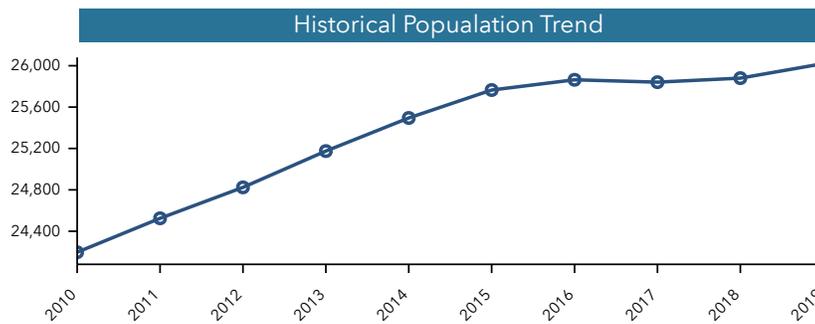


TABLE 2-19 WEST JACKSON COUNTY PLANNING AREA SWOT ASSESSMENT

STRENGTHS
<ul style="list-style-type: none"> • Close proximity to D'Iberville, Biloxi, and Ocean Springs and the local campuses of Mississippi Gulf Coast Community College and University of Southern Mississippi • Strong existing commercial base along North Washington • Convenient access to Interstate 10 and Highway 90 • Strong sense of community • Large amount of developable land • Low crime rates • Quality school system, industrial growth, vocational school and numerous parks and recreation areas • Mississippi Sandhill Crane National Wildlife Refuge • Residential growth within this area has been responsible for approximately 50% of new homes constructed within Jackson County over the past 10 years
OPPORTUNITIES
<ul style="list-style-type: none"> • Corridor development particularly in the Cook Road Corridor • Improved utility services increases development potential • Improved zoning and neighborhood planning could generate high quality development. • Potential for development of ecotourism opportunities related to waterfronts and natural areas • Abundant educational resources • Employment related to the ship building industry • Leveraging opportunities related to wildlife conservation areas • Potential marina

WEAKNESSES
<ul style="list-style-type: none"> • Limited pedestrian facilities • Excessively narrow roads in some areas • Limited parking areas related to recreational facilities • Capital facility planning is limited • Areas of manufacturing housing parks and development that often provides substandard housing • Nuisances such as junk cars and abandoned properties • Lack of best development practice exercised for sensitive environmental areas • Many of the rural roads are dirt and have to be graded or repaired after a significant storm event. • Significant resistance to growth in the area • Strong commercial and retail activities (currently present and projected) limit the benefit for collection of sales tax revenues.
THREATS
<ul style="list-style-type: none"> • In the absence of targeted zoning requirements, growth could result in loss of character, congested roadways and over-crowded schools • Poor quality development leading to reduced property values. • Poor quality, strip commercial development along major roadways causing loss of character and impeding traffic flow

Vancleave Planning Area Profile

The Vancleave Planning Area occupies the geographic center of Jackson County. To the south of the planning area lies the Mississippi Sand Hill Crane Refuge and further, the cities of Oceans Springs and Gautier. It is confined on the east side by the Pascagoula River and associated low lying marsh and flood areas. The Western and Northwestern Jackson County Planning areas form the west and north boundaries.

Highway 57 provides major north-south access through the planning area. Development intensity ranges from conservation and agricultural lands to rural and semi-rural residential patterns, but including the community center of Vancleave with a variety of commercial and community facilities.

The area makes up 19 percent of the land area in the county and 9 percent of the population.



Key Geographic and Development Features

- Sand Hill Crane Refuge
- Pascagoula River
- Vancleave

TABLE 2-20 VANCLEAVE PLANNING AREA LAND USE		
LAND USE TYPE	Acres	%
AGRICULTURAL/FORESTRY	42,556	43.6%
RESIDENTIAL ESTATE (1-5 ACRE)	4,454	4.6%
RESIDENTIAL ESTATE (5.01 - 10 ACRE)	2,622	2.7%
RESIDENTIAL ESTATE (10.01 - 20 ACRE)	2,169	2.2%
RESIDENTIAL LOW DENSITY	321	0.3%
RESIDENTIAL MEDIUM	1	0.0%
RESIDENTIAL HIGH	-	0.0%
MOBILE HOME 1 ACRE OR LESS	99	0.1%
MOBILE HOME 1.01 TO 5 ACRE	1,541	1.6%

MOBILE HOME 5.01 TO 15 ACRE	931	.1%
MOBILE HOME GT 15 ACRE	1,759	1.8%
MOBILE	4,330	4.4%
COMMERCIAL	213	0.3%
SERVICES	529	0.5%
INDUSTRIAL/UTILITIES	99	0.1%
CONSERVATION	32,146	32.9%
PUBLIC/SEMI-PUBLIC	1,031	1.1%
UNDEVELOPED	2,977	3.0%
TOTAL	93,448	100.0%

MAP 2-13 VANCLEAVE PLANNING AREA EXISTING LAND USE

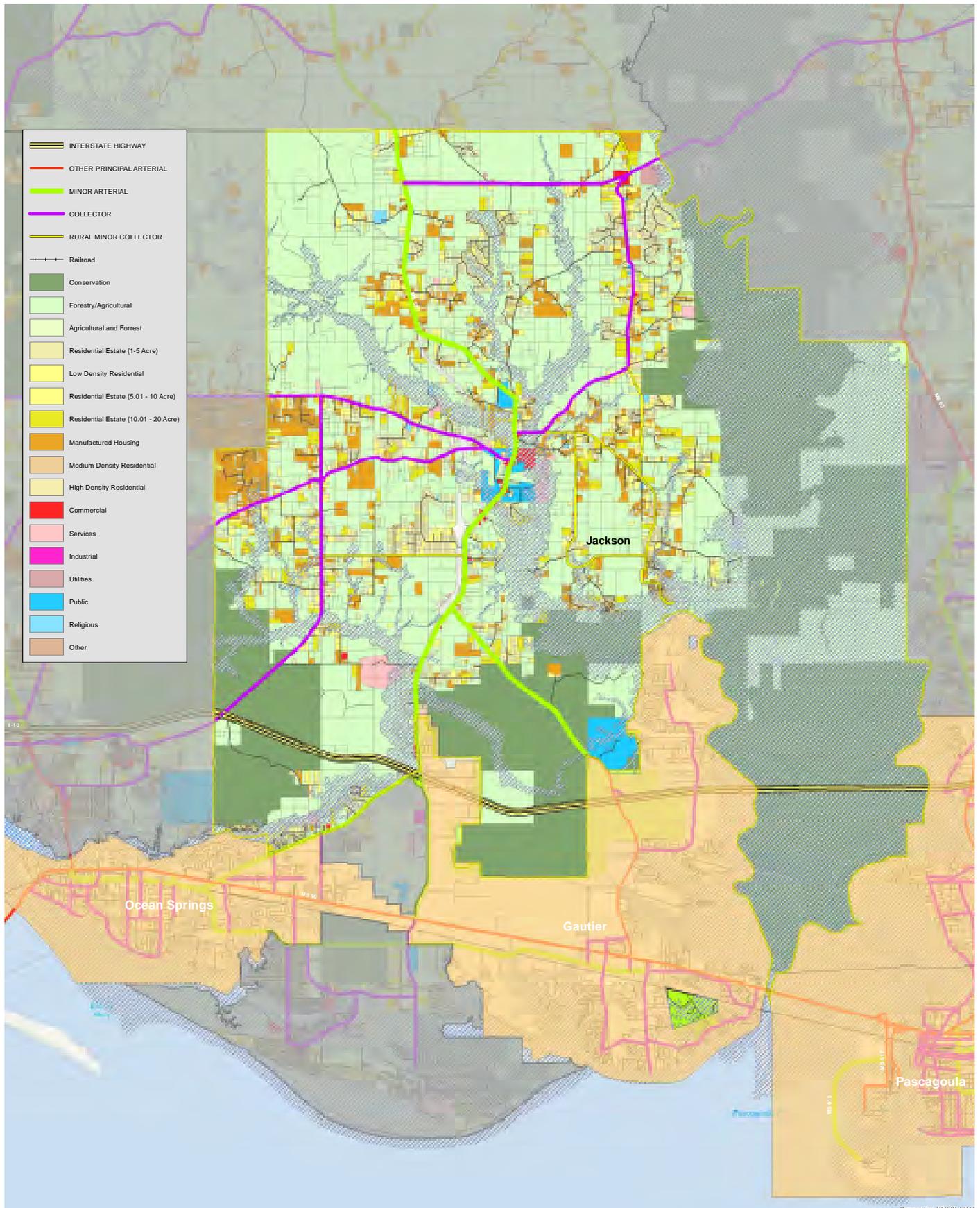


FIGURE 2-11 VANCLEAVE PLANNING AREA TRENDS AND INDICATORS

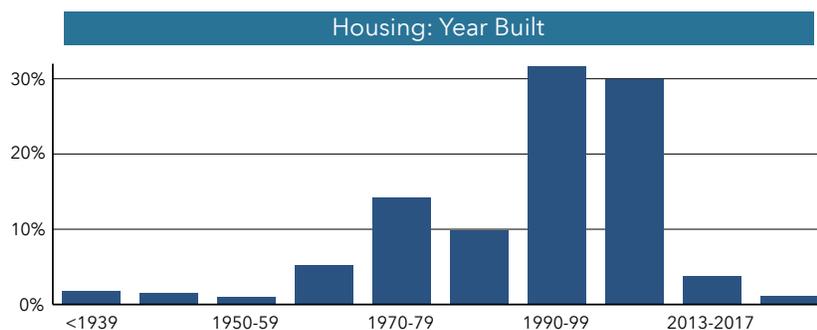
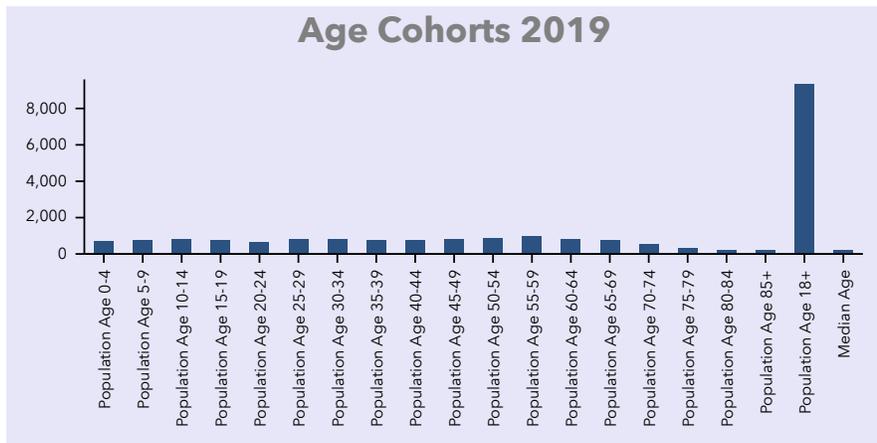
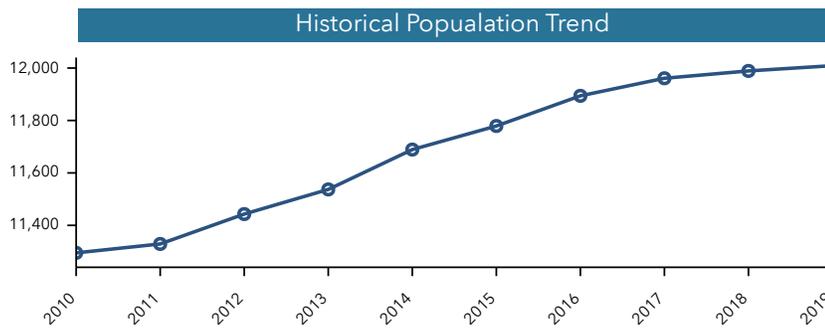
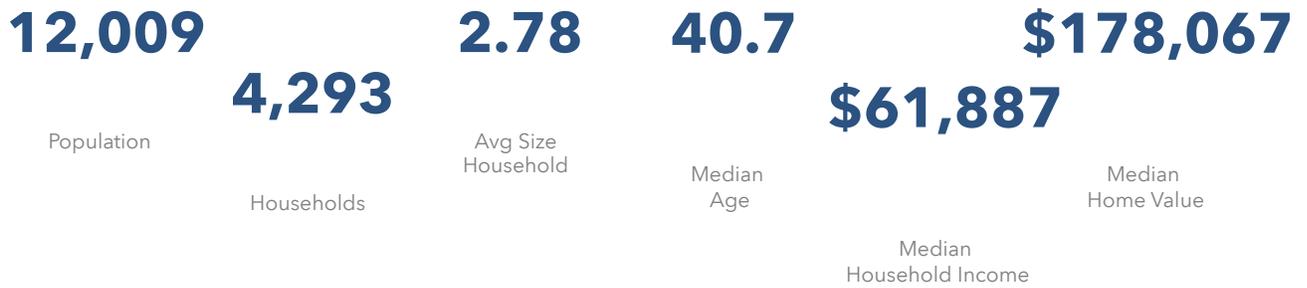


TABLE 2-21 VANCLEAVE PLANNING AREA SWOT ASSESSMENT

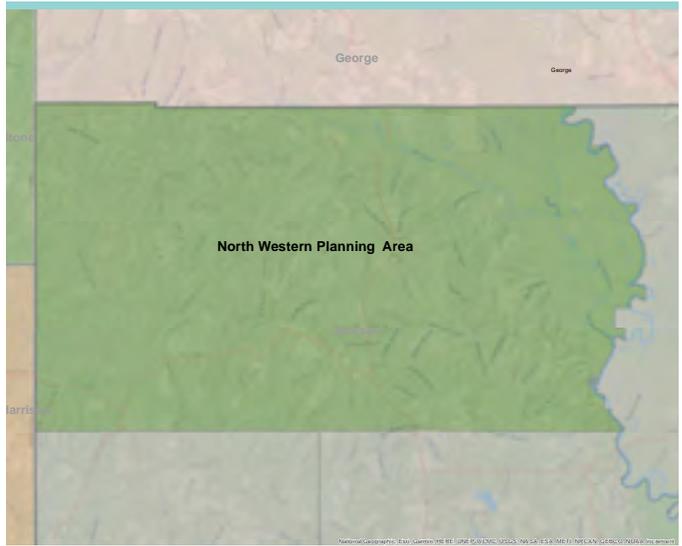
STRENGTHS	WEAKNESSES
<ul style="list-style-type: none"> • Proximity to local campuses of USM and Gulf Coast Community College Campus. • Preserve Golf Course • The Home of Grace for Men Campus • Excellent school • The Vancleave Horse Arena • Abundant preserved open space • The MS Sandhill Crane Wildlife Refuge, the Wade Bayou and Pascagoula River Wildlife Areas and the Nature Conservancy • The business community in Vancleave is very cohesive, united and active. • Convenient access to Interstate 10 and Huntington Ingalls and other employment opportunities. • “North of Interstate” areas are provided lower insurance rates and are less impacted by hurricanes and storm surge • Commercial growth of Vancleave ‘town center’ provides more goods and services to the surrounding community and makes it more attractive to new residents. 	<ul style="list-style-type: none"> • There is a lack of affordable workforce housing in much of the area • Lack of public transportation in the area • Most of the area is not pedestrian/cycle friendly • Lack of roller blade/skateboard facilities • Lack development connectivity • Strong commercial and retail activities (currently present and projected) limit the benefit for collection of sales tax revenues. • Residential development within the area could cause the removal of agricultural and forestry areas if sprawl is left unchecked within the area.
OPPORTUNITIES	THREATS
<ul style="list-style-type: none"> • Highway 57 construction will create opportunity for commercial growth • The area may be able to secure lower insurance rates than most of the Gulf Coast Region. • The area could distinguish itself from other areas of the county as a place for more affluent subdivisions. • Because the area is in the central part of the County, Vancleave can become the bedroom community for the area. The residents in this area are within a twenty minute drive to any other part of the county. • Large number of livestock and equestrian farms that take advantage of Jackson County Fairgrounds (?) may need to be protected to deter growth. • More focused zoning regulations could be necessary as the area continues to grow. • Shared parking, reduced setbacks and similar efforts could limit unattractive growth 	<ul style="list-style-type: none"> • The rents associated with 16 Section Land, which is owned and leased by the School District, could increase so significantly that it poses a burden on the business owners along Highway 57 to continue to operate • Ecotourism potential may decline if there are no trails and sidewalks to utilize • Lack of strong code enforcement may lead to community character decline • Future issues of salt intrusion into the MS Embayment Aquifer System may force the residents to seek alternative sources for drinking water • Sprawl-like and uncontrolled growth along Highway 57 in ‘downtown’ Vancleave. • Rural lands could be lost if growth pressures continue.

Northwest Jackson County Planning Area Profile

The Northwest Jackson County Planning Area lies in the extreme northwest portion of Jackson County bordered by George County on the north and Harrison County on the west. The Vancleave and Western Jackson County Planning Areas lie to south. The Pascagoula River forms the eastern boundary.

The Northwest Jackson County Planning Area is the most rural portion of Jackson County. Development intensity consists almost entirely of conservation, agricultural, and rural lands. Highway 57 and Old Biloxi Roads provides the major north-south access.

The area makes up 17 percent of the land area in the county and only one percent of the population.



Key Geographic and Development Features

- DeSoto National Forest
- Pascagoula River Corridor
- Large rural, estate lots, agricultural, timber, and livestock tracts.
- Lack of roadway connectivity limits access and discourages smaller tracts.
-

TABLE 2-22 NORTHWEST PLANNING AREA LAND USE

LAND USE TYPE	Acres	%
AGRICULTURAL/ FORESTRY	47,165	64.2%
RESIDENTIAL ESTATE (1-5 ACRE)	469	0.6%
RESIDENTIAL ESTATE (5.01 - 10 ACRE)	621	0.8%
RESIDENTIAL ESTATE (10.01 - 20 ACRE)	917	1.2%
RESIDENTIAL LOW DENSITY	16	0.0%
RESIDENTIAL MEDIUM	-	0.0%
RESIDENTIAL HIGH	-	0.0%
MOBILE HOME 1 ACRE OR LESS	6	0.0%

MOBILE HOME 1.01 TO 5 ACRE	248	0.3%
MOBILE HOME 5.01 TO 15 ACRE	558	0.8%
MOBILE HOME GT 15 ACRE	777	1.1%
MOBILE	1,589	2.2%
COMMERCIAL	8	0.0%
SERVICES	1	0.0%
INDUSTRIAL/UTILITIES	27	0.0%
CONSERVATION	22,021	30.0%
PUBLIC/SEMI-PUBLIC	112	0.2%
UNDEVELOPED	482	0.7%
TOTAL	73,428	100.0%

MAP 2-14 NORTHWEST JACKSON COUNTY PLANNING AREA EXISTING LAND USE

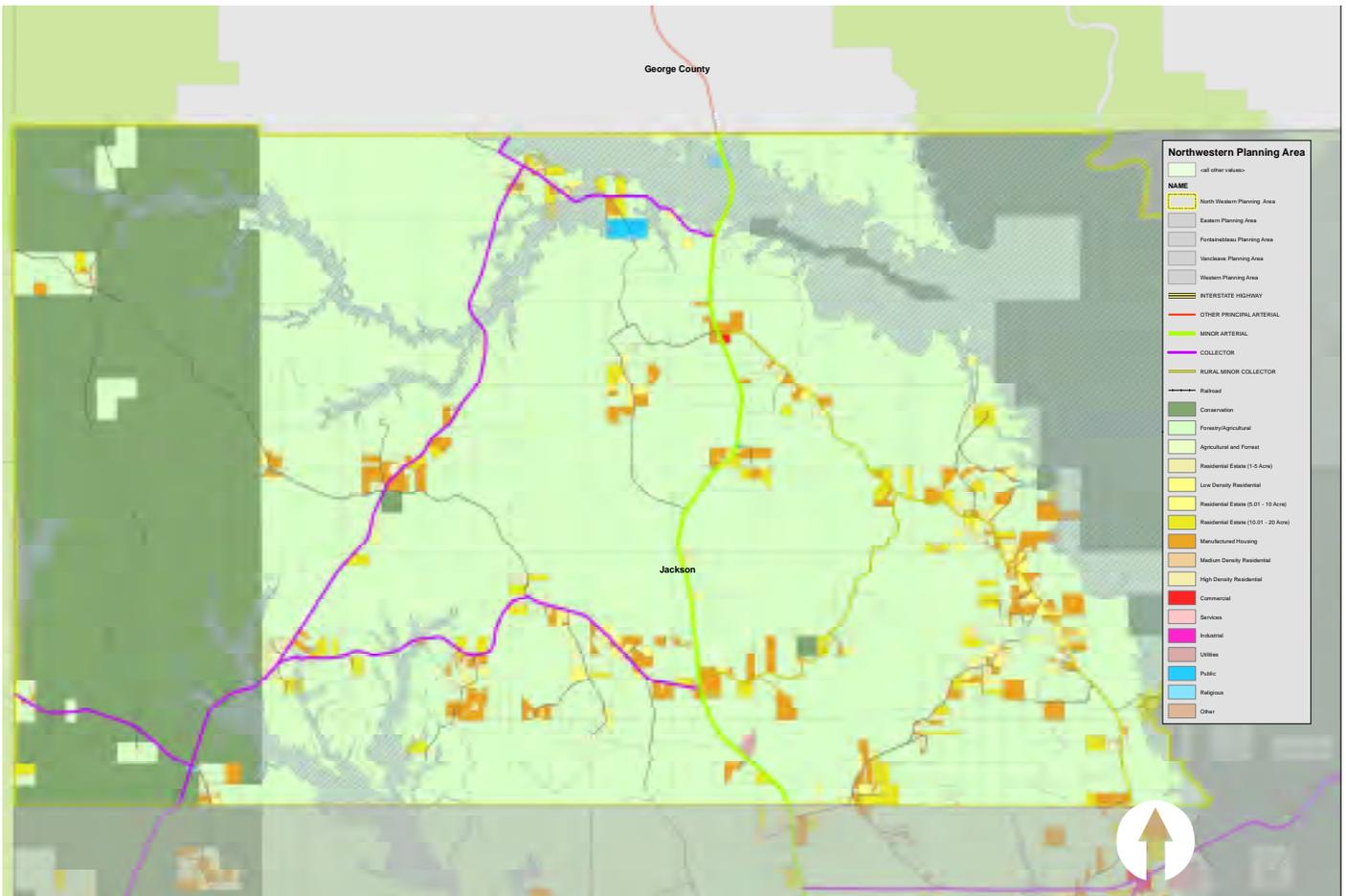


FIGURE 2-12 NORTHWEST JACKSON PLANNING AREA TRENDS AND INDICATORS

1,291

Population

463

Households

2.79

Avg Size Household

38.8

Median Age

\$170,130

Median Home Value

\$61,616

Median Household Income

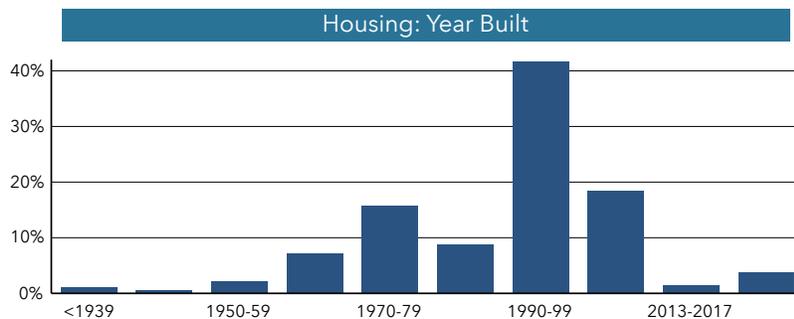
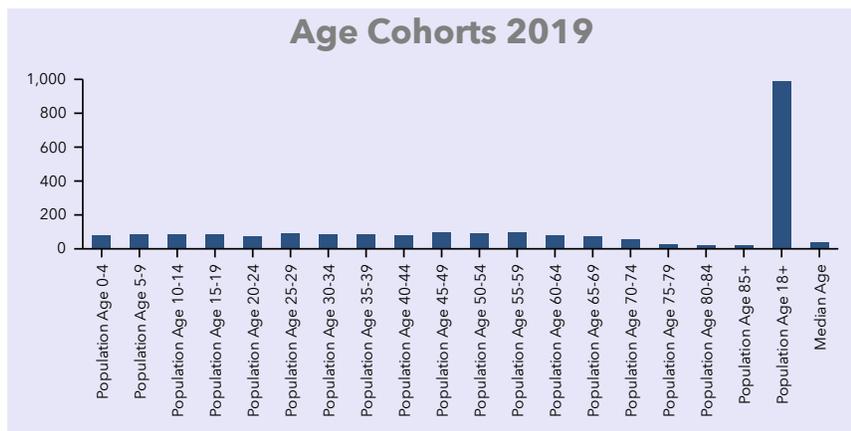
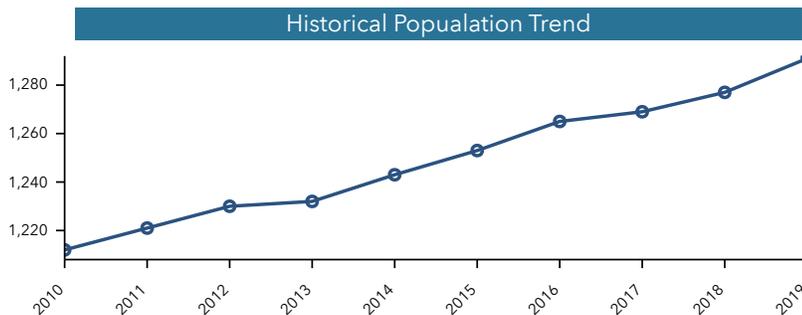


TABLE 2-23 NORTHWEST JACKSON COUNTY PLANNING AREA SWOT ASSESSMENT

STRENGTHS
<ul style="list-style-type: none"> • Large tracts of rural land contribute to the overall balance of industrial/environmental that makes Jackson County unique • Presence of National Forest • Natural beauty of the landscape • Small population size of the area creates a more ‘tight-knit’ community with less overall turnover of housing units. • The lack of centralized water and sewer services discourages or prohibits the subdivision of property into lot sizes less than 1 to 2 acres. • While the area is outside of any urban areas, residents still have the benefit of an easy commute to work centers such as Pascagoula, Biloxi and Gulfport. • Located significantly north of Interstate 10 and areas of immediate concerns related to tropical storms and hurricanes.
OPPORTUNITIES
<ul style="list-style-type: none"> • Large tracts that can benefit from sound planning principles when necessary • Ongoing conservation opportunities • Area could be zoned to further protect the agriculture and estate sized lots within the area. The use of cluster developments or overall limitation of densities could allow compact development with large areas preserved as open space.

WEAKNESSES
<ul style="list-style-type: none"> • Minimal infrastructure to support area residents • The majority of the land in the planning area is in Government ownership • While also a strength, the lack of centralized water and sewer services discourages or prohibits the subdivision of property into lot sizes less than 1 to 2 acres. • Limitations of high-speed internet access restricts the remote office or work-at-home environment that has emerged from COVID 19. • Remote location and limit water supply creates delay time for first responders such as Jackson County Sheriff’s Department and Fire Department. • Higher insurance rates may be present due to age of buildings and availability or levels of fire protection.
THREATS
<ul style="list-style-type: none"> • Undesirable development patterns related to Lack of rural and conservation orientated planning requirements • With on-going housing boom in Jackson County, suburban development within this area, if not appropriate could have harmful impacts.



“It is a capital mistake to theorize before one has data.”

Sherlock Holmes



Vision, Goals and Planning Principles



3. VISION, GOALS AND PLANNING PRINCIPLES

Quality comprehensive planning reflects the long range community vision in its planning goals and establishes the principles by which future development decisions are guided. A sound planning framework that includes these elements increases the effectiveness of comprehensive planning and better assures the achievement of long term community vision.

This section of the Jackson County Comprehensive Plan Update assesses the overall planning goals from 2008 for Jackson County and its planning areas and updates those goals for 2020 and beyond.



Jackson County Planning Areas

1. The 2008 Planning Goals
2. 2020 Goals: Updating and Reorganizing
3. Planning Principles
4. Jackson County Planning Goals
5. Fontainebleau Area Planning Goals
6. East Jackson Planning Area Goals
7. Vancleave Planning Area Goals
8. West Jackson Planning Area Goals
9. Northwest Jackson Planning Area Goals
10. Planning Principles for Jackson County



THE 2008 PLANNING GOALS

The 2008 planning process established planning goals for Jackson County and the four planning areas designated at that time. The 2008 goals were expressed in a formal listing and many were implied in the plan's narrative. Implied goals appear to have been assumed as a general operational principle of the planning program. For example, the 2008 plan explicitly listed goals for transportation, but did not list goals for land use as a specific category, though a future land use map was included.

The formal listing of goals for Jackson County and the Jackson County Planning Areas was created from the community engagement process discussed in the introduction to the 2020 planning area designations in the Discovery section of this plan.

The scope of the 2008 goals for the entire county

An effective comprehensive plan effectively expresses long range VISION, GOALS, and PLANNING PRINCIPLES principles of the community.

was limited. They covered only the following four community development topics:

- Economic Development
- Housing
- Transportation
- Intergovernmental Coordination

In the 2008 plan, the goals for the individual planning areas were included as a comprehensive listing but were not categorized into subject areas.

2020 GOALS: UPDATING AND REORGANIZING

Goals for the 2020 Jackson County Plan Update have been reorganized and updated in the sections that follow. The reorganization is intended to clearly connect the update goals to plan implementation. To achieve this goal update, a three step process was used.

First, the 2008 planning goals were listed in Column 1 of a three column update matrix. Next, the goals were classified in Column 2 according to their status according to one of the following four classifications:

- Achieved - the goal as achieved or substantially achieved
- Maintain - the goal, if unachieved, rewritten for clarity

- New - A new goal was created based on the 2020 plan update
- Eliminate - the goal as out of date or infeasible and eliminated

Finally, in Column 3, goals were categorized according to their “implementation theme”. The implementation themes correspond to the community planning topic to which it relates and include:

1. Environment
2. Land Use
3. Housing
4. Economic Development
5. Community Facilities
6. Mobility
7. Management and Intergovernmental Coordination

These implementation themes provide the organizational framework for Jackson County Comprehensive Plan Update Implementation Agenda in Section 5.

PLANNING PRINCIPLES

Given inherent limitations of the planning process, it is not possible to fully account for all the possible planning goals and scenarios for Jackson County. As conditions change over time, new trends will develop, unforeseen circumstance will occur, and new opportunities will emerge. The changes will require

general planning principles that can be applied in unanticipated planning circumstances.

This section concludes with the Jackson County Planning Principles. The principles have been developed from the revised goals. These principles serve as an effective guide when unforeseen circumstances or opportunities arise, as they inevitably will.



JACKSON COUNTY PLANNING GOALS



ENVIRONMENT GOALS

The 2008 Jackson County Comprehensive Plan did not address the natural environment. A section summarizing the Jackson County natural environment was added to this plan update and is included in the Jackson County Discovery Profile.

2008 GOAL	2020 GOAL	IMPLEMENTATION THEME
1. No Goals	Monitor the impact of sea level rise on the county.	ENVIRONMENT
	Conserve Jacksons County's sensitive environmental lands through techniques promote conservation while permitting development.	

LAND USE GOALS

The 2008 Jackson County Comprehensive Plan indirectly addressed overall Jackson County Land Use goals through its Future Land Use Map. Area specific land use goals appeared in the neighborhood area plans. Overall Jackson County Land Use Goals for 2020 are formally added to explicitly address county land use policy as a whole.

2008 GOAL	2020 GOAL	IMPLEMENTATION THEME
1. No Goals	Develop a future land use map consistent with the goals and policies developed in this plan.	LAND USE
	Create special area plans for the community centers of Vanclave and Hurley.	
	Create and administer special area plans for key commercial corridors.	
	Revise the land use regulations (subdivision and zoning) to create a greater variety of sizes to accommodate the different areas and goals of the county.	

ECONOMIC DEVELOPMENT GOALS

2008 GOAL	2020 GOAL	IMPLEMENTATION THEME
1. Implement a “one-stop” shopping policy for business permits.	MAINTAIN - Strive for ongoing efficiency and customer service in the permitting process	MANAGEMENT AND INTERGOVERNMENTAL COORDINATION
2. Link the new business incubator with a research university such as the University of Southern Mississippi, Mississippi State University, or the University of Mississippi.	MAINTAIN - Incubator links are established	ECONOMIC DEVELOPMENT
3. Link with non-profit 501 (c) 3 organizations to address selected quality of life issues.	MAINTAIN - Continue, expand and support strong collaborations	
4. Create a great quality of life and always look for ways to improve	MAINTAIN - Establish comprehensive planning oriented towards enhancing quality of life through a balanced economy, land stewardship, best development practices, balanced mobility and quality development	UNIVERSAL
5. Invest in a culture and infrastructure for innovation	MAINTAIN - Encourage, invest and reward innovative entrepreneurship and business development	ECONOMIC DEVELOPMENT
6. Continue partnerships with schools, GCCC, Ingalls, Chevron and others to improve workforce	MAINTAIN	
7. Continue to foster a “one coast’ strategy for Jackson, Harrison, and Hancock County.	MAINTAIN	
8. Continue efforts on the Cook Road Corridor for regional commercial growth.	Implement the Cook Road Corridor Plan	LAND USE
9. Consider growth strategy for town centers and rural commercial corridors like ‘downtown’ Hurley and Vancleave and (unincorporated) Washington Avenue.	MAINTAIN - Identify and apply best practice planning principals focusing on the key rural centers such as Vancleave an Hurley	
10. Continue to support municipalities economic development strategies in retail recruitment.	MAINTAIN	ECONOMIC DEVELOPMENT

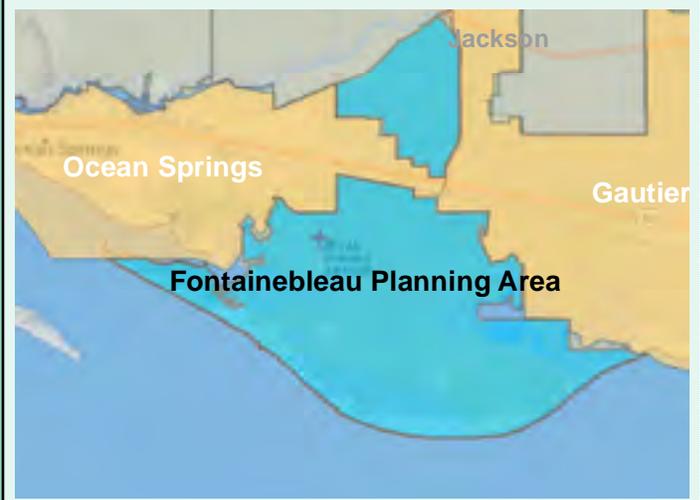
TRANSPORTATION GOALS

The 2008 transportation Goals included both goals and objectives in its listing. The evaluation below separates the objectives for carry-over to the action agenda where appropriate.

2008 GOAL	2020 GOAL	IMPLEMENTATION THEME
1. Protect and enhance the environment and promote energy conservation	MAINTAIN GOAL	MOBILITY
2. Support the economic viability by promoting productivity and the efficient use of resources.	ELIMINATE	
3. Increase the safety of the transportation system for all travelers, including users of both motorized and non-motorized modes.	MAINTAIN - Increase the safety for all mobility modes	MOBILITY

4. Increase mobility and system accessibility for both people and goods.	MAINTAIN - Increase network accessibility	MOBILITY
5. Improve regional access to community facilities, including civic centers, libraries, recreation sites, hospitals, clinics and cultural resources.	MAINTAIN - Improve regional access to community facilities	
6. Enhance the connectivity of the regional transportation system.	MAINTAIN	
7. Facilitate multi-modal travel opportunities and inter-modal goods movement.	MAINTAIN - Facilitate mobility and inter-modal goods movement.	
8. No Goal	NEW GOAL - Ensure connectivity between developments by limiting cul-de-sacs and excessive block lengths.	
HOUSING GOALS		
2008 GOAL	2020 GOAL	IMPLEMENTATION THEME
The 2008 Housing Goals enumerated very specific planning implementation actions. They have been reviewed, revised and moved to the Jackson County Action Agenda in Section 5 under Housing.	NEW GOAL - Ensure the production of a quality housing stock	HOUSING
MANAGEMENT AND INTERGOVERNMENTAL COORDINATION GOALS		
2008 GOAL	2020 GOAL	IMPLEMENTATION THEME
9. Coordinate its comprehensive planning with the School Board, Utility Authority, Regional Planning Commission, adjacent counties, and the municipalities through the use of interlocal agreements, written and verbal communications, participation on technical advisory committees, use of mediation processes and joint meetings with appropriate other local, regional, state, and federal agencies.	MAINTAIN - Coordinate planning efforts with all interfacing municipal, state and federal authorities	MANAGEMENT AND INTERGOVERNMENTAL COORDINATION
10. Establish interlocal agreements with all the municipalities, the Jackson School District and all other units of local government for collaborative planning on public school siting, the location of public facilities, including locally unwanted land uses.	MAINTAIN - Facilitate collaborative decision making among local decision makers on the siting of major public facilities such as schools, parks, community facilities and extension of public utilities	
11. The County should enact an aggressive code enforcement division under the direction of the Planning Commission as appropriate	MAINTAIN - Strategically administer code enforcement activities in support of the Jackson County Plan	MANAGEMENT AND INTERGOVERNMENTAL COORDINATION

FONTAINEBLEAU AREA PLANNING GOALS



2008 GOAL	2020 GOAL	IMPLEMENTATION THEME
1. Improve public access to waterways, golf courses and other recreational facilities.	MAINTAIN GOAL - Improve public access to recreational amenities	RECREATION
2. Encourage the voluntary combination of some single-family lots into larger parcels for alternative types of development.	ELIMINATE	ELIMINATED
3. Enhance public water areas with more public amenities (including parking areas).	COMBINED WITH GOAL 1 ABOVE	
4. Encourage an art district establishment in the area and other types of neighborhood commercial uses in the area.	ELIMINATE	
5. Improve public transit to include “park and ride” locations and other means of transportation in the area.	ELIMINATE	
6. Improve roadways to allow for uninterrupted traffic flow during storm events (i.e. raise several roads or build bridges over low lying areas).	MAINTAIN - Insure functional and efficient evacuation routes	MOBILITY
7. No Goals	NEW GOAL - Construct walkways from high school to nearby neighborhoods to accommodate kids walking and riding bikes to school. Sidewalks should be sufficiently separated from sidewalk and wide enough to assure safety of its users.	MOBILITY

8. The County should work with the State of Mississippi on the beach area at the mouth of Graveline Bayou for recreational and conservation purposes. A storm wall could be built along the water line.	MAINTAIN - Develop Graveline Bayou for recreational and conservation.	RECREATION
9. The County should consider purchasing property in the St. Andrews area for a future Sheriff's substation. The land could serve as a community garden and composting spot and place to store emergency supplies of sand bags and sand until a substation is built on it.	MAINTAIN - Acquire a site in the St. Andrews area for a public safety and community center location	COMMUNITY FACILITIES
10. Consider building a large community center in the area. It could be better than the one in Moss Point with a stage and a great view of Graveline Bayou to the north.	MAINTAIN - Establish a community center in the area potentially Graveline Bayou	COMMUNITY FACILITIES
11. Consider purchasing lots along Beach Boulevard (on the eastern end of the area) at Graveline Bayou for an additional County Park with access to the beach and the Gulf of Mexico.	MAINTAIN - Establish new park with Gulf access near Graveline Bayou and Breach Boulevard	RECREATION
12. No Goal	NEW GOAL - Promote compact growth near the Ocean Springs High School.	LAND USE
	NEW GOAL - Work with owners to encourage the reestablishment St. Andrews Golf Course or other open space	

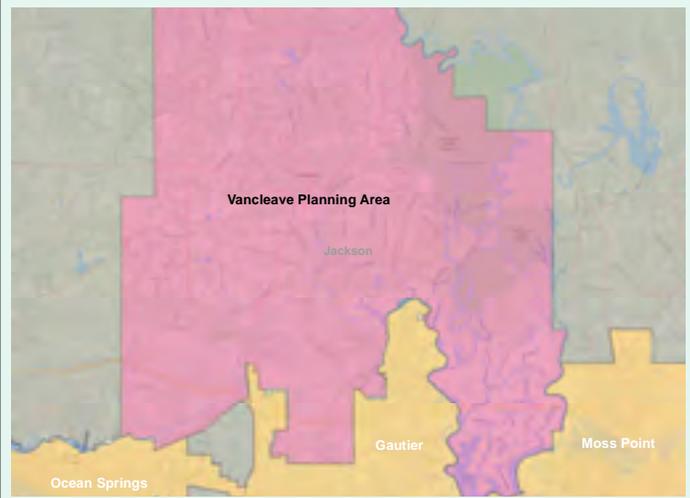
EAST JACKSON PLANNING AREA GOALS



2008 GOAL	2020 GOAL	IMPLEMENTATION THEME
1. Rezone all the nice, existing subdivisions in the area to a zone which does not allow mobile homes to be placed in the area.	MAINTAIN - Apply zoning in a manner that preserves and promotes desirable development patterns and home construction	LAND USE
2. Allow limited commercial activities (C-1) in the area, particularly at road such as Hwy 613 / 614 or Hwy 63 / 614.	MAINTAIN	LAND USE
3. Develop a new zoning code for Rural Residential development (Code R-5). Such a code would facilitate subdivision development in rural Jackson County that is in harmony with the current character of the area.	MAINTAIN - Create a zoning district that respects, promotes and conserves rural character	LAND USE
4. Establish a mixed use center or more compact single family residential at I-10 and Forts Lake.	MAINTAIN - Establish a mixed use center at I-10 and Forts Lake.	LAND USE
5. Allow development of rural residential subdivisions in the area with densities of 2 units per acre. Provisions could be defined which would limit the size and location of these higher density subdivisions to help them blend with the character of the area.	ELIMINATE	
6. Encourage the development of Planned Unit Developments (PUD) in the area, maintaining the strict requirements and development agreements that have accompanied the approval by the County of these developments in the past.	MAINTAIN - Promote cluster development design to protect Jackson County's unique and important environmental assets	LAND USE

7. Allow limited commercial activities (C-1) or possibly a light industrial park in the area near the intersection of Hwy 63 & Hwy 613.	MAINTAIN - Plan for limited commercial and light industrial development near Hwy 63 and Hwy 613.	LAND USE
8. Strongly encourage developers to use covenants and restrictions for their subdivisions.	MAINTAIN - Promote the use of private restrictions and covenants	LAND USE
9. Consider the development of a county wide ordinance which aggressively addresses property maintenance to regulate the sites where single family homes are being constructed. The point is to limit the number of weeks a property can remain littered with construction debris.	MAINTAIN - Adopt the International Property Maintenance Code and enforce to promote improved maintenance.	MANAGEMENT AND INTERGOVERNMENTAL COORDINATION
10. Protect the natural beauty of the area and encourage the creation of an open space network through development agreements and conservation easements.	MAINTAIN - Create and implement a county greenway plan	MOBILITY
11. Continue to attract more aerospace industries around the Trent Lott International Airport.	MAINTAIN - Promote aerospace employers at the Trent Lott International Airport	ECONOMIC DEVELOPMENT
12. Expand the Trent Lott International Airport to attract more aeronautical industries to the area.	COMBINE WITH GOAL 12	
13. Work with the major industries (i.e. Huntington Ingalls, Signal International, and Chevron) to help them realize their best potential.	MAINTAIN - Support existing major industry	ECONOMIC DEVELOPMENT
14. Abundant wildlife is found within the area, and considerations should be given to maintaining and enhancing habitat, and minimizing disruption of migration routes.	MAINTAIN - Implement wildlife impact assessments for new developments	LAND USE/ ENVIRONMENT
15. Develop an “off-highway” business district at the intersection of Hwy 613 and Hwy 614 providing public road access to more C-1 commercial property while diminishing highway congestion.	MAINTAIN - Plan for a mixed use district at Hwy 613 and Hwy 614	LAND USE

VANCLEAVE PLANNING AREA GOALS



2008 GOAL	2020 GOAL	IMPLEMENTATION THEME
1. Allow high tech offices (w/security and conference room facilities) along the new Highway 57 Bypass and the new 614 Corridor.	MAINTAIN - Plan for technology employment the new Highway 57 Bypass and 614 Corridor.	LAND USE/ECONOMIC DEVELOPMENT
2. Plan for a Vancleave Town Center - an area between the old and new Highway 57. This area can include amenities such as walking and biking trails.	MAINTAIN - Plan for a town center for the Vancleave community	LAND USE
3. Rezone the Big Hill Acres area A-2 to prevent future mobile homes from locating into the area. Do this after each property owner has been petitioned for their agreement.	ELIMINATE	
4. Encourage a retirement type community (assisted living) with immediate access to health care facilities located in areas such as the Humphrey Road area. This area should have no more than 8 units per acre.	MAINTAIN - Plan for a retirement community in the Humphrey Road area	LAND USE/HOUSING
5. Continue to promote the area's high school.	MAINTAIN - Promote the community's schools	COMMUNITY FACILITIES
6. On the new 614 Intersection, allow limited commercial uses at major intersections.	MAINTAIN - Plan for limited commercial development along Hwy 614 at major intersections	LAND USE
7. Allow more water access preferably at places like Mounger's Creek and Rouse's Marina.	MAINTAIN - Increase access to natural areas such as Mounger's Creek and Rouse's Marina	RECREATION

8. At Mounger’s Creek (near the new high school property), there should be a boat launch and other recreational amenities for the community.	COMBINED WITH GOAL #8	
9. At Rouse’s Marina, allow it to be used as a dry boat storage facility and recreational activities near the water.	COMBINED WITH GOAL #8	
10. Consider another north-south corridor for this area.	ELIMINATE	MOBILITY
11. Ensure the water aquifers (our source of drinking water) are not polluted by industrial uses where these aquifers are close to the surface (in the northern Vanleave area).	MAINTAIN - Protect aquifers to ensure safe and clean potable water	ENVIRONMENT
12. The County should build a new local park at the Barge Landing (at Bluff’s Creek) which is on Section 16 land.	MAINTAIN - Establish a park at Barge Landing	RECREATION
13. Encourage the State Highway Department to create “park and ride” areas in the vicinities of major intersections on the new Highway 57 Bypass.	MAINTAIN - Establish park and ride lots near major intersections and Highway 57	MOBILITY
14. Encourage the Jackson County School Board (when it is building the new Vanleave High School) to include several areas for recreation opportunities for the children.	MAINTAIN	RECREATION
15. The Planning Department should coordinate future developments with the school district to determine significant impact on the local schools.	MAINTAIN	MANAGEMENT AND INTERGOVERNMENTAL COORDINATION
16. Posture Vanleave as the bedroom community for the white collar workers in the high-tech/ headquarters operations (aerospace professionals working at the airport and Mobile). Focus on making this area the place where these workers live and enjoy recreational amenities.	MAINTAIN - Promote Vanleave as a bedroom community that is within close proximity to employment centers.	ENVIRONMENT

17. Promote high end office developments in the Vanleave area, amend the height allowance to allow for multistory buildings.	COMBINE WITH GOAL #2	
18. Allow a cluster development around the Magnolia Tree Drive area, after the new Highway 57 Bypass has been completed.	EXPAND - Encourage cluster development for higher quality design an environmental preservation	LAND USE

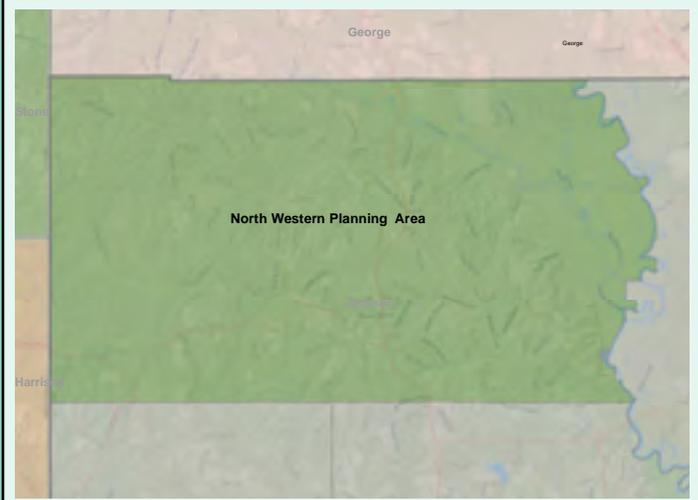
WEST JACKSON PLANNING AREA GOALS



2008 GOAL	2020 GOAL	IMPLEMENTATION THEME
1. Tucker Road should be a commercial corridor, particularly from Broadnax to McClelland.	MAINTAIN	LAND USE
2. Cook Road Extension should be designated for commercial purposes.	ELIMINATE - GOAL ACHIEVED	
3. Mallet Field should be designated for office complexes and commercial uses (particularly small businesses).	ELIMINATE	LAND USE
4. Daisy-Vestry to Mallet should be designated for commercial purposes.	ELIMINATE - GOAL ACHIEVED	
5. The County should enact an aggressive code enforcement division (under the direction of the Planning Commission), as appropriate.	RELOCATED TO JACKSON COUNTY GOALS	
6. Future parks (particularly pocket ones) should be located a short distance from the residential areas or within them.	MAINTAIN - Ensure suburban density development includes parks and green space within a reasonable distance of homes.	LAND USE
7. Encourage and facilitate high quality commercial development in the area	MAINTAIN	LAND USE
8. Explore the use of impact fees for the area (even though they are currently illegal) even if it requires seeking local legislative delegation approval.	ELIMINATE	ECONOMIC DEVELOPMENT
9. All new subdivisions should require a certain percentage of the property to be set aside for open space and recreational purposes.	COMBINED WITH GOAL #6	

10. Improve public access to waterways, golf courses and other recreational facilities in the area.	MAINTAIN - Increase and enhance public access to recreational amenities	RECREATION
11. Enhance public water areas with more public amenities (including parking areas).	COMBINED WITH GOAL #10	
12. The south side of McClelland from Tucker to Daisy Vestry should allow commercial uses.	ELIMINATE	LAND USE
13. When the County notifies property owners of a Planned Unit Development project, it should include a locator map and a detailed explanation to assist the individual in locating the property and understanding what is being planned or proposed.	MAINTAIN - Ensure clear and timely communication of development matters to the public	MANAGEMENT AND INTERGOVERNMENTAL COORDINATION

NORTHWEST JACKSON PLANNING AREA GOALS



The Northwest Jackson County Planning Area was designated for the 2020 plan update and did not appear in the 2008 Jackson County Comprehensive Plan. All goals for this area were developed as a part of the plan update.

2008 GOAL	2020 GOAL	IMPLEMENTATION THEME
1. The Northwest Jackson Planning Area was established in the current plan update. Consequently, there were no goals for this area in 2008.	New Goal - Preserve the rural character of the Northwest Jackson Planning Area	LAND USE
	Encourage the use of cluster developments to allow some densification preserve large tracts of open space. These areas should be protected from development as a easement or part of the home owners association.	



PLANNING PRINCIPLES FOR JACKSON COUNTY

The goals of the Jackson County Plan Update reflect county opportunities and aspirations as of the date of this writing. Development conditions change over time new trends will develop, unforeseen circumstance will occur, and new opportunities will emerge requiring general planning principles that can be applied in unforeseen planning circumstances.

These principles have been developed by extracting the major concerns expressed in the preceding goals for Jackson County and its planning areas. They are intended to be applied when the plan does not speak to specific development conditions as they emerge overtime.

PLANNING PRINCIPLES FOR JACKSON COUNTY

- Respect, protect, and conserve Jackson County's natural environment and ecological systems as integral to the county and regional well being.
- Protect and conserve Jackson County's rural living environments.
- Identify and promote Jackson County's community centers as vibrant mixed-use centers of community life
- Adapt Jackson County's mobility network to a complete, well-connected, balanced system serving vehicles, pedestrians, and cyclists.
- Expand access to Jackson County's natural and built recreational resources
- Ensure high quality, well designed mixed use, institutional, industrial and commercial areas for Jackson County.



The County Plan



4. THE COUNTY PLAN



This section of the Jackson County Plan illustrates the future of Jackson County growth and development based on the preceding sections of analysis and goals. Specifically, the plan contains provisions for future land use, mobility, and community facilities.

- 1. Planning Approach and Framework**
- 2. Future Land Use and Development and**
- 3. Future Mobility Network**



PLANNING APPROACH AND FRAME WORK

The previous sections of the Jackson County Plan Update established the overall existing community character, growth trends, goals and planning principles for the county. This section builds upon all the previous sections to project the future of Jackson County development in terms of its land use, mobility network according the needs, aspirations and goals of the county.

A conventional approach has used to designate future land use development. Jackson County’s future land

use is described and depicted in terms of the land use’s basic functional characteristics with minimal emphasis placed on its design character..

In a similar manner, Jackson County’s future mobility network is set forth based on its essential functions through the functional classification system.

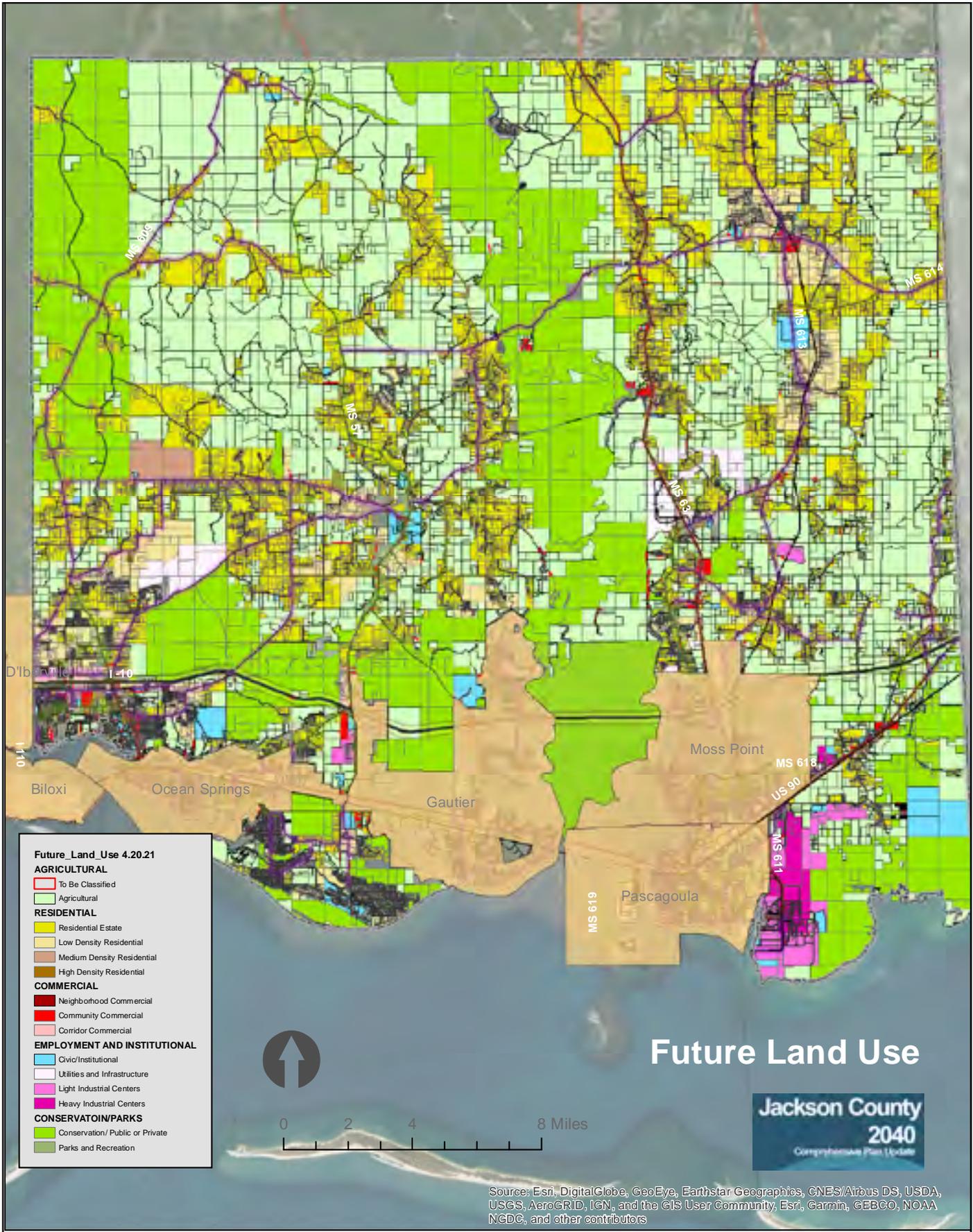
FUTURE LAND USE AND DEVELOPMENT

The future land use categories of the Jackson County Plan are listed in Table 4.1 Future Land Use Categories. This table compares the 2008 future land use categories to those identified for use in the 2020 plan update. Each of the categories for 2020 are described on the following pages. Descriptions are organized into four headings:

- General character - what are the land use category’s determining features
- Land Conversion Considerations - what factors should be considered when the land use category is proposed to be converted to another category
- Future Development Design - what features should be incorporated into development design within the land use category
- Density/Intensity Criteria - what specific limits are placed on development within the land use category

TABLE 4-1 FUTURE LAND USE CATEGORIES
• Agriculture
• Residential Estate
• Low Density Residential
• Medium Density Residential
• High Density Residential
• Neighborhood Commercial
• Community Commercial
• Regional Commercial
• Corridor Commercial
• Light Industrial Centers
• Heavy Industrial Centers
• Conservation - Public or Private
• Parks and Recreation
• Civic and Institutions

MAP 4-1 COMPOSITE FUTURE LAND USE MAP



Agriculture and Forest

General Character

These land areas accommodate large acreages of cropland, pastureland, and forests along with intensive agricultural enterprises such as nurseries and greenhouses. The designation also includes wetlands and floodplains. The areas typically not served by central utilities and roadway infrastructure is limited. Residential uses, which may include family farms in some cases, are located on large, unsubdivided parcels served by well and septic systems.



Land Conversion Considerations

The preservation of Agricultural and Forest lands is to continue in their current use. However, if development of these lands is proposed, they are intended to be converted to Estate Residential or other very low intensity development that is compatible with their rural setting. Natural features and vital ecological functions of the land are intended to be protected and preserved.

Future Development Design

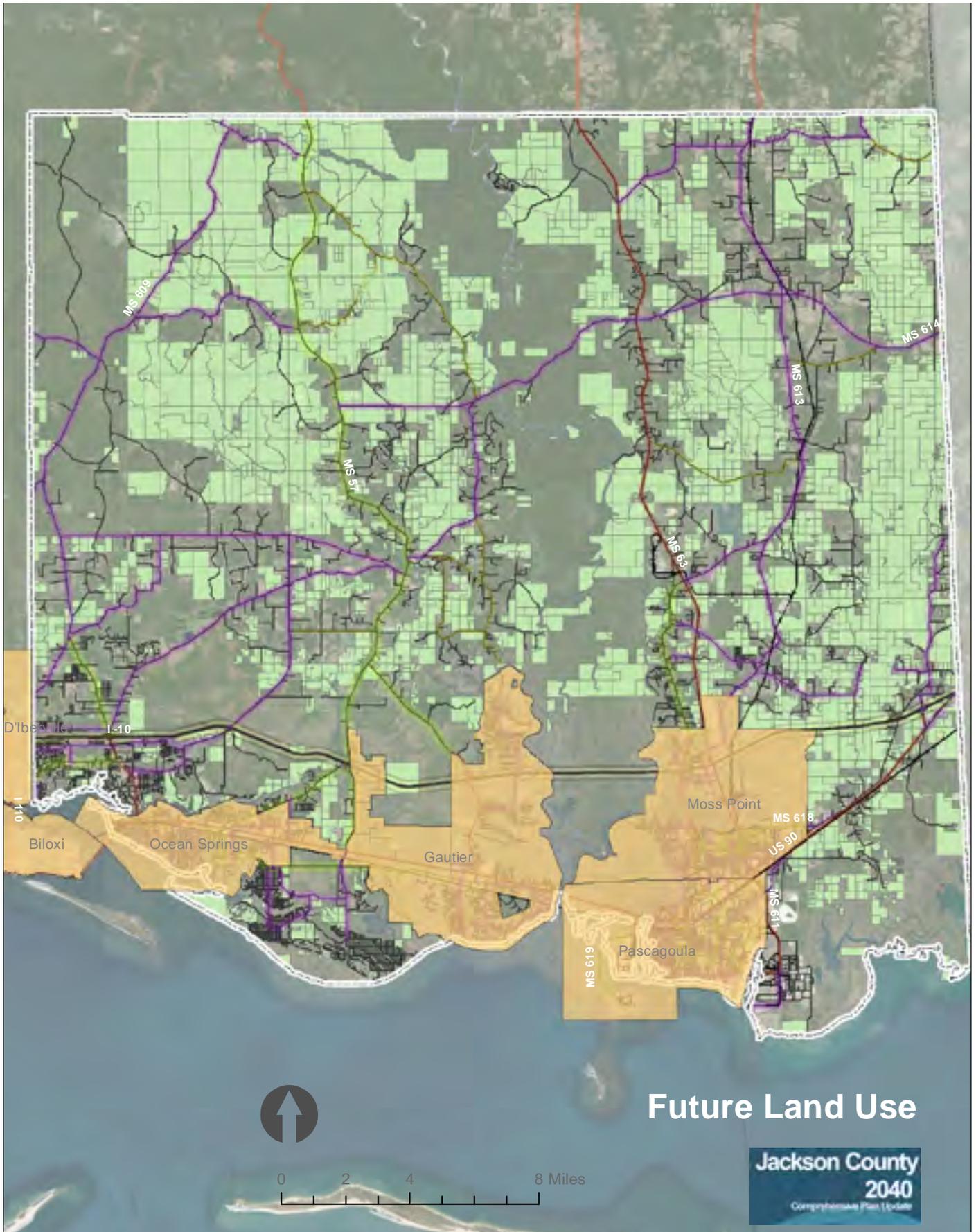
Two primary forms of design are suitable for Agricultural and Forestry Lands; Conventional Rural Development and Conservation Design. Conventional Rural Development consists of large individual building lots arrayed on a rural road network. Road networks have block lengths of no more than 1200 feet and provide connection to adjacent parcels whether developed or undeveloped.

Conservation design is achieved by clustering permitted site density on lots of smaller size and preserving the balance of the land as open space. Road networks create blocks no greater than 800 feet and provide connection to adjacent parcels whether developed or undeveloped.

Density / Intensity

Gross dwelling unit density should not exceed one unit per 5 acres. Net density measured within clustered development pods would be greater. An accessory units would not count against density limits.

MAP 4-2 FUTURE LAND USE - AGRICULTURE AND FOREST



Residential Estate

General Character

Residential Estate refers to residential development accommodating individual dwellings on larger lots and parcels. Residential estate represents development that is rural in character and often includes personal homesteads, small agricultural operations and home-based businesses on site.



Land Conversion Considerations

Conversion of tracts to Residential Estate typically occurs from Agricultural and Forest lands where central sewer is unavailable. When such development is proposed, overall rural character is to be preserved and new development should be compatible with its rural context. Natural features and vital ecological functions of the land are intended to be protected and preserved.

Future Development Design

Two primary forms of design are suitable for Agricultural and Forestry Lands; Conventional Rural Development and Conservation Design. Conventional Rural Development consists of large individual building lots arrayed on a rural road network. Road networks have block lengths of no more than 1200 feet and provide connection to adjacent parcels whether developed or undeveloped.

Conservation design is achieved by clustering permitted site density on lots of smaller size and preserving the balance of the land as open space. Road networks create blocks no greater than 800 feet and provide connection to adjacent parcels whether developed or undeveloped.

Density / Intensity

Dwelling unit density ranges from 1 to 15 acres units per acre.

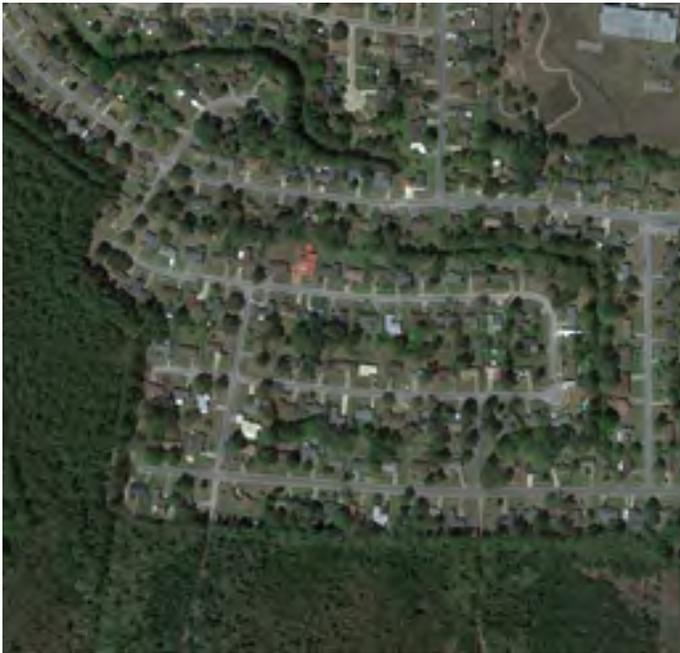
MAP 4-3 FUTURE LAND USE - RESIDENTIAL ESTATE



Low Density Residential

General Character

Low-Density Residential refers to residential development accommodating individual dwellings on a single lot and as a single dwelling unit. Lot sizes typically range from 8,000 sq. ft. to 30,000 sq. ft., with most in the 10,000 – 15,000 sq. ft. range and are served by urban roadway sections with curb, gutter and sidewalks. Clustering of dwellings to the degree that soils and/or available water and sewer infrastructure allow and flexibility to allow for innovative street cross sections that improve stormwater filtration via swales or other features are appropriate.



Land Conversion Considerations

Conversion of tracts to Low Density Residential typically occurs from Agricultural and Forest lands where central sewer is or has been made available. When such lands are converted, the preservation of natural features and vital ecological functions of the land are intended to be protected and preserved.

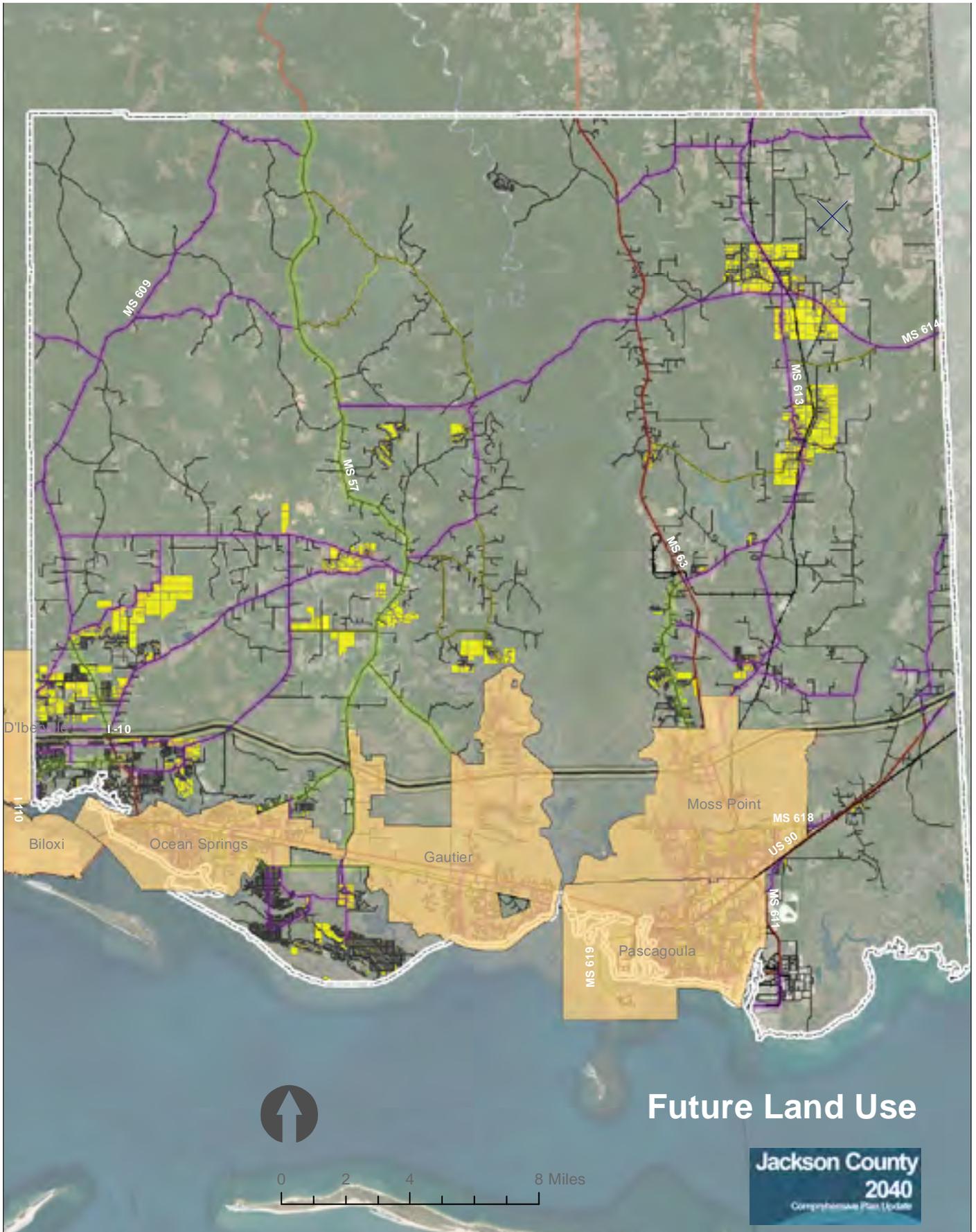
Future Development Design

Ideally, development design will occur as extensions of existing development to avoid fragmentation of habitat and the negative effects of suburban sprawl. Development design may take the form of conventional suburban neighborhood layouts with block lengths of 600 to 1000 feet.

Density / Intensity

Dwelling unit density ranges from 1 to 4 acres units per acre.

MAP 4-4 FUTURE LAND USE - LOW DENSITY RESIDENTIAL



Medium Density Residential

General Character

Medium-Density Residential development typically occurs at densities of 4 to 8 units to the acre. Structures are typically attached and take the form of duplexes, triplexes, quadraplexes and townhomes, zero lot line and patio homes.



Land Conversion Considerations

Land converted to medium density residential should lie in close proximity to personal shopping and services and served utilities and intense street networks. Isolated tracts or conversion of Agricultural or Forestry lands to Medium density residential is generally inappropriate.

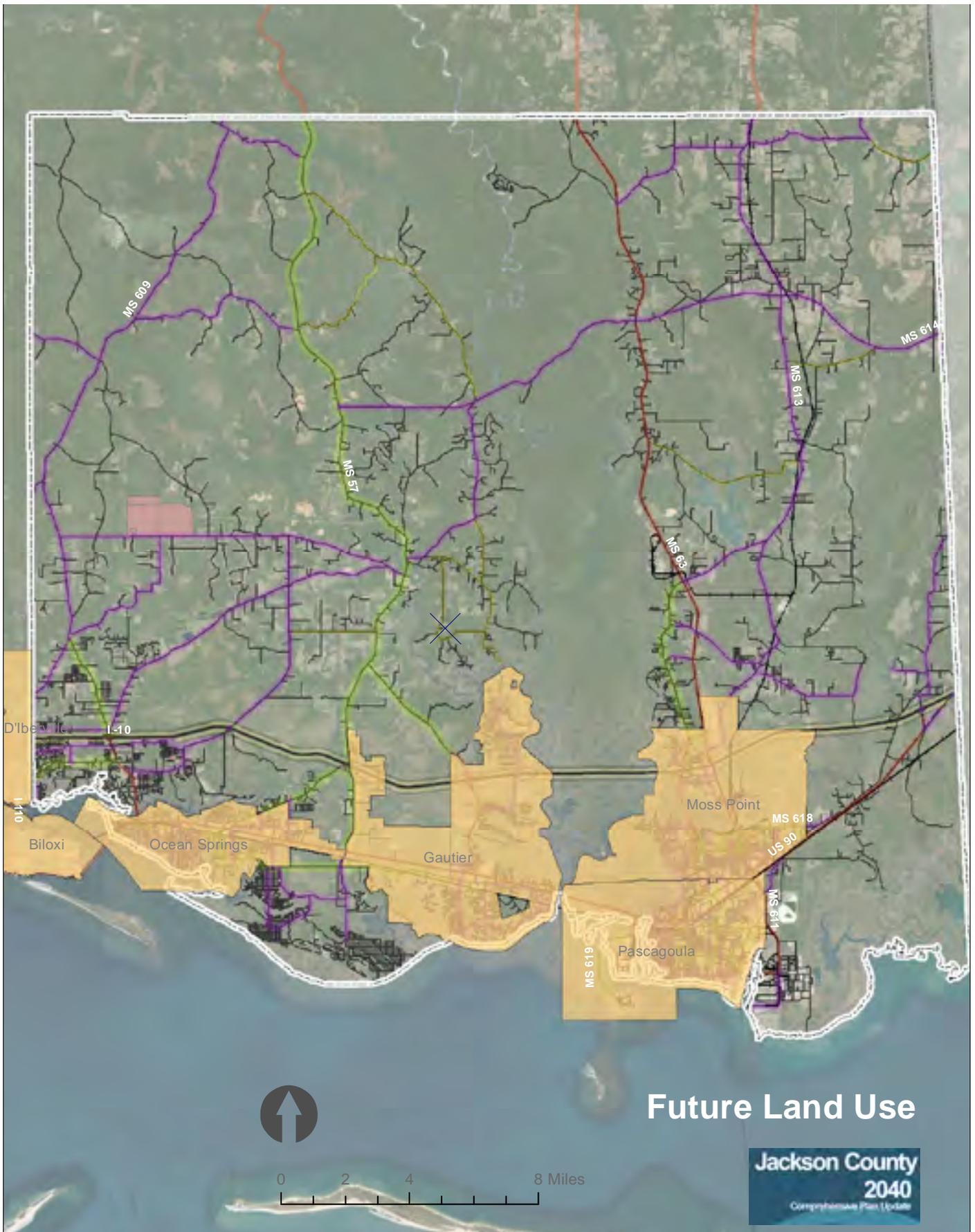
Future Development Design

Medium density residential development is similar to single family but feature shared walls. Attached garages should be incorporated into the units. Outdoor maintenance is typically accomplished by common association and there may be a community pool or recreational facilities. Unit design to appear as a single family dwelling is encouraged.

Density / Intensity

Dwelling unit density ranges from 5 to 8 acres units per acre.

MAP 4-5 FUTURE LAND USE - MEDIUM DENSITY RESIDENTIAL



High Density Residential

General Character

High-Density Residential development occurs in the form of attached dwellings that accommodate multiple families in a single building at densities greater than 8 units to the acre. This category includes group homes. High density areas are located in close proximity to major transportation corridors and existing commercial areas, have a connected street network, adequate pedestrian and bicycle facilities, and are served by public water and sewer.



Land Conversion Considerations

High density development should ideally occur in municipalities and occur infrequently in the unincorporated county. Land converted to high density residential should lie in close proximity to personal shopping and services and served utilities and intense street networks. Isolated tracts or conversion of agricultural or forestry lands to high density residential is generally inappropriate.

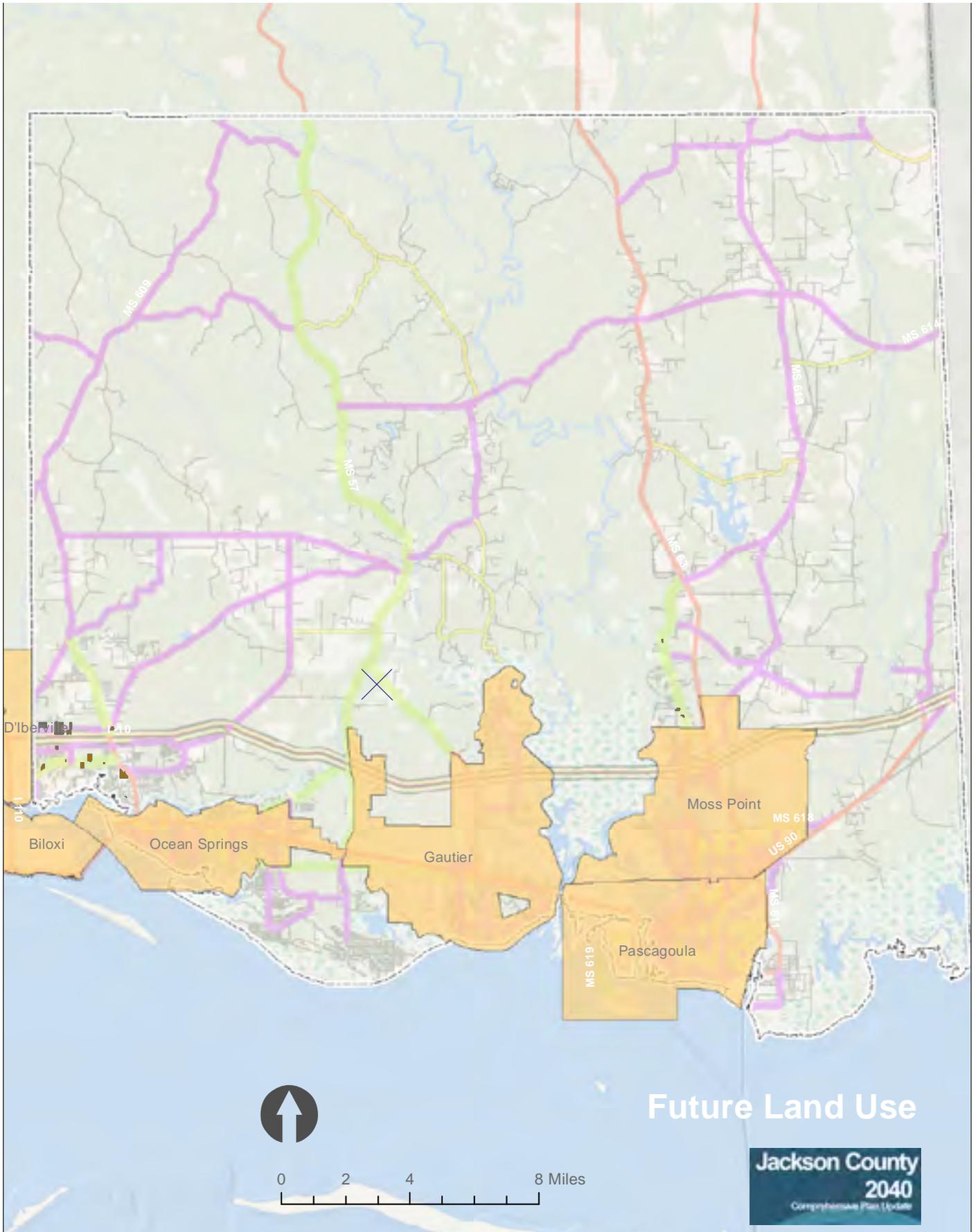
Future Development Design

Future high density development should be designed in manner that allows for the creation or the continuation of an interconnected mobility network including connection to trails, pedestrian, and bike facilities. Large "garden style" designs are less desirable than more traditional forms in which buildings face streets interface with the surrounding community rather than enclave configurations associated with suburban style apartment complexes.

Density / Intensity

Gross dwelling unit density of greater than 8 units to the acre.

MAP 4-6 FUTURE LAND USE - HIGH DENSITY RESIDENTIAL



Neighborhood Commercial Center

General Character

A Neighborhood Commercial Center is generally located near concentrations of existing or planned residences and areas with access to major thoroughfares and utilities. They incorporate neighborhood-serving commercial uses including small scale grocery stores, retail establishments, restaurants and services. A limited amount of office, civic and institutional uses are also appropriate. The scale of the Neighborhood Center varies depending on the market and competition.



Land Conversion Considerations

Land converted for Neighborhood Commercial Centers is typically located at strategic intersections and in the center of rural communities such as Wade or Hurley.

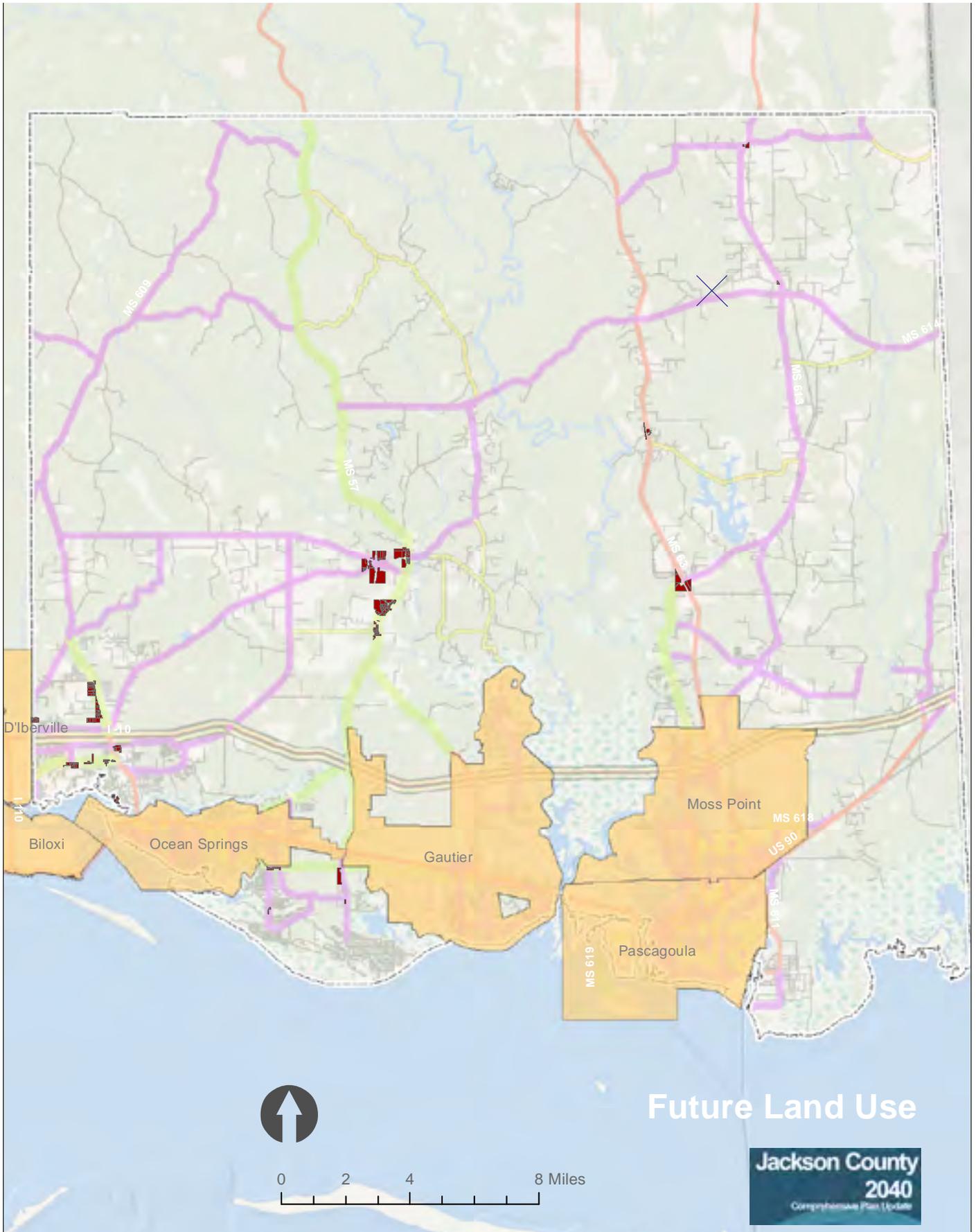
Future Development Design

Neighborhood commercial should be designed to a smaller scale, with compatible architectural design, signage, and landscaping. Special buffering provisions are used to ensure impacts of light, noise, and odors are properly addressed at the time of development. Development design should include landscaping in parking areas, high quality building design and architecture, cross access to adjacent parcels and bicycle and pedestrian connections to surrounding areas.

Density / Intensity

Typical Neighborhood Commercial Centers have a service area of one to two miles and have an impervious surface ratio of 65 percent.

MAP 4-7 FUTURE LAND USE - NEIGHBORHOOD COMMERCIAL CENTER



Community Commercial Center

General Character

Community Commercial Centers provide necessary services for a surrounding rural or suburban community. They are generally located at existing or proposed intersections and contain commercial, mixed use, residential, and institutional land uses. Community Commercial Centers are generally geographically small, not exceeding one-quarter to one-third mile from their center which is typically a prominent road intersection.



Land Conversion Considerations

Key considerations for conversion of land in Community Commercial Centers is the containment of development patterns in a node rather than permitting strip commercial development to emerge.

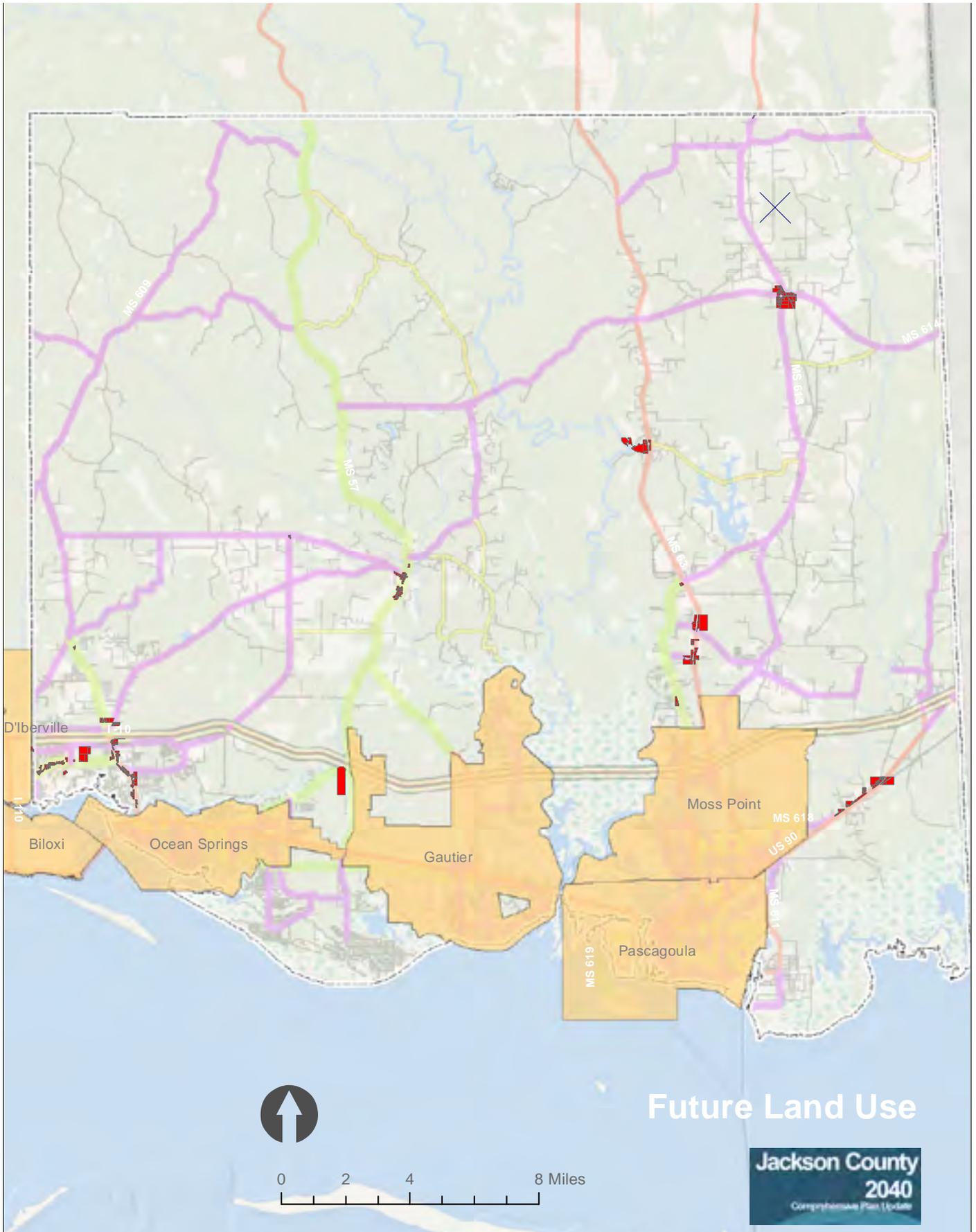
Future Development Design

Buildings are irregularly spaced. Parking is ideally located behind or beside the buildings, but is often in the front. The public realm and streetscape features the infrequent use of lighting, and both formal and informal landscaping. The edges of rural centers should be firm with clearly distinguishable boundaries identified by land uses, building types, building placement, block structure, and environmental features. Rural centers are generally surrounded by extensive areas of rural or suburban neighborhoods. New development should be appropriate in scale and designed to complement the rural character. Rural centers may also contain low density residential development. Rural centers should maintain a sense of place and unique character. Development should complement the existing community in scale, architecture, materials, color, and texture.

Density / Intensity

Ideally, floor area ratios would be as high as .5 but more typically floor area ratios are no greater .3. Impervious surface ratios should not exceed .7.

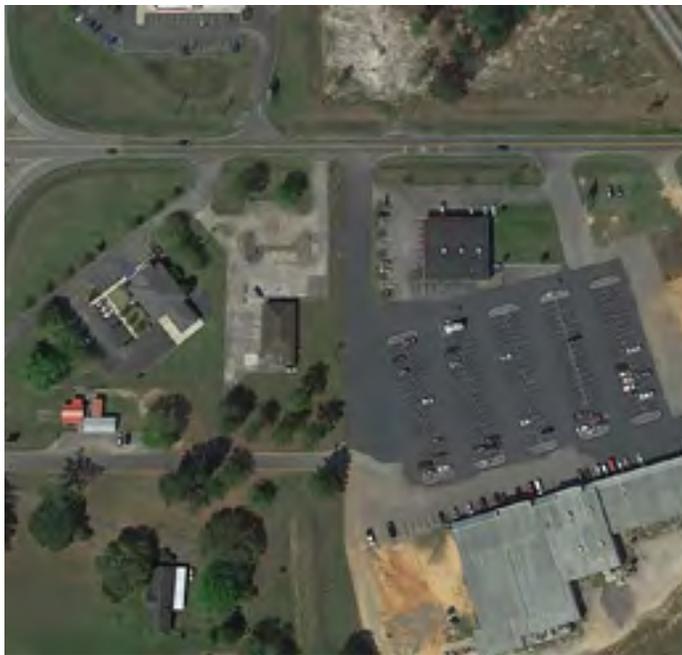
MAP 4-8 FUTURE LAND USE - COMMUNITY COMMERCIAL CENTER



Corridor Commercial

General Character

Commercial corridors provide for a mix of uses that may include retail, service, office, limited light manufacturing and limited medium to high density residential uses along major arterial transportation routes. These areas often serve as gateways into key parts of the county and to establish an areas image. They provide service, shopping, dining, cultural and entertainment opportunities for nearby neighborhoods and the county.



Land Conversion Considerations

Conversion to Commercial Corridors occurs on major transportation that provide key linkages to the community and region. Automobiles serve as the underlying organizing design element and the area's character is auto-centric; however, pedestrian and bicycle infrastructure is encouraged through redevelopment. Moving traffic along and through the corridor is a primary concern along with providing for consumer activity. Suburban Corridors are typically lined with commercial, office and residential uses and characterized by a widely spread development pattern containing larger scale commercial uses such as shopping centers, supermarkets, movie theaters, department stores and service stations.

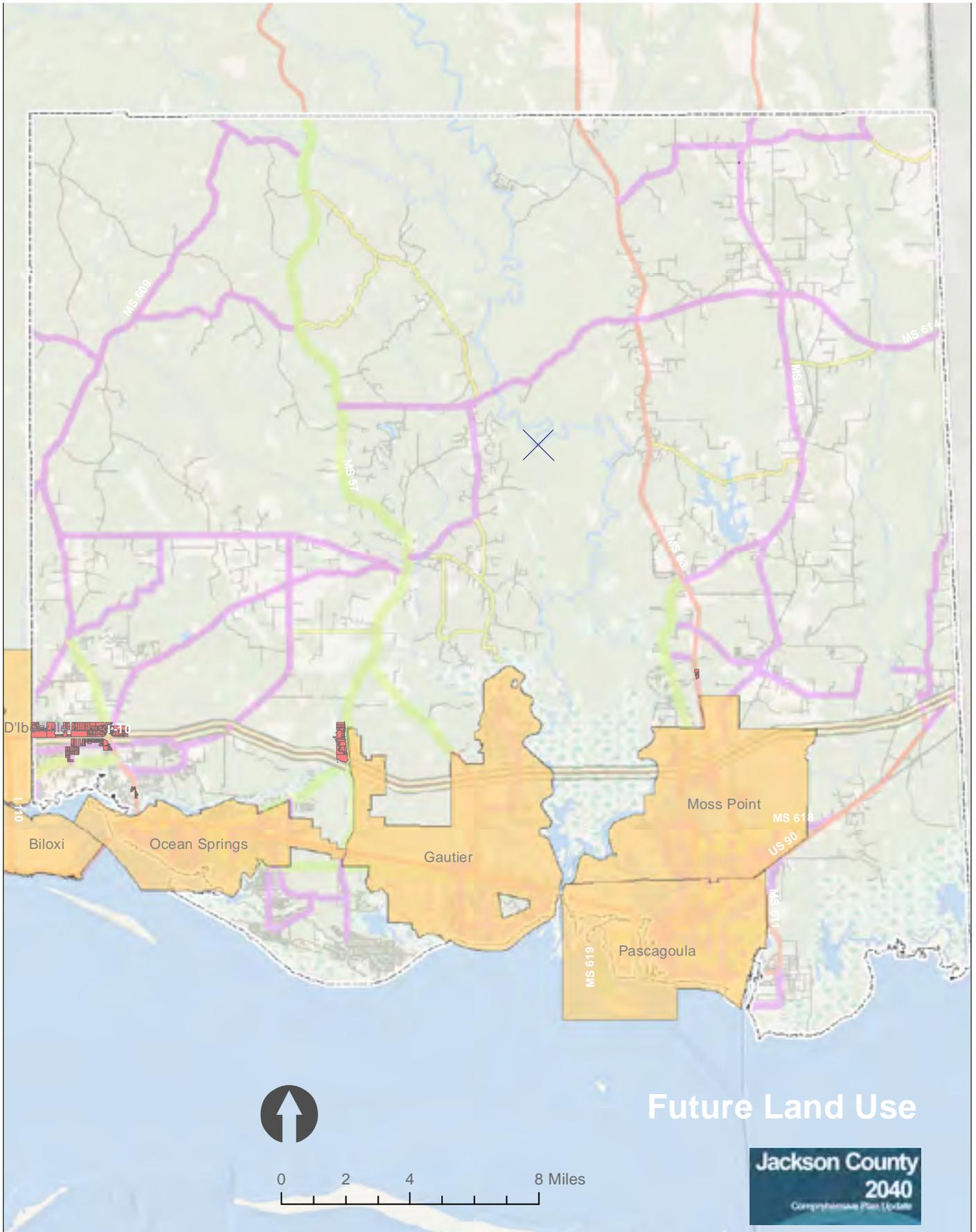
Future Development Design

Automobiles serve as the underlying organizing design element and the area's character is auto-centric. However, pedestrian and bicycle infrastructure is encouraged. Moving traffic along and through the corridor is a primary concern along with providing for consumer activity. These corridors are typically lined with commercial, office and residential uses and characterized by a widely spread development pattern containing larger scale commercial uses such as shopping centers, supermarkets, movie theaters, department stores and service stations. Impervious surfaces should be minimized.

Density / Intensity

Ideally, floor area ratios in Corridor Commercial would be as high as .5 but more typically floor area ratios are no greater .3. Impervious surface ratios should not exceed .7.

MAP 4-9 FUTURE LAND USE - CORRIDOR COMMERCIAL



Light Industrial Centers

General Character

Light Industrial Employment Centers include, but are not limited to, low impact manufacturing, assembly, warehouse, office, research, technology, renewable energy, and recycling uses. These areas may also include a limited amount of supporting commercial uses, such as restaurants and convenience retailers that serve employees.



Land Conversion Considerations

Land for Light Industrial Centers is typically developed as a part of Jackson County's economic development strategy and sites are generally chosen as a collaboration among local government and the economic development authority.

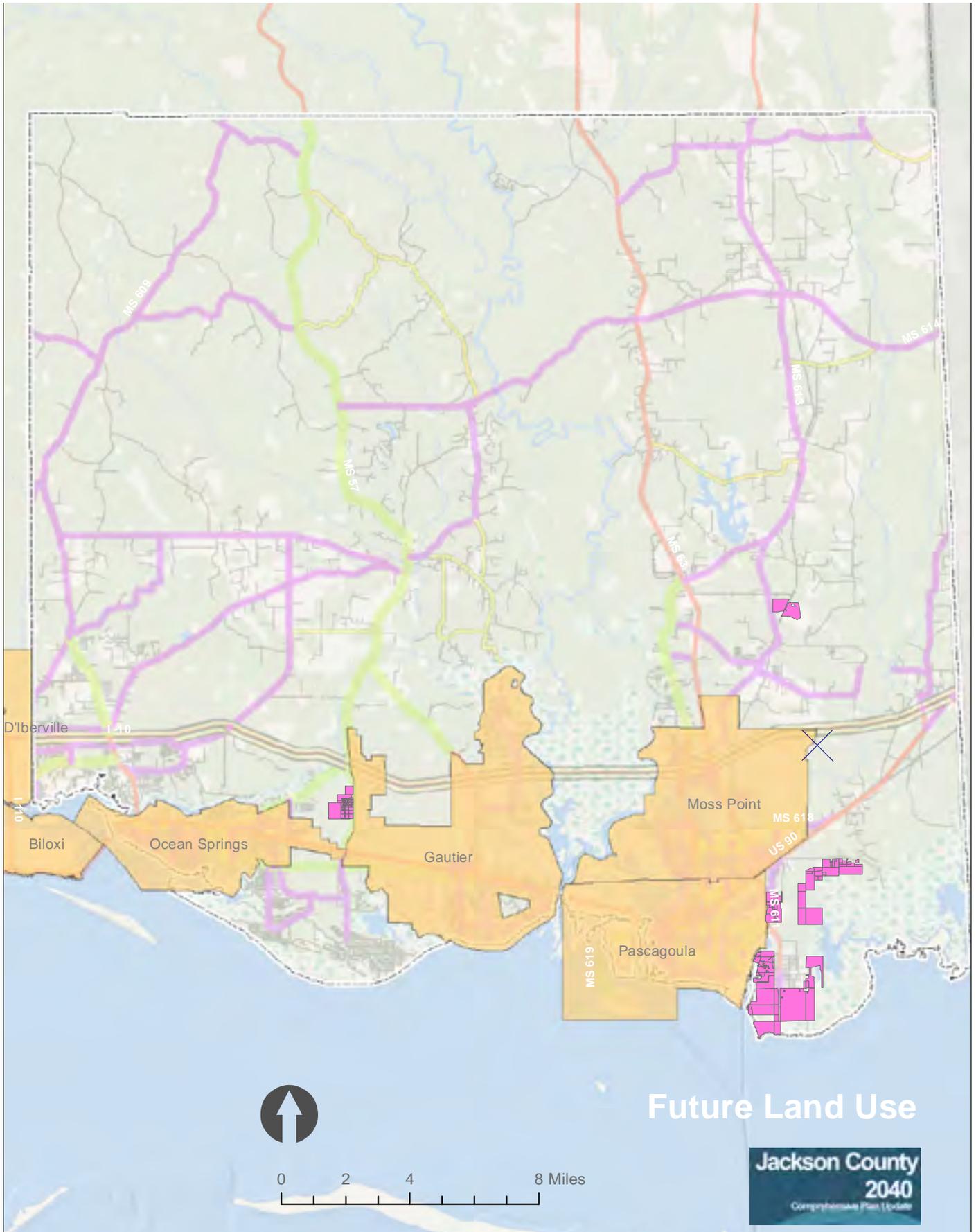
Future Development Design

While these facilities are desirable due to job growth and tax revenues, their size and scale and the traffic generation means they should ideally be sited near similar uses in areas readily accessible to the highway interstate system or rail lines. When they are located in proximity to residential neighborhoods, active measures need to be taken to maximize buffering, including preservation of natural landscape or installation of landscaped berms. These facilities provide substantial landscaping and incorporate relatively large stormwater management facilities due to the amount of impervious areas (rooftop and pavement). The buildings have large footprints and are typically about 35' in height. Measures should be taken to minimize the visibility of loading bay doors. This can be achieved through building orientation, design, and landscaping.

Density / Intensity

Light Industrial Centers typically have an impervious surface ratio of 80 percent.

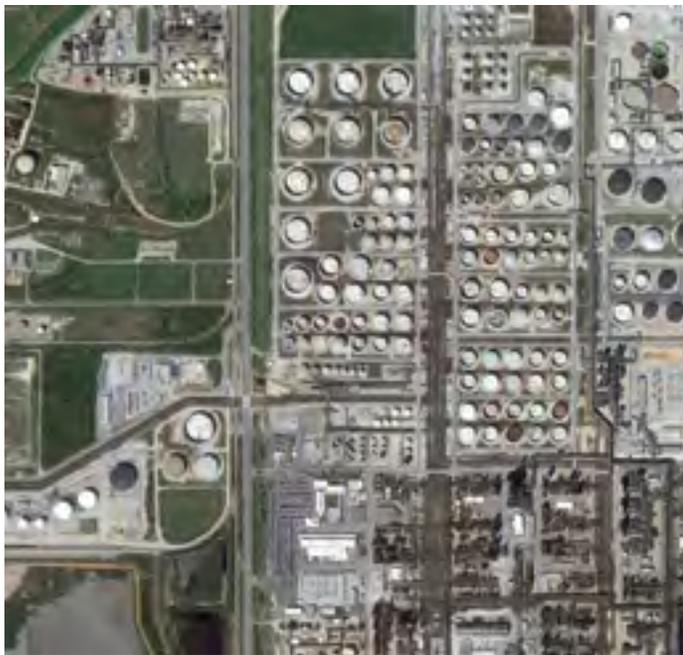
MAP 4-10 FUTURE LAND USE - LIGHT INDUSTRIAL CENTER



Heavy Industrial Centers, Utilities and Infrastructure

General Character

Heavy Industrial Centers, along with utilities and infrastructure, include, but are not limited to, manufacturing, processing or storage activities that highly impact surrounding areas by means of noise, emissions, vibration or hazardous chemicals. The category includes electrical, energy, and other utility installations.



Land Conversion Considerations

Land for Light Industrial Centers is typically developed as a part of Jackson County's economic development strategy and sites are generally chosen as a collaboration among local government and the economic development authority.

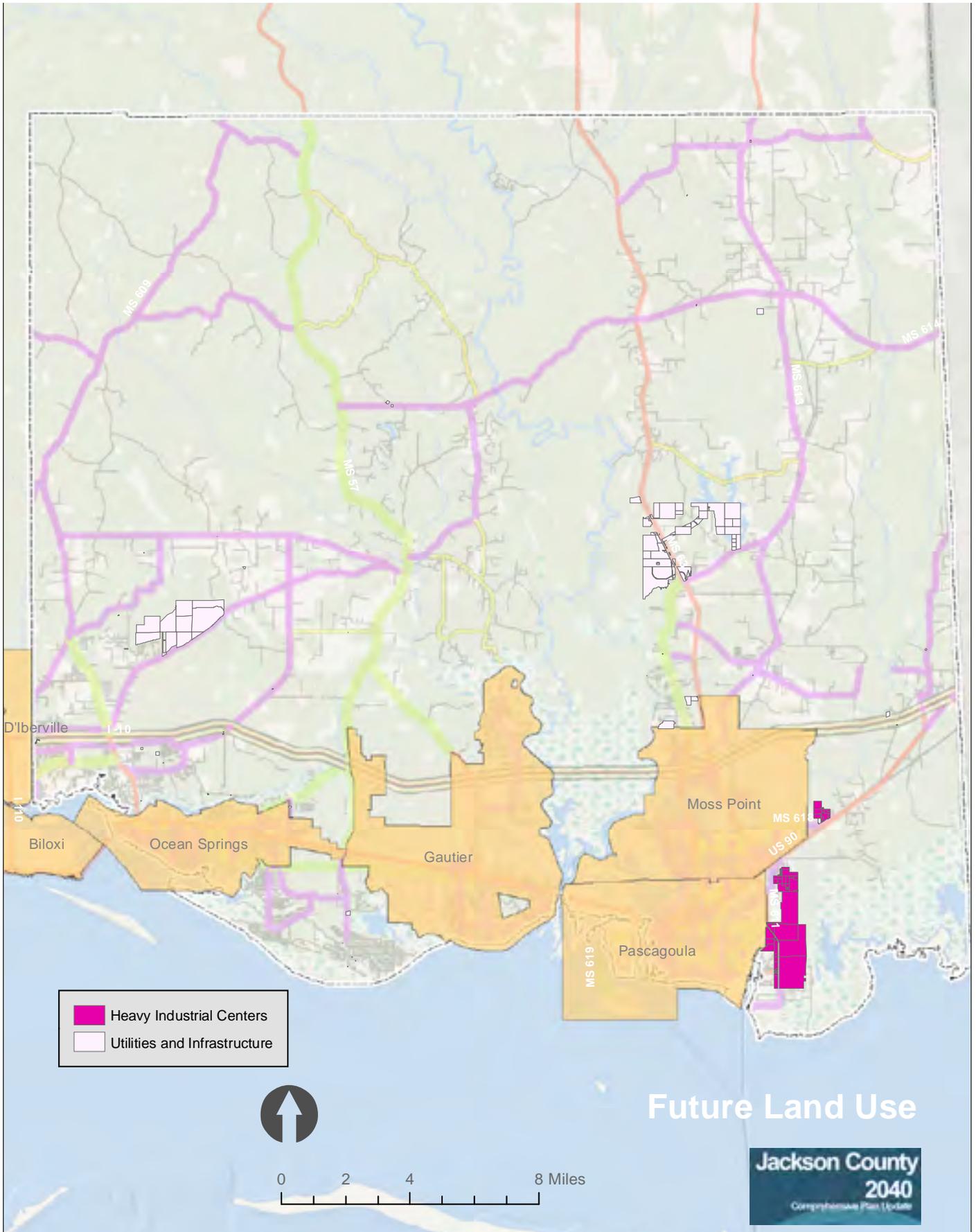
Future Development Design

While these facilities are desirable due to job growth and tax revenues, their size and scale and the traffic generation means they should ideally be sited near similar uses in areas readily accessible to the highway interstate system or rail lines. When they are located in proximity to residential neighborhoods, active measures need to be taken to maximize buffering, including preservation of natural landscape or installation of landscaped berms. These facilities provide substantial landscaping and incorporate relatively large stormwater management facilities due to the amount of impervious areas (rooftop and pavement). The buildings have large footprints and are typically about 35' in height. Measures should be taken to minimize the visibility of loading bay doors. This can be achieved through building orientation, design, and landscaping.

Density / Intensity

Light Industrial Centers typically have an impervious surface ratio of 80 percent.

MAP 4-11 FUTURE LAND USE - HEAVY INDUSTRIAL CENTER



Conservation/ Public or Private

General Character

Conservation lands are devoted to conservation purposes and may be owned or controlled by the state, federal or local governments or in private ownership. Private conservation lands are typically subject to easements or restrictions preventing future development.



Land Conversion Considerations

Public and private conservation land is intended to be preserved in perpetuity and not intended to be converted to other uses.

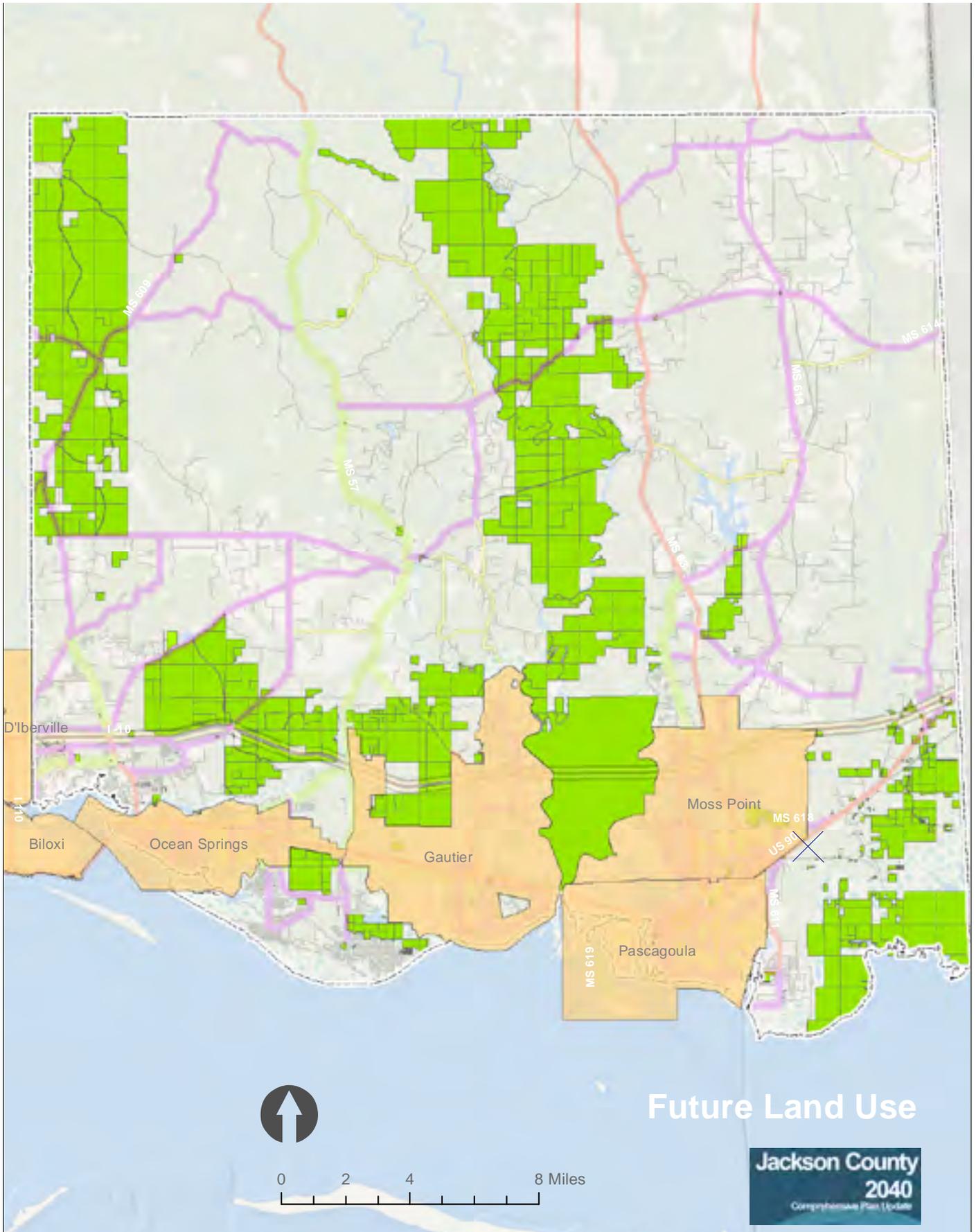
Future Development Design

Public and private conservation land is intended to remain in its natural state.

Density / Intensity

Density/intensity criteria are not applicable in this land use category.

MAP 4-12 FUTURE LAND USE - CONSERVATION/ PUBLIC OR PRIVATE



Parks and Recreation

General Character

Parks and Recreation Areas serve the active and passive recreational need of the community as public spaces. Their size and scale may range from a few acres or less to serve nearby neighborhoods to large scale areas serving the entire county.



Land Conversion Considerations

Neighborhood scale parks, passive parkland and golf courses are compatible with residential uses. However, recreational sports complexes have the potential to adversely impact adjacent residential areas due to field lighting, traffic and noise and need to be sited or buffered accordingly.

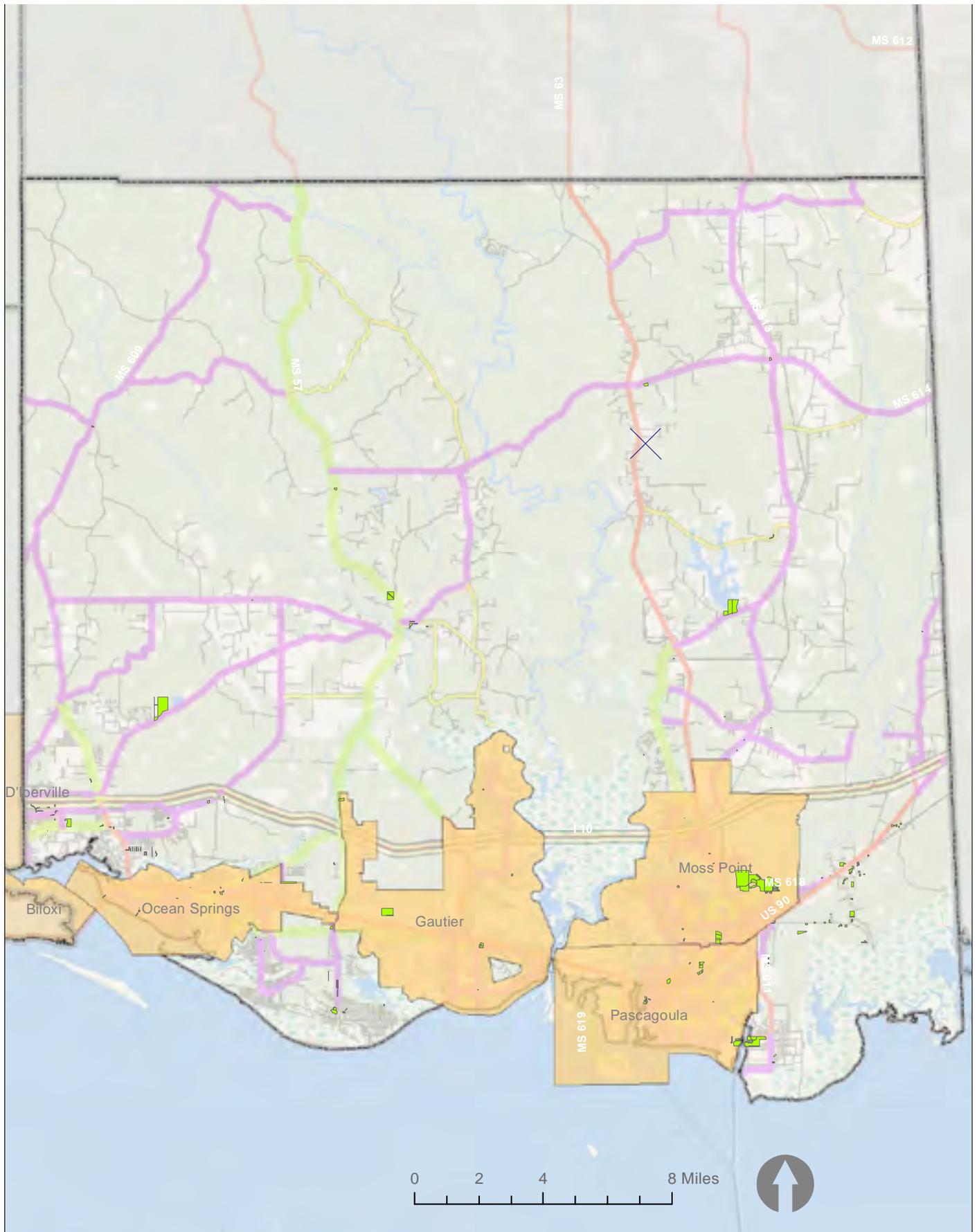
Future Development Design

Varies depending on the facility and its purpose.

Density / Intensity

Varies depending on the facility and its purpose.

MAP 4-13 FUTURE LAND USE - PARKS AND RECREATION



Civic and Institutions

General Character

Civic and Institutional lands are used for state, federal or local governmental administration purposes. The category includes public and private schools, health care institutions, institutional campus and religious facilities



Land Conversion Considerations

The location of larger public and semi-public facilities has major consequences for future land development. As a primary example, school campuses typically attract the development of new suburban neighborhoods in their vicinity. Schools are major trip attractors and may impact off site traffic patterns, or trigger the need for improvements to the transportation system along with major utility upgrades. For these reasons, inter-governmental cooperation is needed in making locational decisions for these facilities

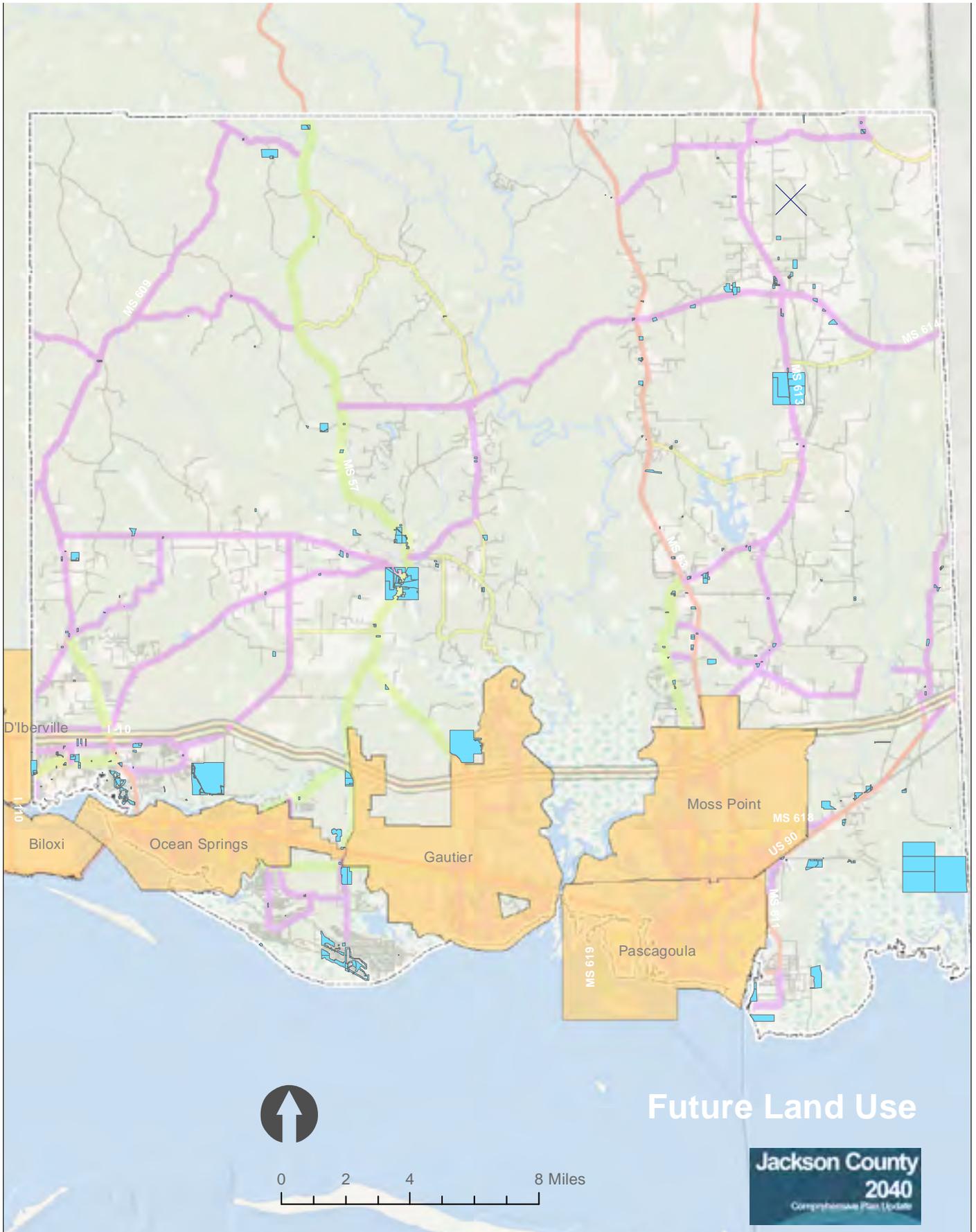
Future Development Design

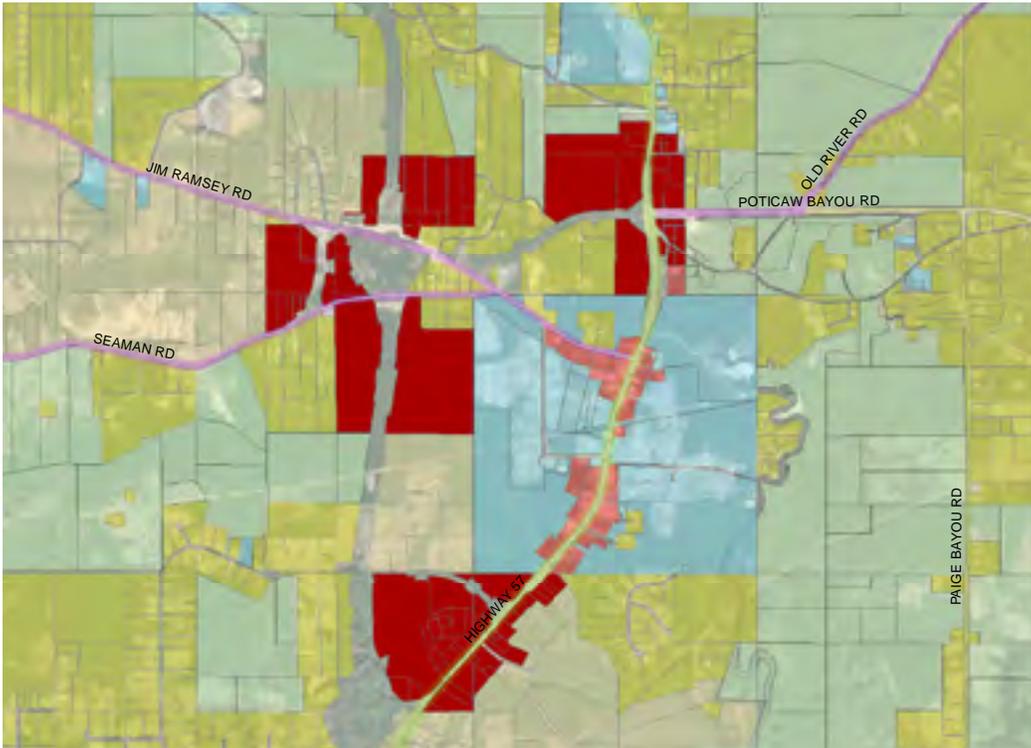
Application of design principles should encourage large institutional campuses to utilize a consistent architectural theme complimented by attractive landscaping and incorporation of stormwater management facilities. Large institutional campuses should be both walkable and functional. The provision of adequate circulation and parking are critically important.

Density / Intensity

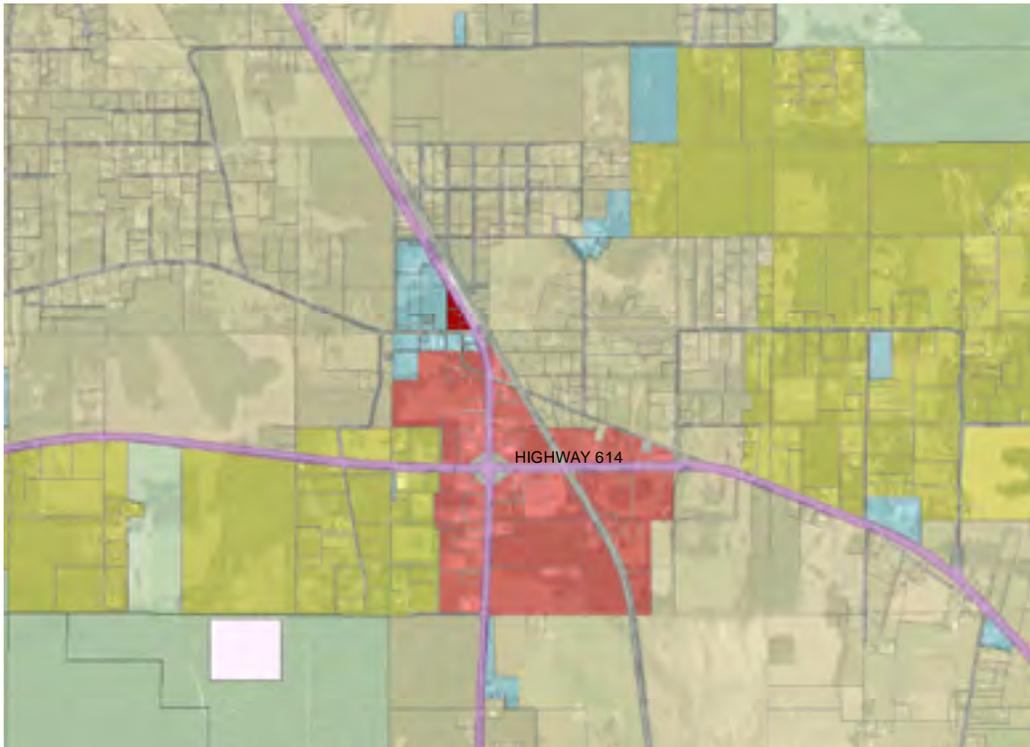
Floor area ratios are ideally 2 or greater. Impervious surface ratio should not exceed 65 percent.

MAP 4-14 FUTURE LAND USE - CIVIC AND INSTITUTIONS





MAP 4-15 VANCLEAVE AREA INSET



MAP 4-16 HURLEY AREA INSET

George County

Stone County

Harrison County

Biloxi

D'Iberville

Jackson

Moss Point

Ocean Springs

Gautier

Pascagoula

Jackson County
2040
Comprehensive Plan Update

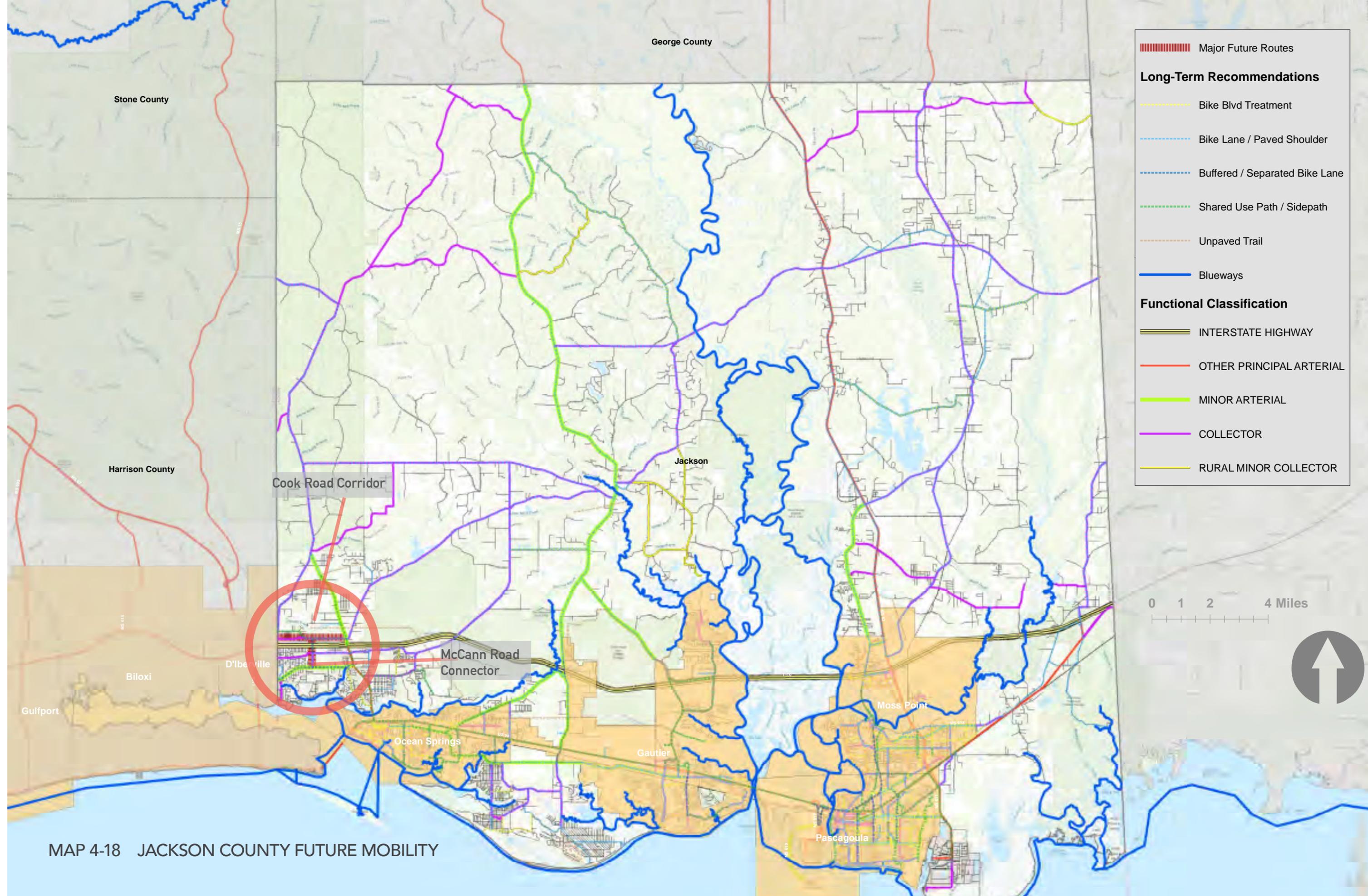
MAP 4-17 JACKSON COUNTY FUTURE DEVELOPMENT

0 1 2 4 Miles

0 1 2 4 Miles



	INTERSTATE HIGHWAY
	OTHER PRINCIPAL ARTERIAL
	MINOR ARTERIAL
	COLLECTOR
	RURAL MINOR COLLECTOR
	Railroad
AGRICULTURAL	
	Agricultural
RESIDENTIAL	
	Residential Estate
	Low Density Residential
	Medium Density Residential
	High Density Residential
COMMERCIAL	
	Neighborhood Commercial
	Community Commercial
	Corridor Commercial
EMPLOYMENT AND INSTITUTIONAL	
	Civic/Institutional
	Utilities and Infrastructure
	Light Industrial Centers
	Heavy Industrial Centers
CONSERVATION/PARKS	
	Conservation/ Public or Private
	Parks and Recreation



George County

Stone County

Harrison County

Cook Road Corridor

Jackson

D'Iberville

McCann Road Connector

Biloxi

Gulfport

Ocean Springs

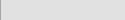
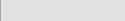
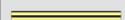
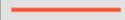
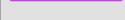
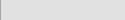
Gautier

Moss Point

Pascagoula

0 1 2 4 Miles



-  Major Future Routes
- Long-Term Recommendations**
-  Bike Blvd Treatment
-  Bike Lane / Paved Shoulder
-  Buffered / Separated Bike Lane
-  Shared Use Path / Sidepath
-  Unpaved Trail
-  Blueways
- Functional Classification**
-  INTERSTATE HIGHWAY
-  OTHER PRINCIPAL ARTERIAL
-  MINOR ARTERIAL
-  COLLECTOR
-  RURAL MINOR COLLECTOR

MAP 4-18 JACKSON COUNTY FUTURE MOBILITY

Sources: Esri, HERE, Garmin, InMap, Inclement P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

FUTURE MOBILITY NETWORK

The mobility component Jackson County’s comprehensive plan provides the framework for the mobility networks required to support Jackson County’s future. Economic growth, sustainable development and the quality of life in a community depend on the accessibility of resources and opportunities and the mobility of people who live and work in the area.

Significant portions of Jackson County’s mobility planning occurs through the assistance of the Gulf Regional Planning Commission and includes a portion of the county that is a part of the Metropolitan Planning Organization. Many detailed mobility plans and projects are contained within the Transportation Improvement Program and are incorporated into this plan update by reference.

In addition to these, the future mobility network has been mapped and is illustrated on Map 4-2: Future Mobility Network at left and aspirational projects have been identified. Aspirational projects are those projects that are not yet programed, but have been identified through the community engagement process as highly desired and meeting the mobility goals of the plan.

Functional Classification of Roadways

Functional classification is a system used to group streets and highways into classes, according to

the type of service they are intended to provide. Functional classification defines the part a particular facility is meant to play in the overall movement of trips through a roadway network. The transportation system plays a dual role in providing both access to property and travel mobility. Access is a fixed requirement, necessary at both ends of any trip. Mobility, the ability to move along a selected path between trip-ends, can be provided at varying levels that are generally described in terms of operational level of service, an overall measure of operating conditions on a given facility. Each roadway functional class is associated with a different level of relative emphasis on access and mobility. The functional classification scheme developed by the Federal Highway Administration (FHWA), as adapted by the Mississippi Department of Transportation (MDOT), includes six urban classes and six rural classes as listed in Table2.

Arterials (including freeways) emphasize mobility at the expense of access and generally are used for longer trips at higher speeds. This is particularly true of controlled-access freeways, i.e., interstate highways and urban expressways which are only accessible at interchange locations. Limited-access principle arterials and less limited minor arterials are typically characterized by lower operating speeds and are thus less suitable for longer trips. Local streets provide unrestricted direct access to residential property and other highly localized trip-ends, but they offer very limited mobility. Collectors provide a certain amount of both access

TABLE 4-2 FUNCTIONAL CLASSIFICATIONS OF ROADWAYS

Urban	Rural
Interstate Highway	Interstate Highway
Expressway	Principal Arterial
Principle Arterial	Minor Arterial
Minor Arterial	Major Collector
Collector	Minor Collector
Local	Local

and mobility, striking a balance of functions suitable for many shorter trips. A given trip may well make use of more than one class in moving through the system, progressing from local to collector to arterial and back again.

Major Mobility Projects and Recommendations

The Future Mobility Map identifies several major mobility projects that have been authorized for construction and will have a significant impact on their respective areas of the county. In addition, the Future Mobility Map reference the Jackson County Bicycle, Pedestrian and Trails Master Plan. These elements of the future mobility network of Jackson County will have a major influence on future growth and development patterns.

The Cook Road Corridor

The Cook Road Corridor project consists of improvements to Cook Road in the 2.6-mile corridor connecting Cook Road from Mallett Road in

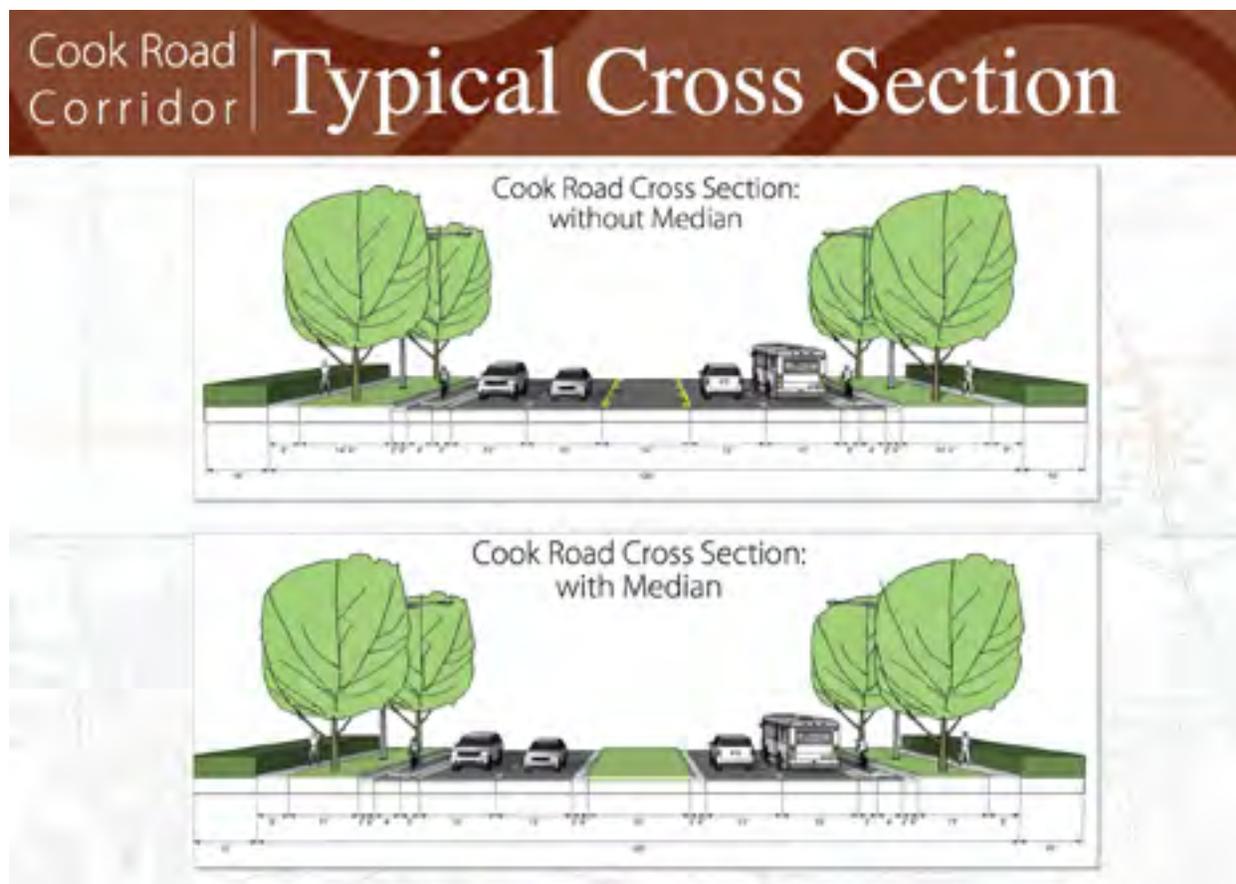
D'Iberville to Tucker Road. The improvements will extend from the Jackson and Harrison County line eastward to North Washington/Highway 609. These improvements are parallel to Interstate 10.

McCann Road Extension

The McCann Road Extension is designed to increase network capacity for vehicles to cross the Interstate 10 corridor between Lamey Bridge Road and Washington Avenue (MS 609) in support of the Cook Road Corridor Plan discussed above.

Jackson County's long-term vision for economic development in unincorporated St. Martin includes development of a super-regional retail corridor along Interstate 10, south of Cook Road, a local street. Constructing the McCann Road extension between Cook Road and Lemoyne Boulevard assists with traffic circulation in the general area which is separated from the surrounding area by Interstate 10.

The McCann Road extension will provide an alternative access to the area and will improve

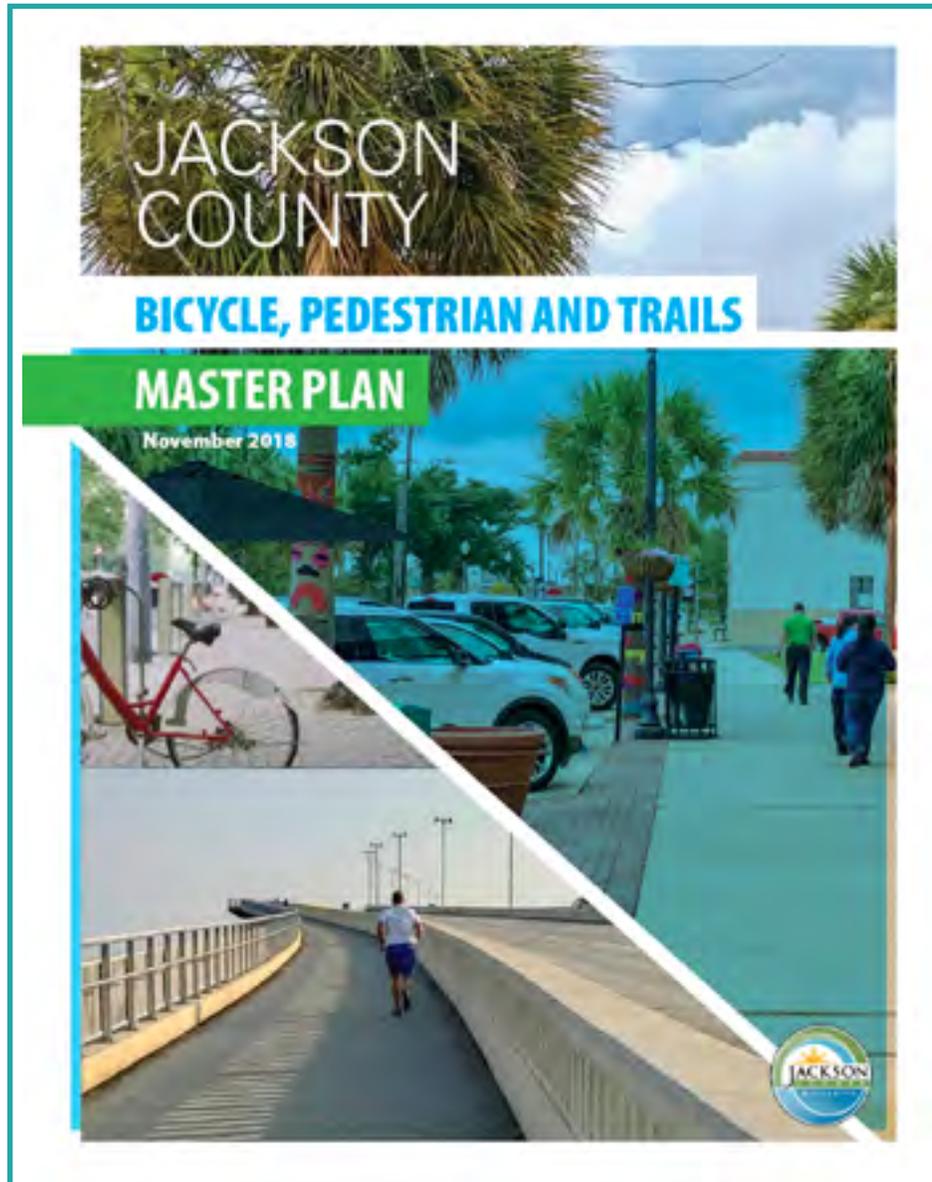


circulation by helping disperse traffic generated by the new development along Cook Road.

Jackson County Bicycle, Pedestrian and Trails Master Plan

The Jackson County Bicycle, Pedestrian and Trails Master Plan was developed in 2018 to define a clear vision for walking, bicycling and paddling in Jackson County, and transform the county into a safe and comfortable place for people of all ages and abilities to walk, bike and paddle. At the heart of this master plan are the recommended bicycle, pedestrian and blueways network plans that propose improvements in unincorporated Jackson County as well as the

cities of Gautier, Moss Point, Ocean Springs and Pascagoula. Additionally, the master plan includes a set of policy and program strategies notably design guidelines and a Complete Streets policy template – that, taken together, provide important tools for implementing the plan. The Jackson County 2020 Plan Update incorporates the The Jackson County Bicycle, Pedestrian and Trails Master Plan by reference and selectively incorporates elements of the plan into the updates, goals, future mobility network map and implementation strategies.



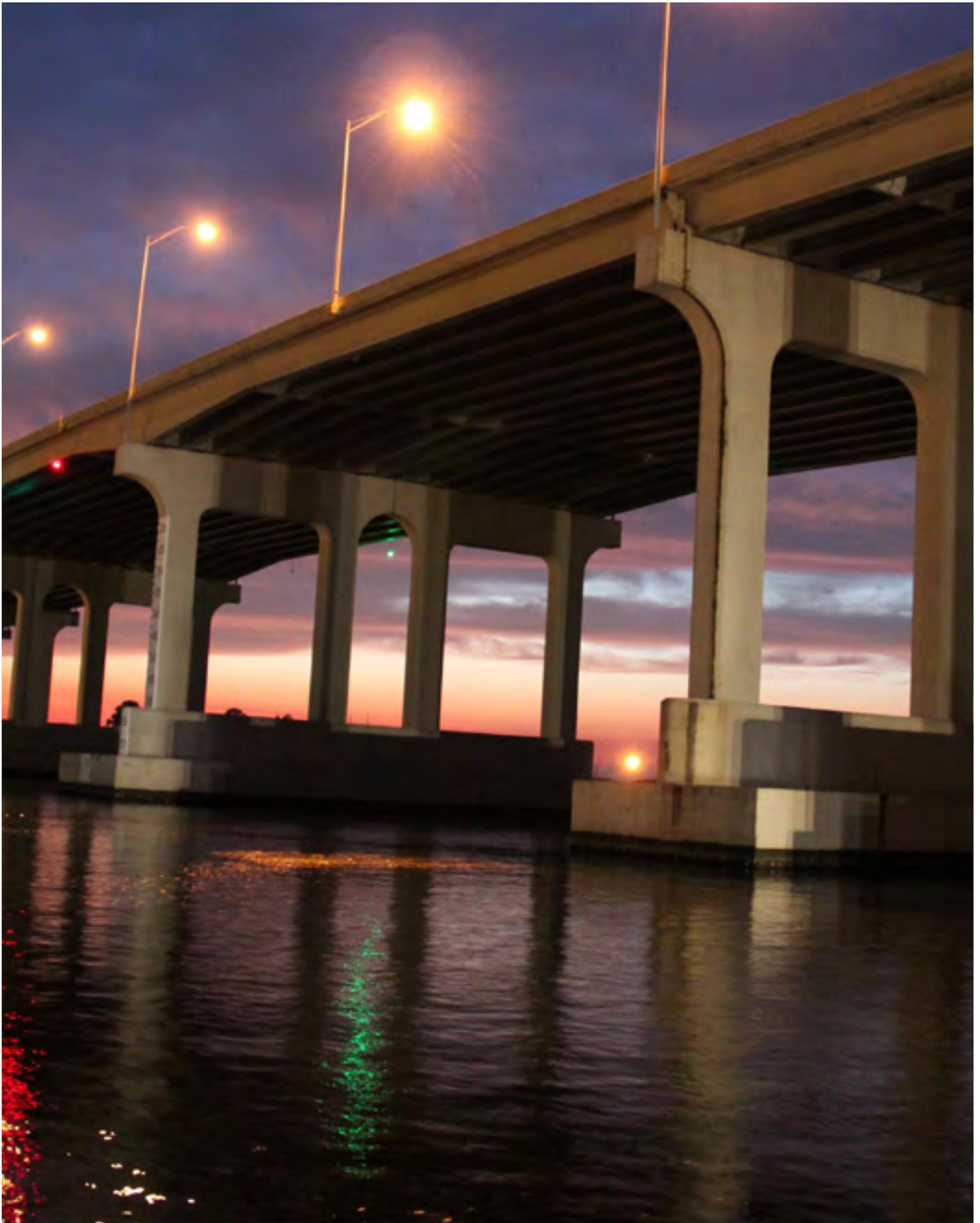


“The Mississippi coast is not like south Florida, but it always seems warm enough for sandals and short-sleeved shirts, except for now and then.”

Ellen Gilchrist



Implementation Agenda



5. IMPLEMENTATION AGENDA



Implementation is the transformation of ideas, goals and objectives into actions. Vision without action is a dream. To move the plan’s vision from a dream to reality that addresses the needs of Jackson County, the plan must be implemented and for implementation to take place, the County must take action. The implementation section of Jackson County 2040 provides the required framework and strategy for action.

1. Plan Implementation Methods

2. Implementation Matrix



PLAN IMPLEMENTATION METHODS

Implementation of a plan can be categorized into three distinct types of action:

- Development policies
- Public projects, private projects and public/private partnerships
- Management and administrative processes

Development policies encompass the local laws or ordinances that the Board of Supervisors may adopt setting standards that carry out the objectives of the plan and governing the actions of the general public. Examples of policy implementation include the Flood Damage Prevention Ordinance of Jackson County setting standards for activities in federally designated flood areas and the zoning code regulating land use and development.

Projects are specific public, private or partnership enterprises which carry out the objectives of the plan. Examples include road or other major infrastructure projects.

Management and administrative processes are the

procedures used to manage both policy and project implementation categories. This implementation category includes the administration of application, approval and enforcement procedures that track compliance and implementation.

After a summary of the basic policy options available to Jackson County for implementing the Jackson County Comprehensive Plan, a matrix of recommended implementation actions follows.

Development Policy Options

The table on the next page provides a summary of policy options available to Jackson County for plan implementation, along with their key characteristics, advantages and disadvantages. This information was carefully evaluated by the Staff, Planning Commission and Board of Supervisors in light of current administrative capacity, processes, and overall suitability for Jackson County. The final policy recommendations of the Jackson County Comprehensive Plan update were derived from this plan.

Public Project Options

Jackson County is the fifth largest county, by population, in Mississippi. It is partially urbanized and growing significantly. In contrast to smaller more rural counties, Jackson County implements major public projects as a part of its ongoing development.

Aligning public investments with Jackson County’s planning principles will advance the achievement of planning goals over the long term.

Plan Management

Following the adoption of this plan and subsequent implementation of its recommendations, adopted provisions must be managed and administered with sound public administration practices to achieve the best planning outcomes. Specific management provision are listed in the implementation matrix that follows.

Specific implementation actions have been organized in the form of an Implementation Matrix. The matrix lists the strategy, expected outcome, measures of progress, the time frame for action and the next steps involved. The final column in the matrix allows for status reporting on a particular strategy.

After plan adoption, the Jackson County Board of Supervisors assumes the duty of ensuring the strategies are either carried out, refined, amended, or possibly discarded if proven infeasible or unneeded.

Implementation Matrix

JACKSON COUNT PLAN UPDATE IMPLEMENTATION AGENDA					
MATRIX KEY	<i>IM - IMMEDIATE</i> <i>OG - ONGOING</i>			<i>ST - SHORT TERM (2-3 YEARS)</i> <i>MT MEDIUM TERM (3 TO 5 YEARS)</i> <i>LT LONG-TERM (6 TO 10 YEARS)</i>	
STRATEGY	EXPECTED OUTCOMES	MEASURES OF PROGRESS	TIME FRAME	NEXT STEPS	STATUS
Universal Implementation					
1. Adopt the plan	Adopted plan	Plan adoption	<i>IM</i>	Propose plan update for adoption	Open
2. Administer the plan	Development decisions guided by plan	Plan citation provided in all staff reports	<i>IM</i>	Review all development cases in relation to plan	
3. Produce annual report to planning commission and board	Annual report on ongoing and emerging planning matters	Annual Report	<i>IM</i>	Produce report with annual budget request	
4. Update the plan every five years	Current and relevant planning	Update performed as scheduled	<i>MT</i>	Project next plan update for 2025	
Environmental Implementation					
STRATEGY	EXPECTED OUTCOMES	MEASURES OF PROGRESS	TIME FRAME	NEXT STEPS	STATUS
5. Monitor information related to sea level rise	Awareness of potential impacts	Dissemination of information to policy makers and the public	<i>IM, OG</i>	Include in annual planning report	

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STRATEGY	EXPECTED OUTCOMES	MEASURES OF PROGRESS	TIME FRAME	NEXT STEPS	STATUS
6. Promote environmental conservation best practices	Measurable environmental preservation	Acres of land conserved	<i>IM</i>	Evaluate zoning code for best practices and amend as appropriate	
7. Support private and public conservation organizations	Viable and effective conservation organizations	Tangible support of organizations	<i>OG</i>	Inventory organizations, identify support measures	
8. Protect the county's natural shoreline	Shoreline protection	Active shoreline preservation	<i>IM</i>	Incorporate protections into the zoning code as appropriate	
9. Support and administer Watershed Management Plan	Implementation of WMP best management practices	Improved stormwater management conditions	<i>ST</i>	Complete and adopt WMP	
10. Protect surface and ground water quality	High water quality	High water quality reports	<i>IM</i>	Vigorously enforce erosion control measures, monitor ground water sources	
Land Use and Future Development					
11. Promote cluster development as a best development practice	Create cluster design rules within zoning code	Adopted cluster design provisions	<i>IM</i>	Draft conservation design standards	
12. Administer the Cook Road Corridor Plan (CRCP)	High quality and well planned development	Development approvals in compliance with the Cook Road Corridor Plan	<i>ST</i>	Review development proposals according to the CRCP	
13. Require consistency of development proposals with the future development map and the other provisions of this plan	Plan compliant development and advancement of plan goals	Planning review and recommendation on development proposals according to plan	<i>IM</i>	Continue current practice incorporating provision of this plan update	

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	STRATEGY	EXPECTED OUTCOMES	MEASURES OF PROGRESS	TIME FRAME	NEXT STEPS	STATUS
14. Promote the creation of strategic town centers as identified on the future development map	Concentrated town center development	Increasing town center development patterns and uses	<i>MT</i>	Consider initiating special area plans in selected town center areas		
Economic Development						
15. Apply best development practices in industrial areas	High quality industrial development	High quality employment centers	<i>IM</i>	Evaluate zoning code for best practice, amend as appropriate		
16. Promote rural developments that enhance local food systems	Agrihood development design on 1 or more major developments	Approved development	<i>MT</i>	Review zoning for ability to produce, revise zoning if required		
17. Ensure high quality and durable commercial development in key activity corridors	High quality, stable commercial development	Satisfactorily constructed development meeting this criteria	<i>IM</i>	Review development codes for needed design control for buildings and sites		
18. Require open and park space in developments 40+ lots or lots of 10,000 sf or less.	Adequate recreational amenity	Provisions adopted and administered, amenity established	<i>ST</i>	Draft provisions (Ex. 10% of gross residential acreage set aside for park space with HOA governance)		
19. Require Homeowners Associations for development amenities	Well governed amenities	Establishment of HOAs as development occurs	<i>ST</i>	Draft requirements and amend ordinance accordingly		
Housing						
20. Code for quality site built rural housing	Quality rural housing stock	Administration of current version of International Building Code	<i>OG</i>	Adoption of current code		

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	STRATEGY	EXPECTED OUTCOMES	MEASURES OF PROGRESS	TIME FRAME	NEXT STEPS	STATUS
21. Ensure that manufactured housing meets a minimum Class 2 or Class 3 standard.”	Resilient and safe manufactured housing	Consistent administration of requirements	<i>OG</i>	Maintain current administrative process		
Community Facilities						
22. Provide for recreational spaces for all major neighborhoods	Accessible recreational space throughout the county	Added recreational space	<i>OG</i>	See Strategy 17		
23. Complete Recreation Master Plan	Recreational Master Plan	Plan initiated	<i>ST</i>	Support Recreation Master Plan when complete		
24. Maintain and enhance quality emergency services	High quality emergency services	Maintenance of high quality services	<i>OG</i>	Maintain and enhance support as appropriate		
25. Facilitate the expansion of fiber communication access throughout the County	Expanded fiber network	System expansion	<i>IM</i>	Assess current coverage and promote expansion		
Mobility						
26. Maintain park-and-ride lots and ridesharing services	Travel demand reduction and convenience	Ongoing maintenance initiative	<i>OG</i>	Continue maintenance practices		
27. Secure rights of way for new routes consistent with the Future Mobility Network Map	Dedicated right of way for planned routes	Acquisition of rights of way	<i>ST</i>	Acquire rights of way as development occurs or direct procurement when appropriate		
28. Implement bicycle and pedestrian facilities.	Increased network of bike and pedestrian facilities	Adoption of standard requiring facilities with new construction	<i>MT</i>	Acquire facilities as a part of development approvals and direct construction when appropriate		

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	EXPECTED OUTCOMES	MEASURES OF PROGRESS	TIME FRAME	NEXT STEPS	STATUS
29. Prioritize safety-related improvements where accidents are prevalent	Safer mobility network	Mobility network hazard analysis	<i>MT</i>	Initiate hazard analysis	
30. Maintain and expand quality public transportation	Quality public transportation network	Expanded public transportation in relation to growth	<i>MT</i>	Identify expansion needs and priorities	
31. Evaluate the new development and mobility project impacts on storm evacuation routes.	Safe, efficient, and functional evacuation routes	Safe, efficient, and functional evacuation routes	<i>OG</i>	Review all development for evacuation route impacts	
32. Adopt a Complete Streets policy where appropriate (from JCBPT Plan)	Mobility network that accommodate all forms of mobility	Policy adoption	<i>ST</i>	Develop policy and propose for adoption	
33. Increase minimum sidewalk width to 5 ft. (from JCBPT Plan)	Adequate pedestrian facilities	Adoption of standard	<i>IM</i>	Develop and propose standard	
34. Require dedication, reservation or development of greenways (from JCBPT Plan)	Expansive and functional greenway system	Increase greenway mileage	<i>ST</i>	Develop and adopt standard	
35. Adopt traffic calming programs, policies, and standards (JCBPT Plan)	Safe, neighborhood compatible and enjoyable mobility network	Adopted standards	<i>MT</i>	Develop standards	
36. Adopt bicycle parking requirements (JCBPT Plan)	Expanded accommodations for cyclists	Standards developed	<i>LT</i>	Develop standards	

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	STRATEGY	EXPECTED OUTCOMES	MEASURES OF PROGRESS	TIME FRAME	NEXT STEPS	STATUS
37. Provide for interconnectivity of developments in lieu of cul de sacs.	Development connectivity	Amended standards and construction outcomes	<i>IM</i>	Develop and adopt standard		
Intergovernmental Coordination						
38. Maintain inter-governmental notification and coordination of development proposals	Coordinated development and service efficiency	Consistent administration of policy	<i>OG</i>	Maintain consistent administration of policy		
39. Coordinate with cities on annexations, provision of infrastructure, and other matters of common interest	Coordinated, quality and efficient development	Coordination engagements	<i>OG</i>	Maintain coordination efforts		
40. Communicate county planning objectives to public and private planning interests	Increased awareness of county planning objectives	Meetings, media releases, and other targeted presentation of county efforts	<i>IM</i>	Design and implement strategy		