

COMMUNITY PLAN *for* HENDERSON POINT-PASS CHRISTIAN ISLES



Community Plan *for* Henderson Point-Pass Christian Isles

Harrison County, Mississippi

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PREPARED BY

The Ohio State University, Knowlton School of Architecture

Jennifer Cowley, PhD, AICP, Project Manager

Vince Reddy, AICP, Team Leader

Angela Beer

Cara Bosco

Kevin Chastine

Ryan Edwards

Caleb Gutshall

Lauren Repas

PREPARED FOR

The Harrison County Board of Supervisors and the citizens of Henderson Point-Pass Christian Isles.



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City and Regional Planning
AUSTIN E. KNOWLTON SCHOOL OF ARCHITECTURE

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Executive Summary

The *Community Plan for Henderson Point-Pass Christian Isles* has been designed to guide redevelopment and growth in the Henderson Point-Pass Christian Isles community over a period of twenty years. It incorporates the principles of New Urbanism in an effort to create a plan that reflects the community's desire for a sustainable future.

Community input was collected from surveys, written and verbal correspondence, an online discussion forum, and town hall meetings. Issues identified as priorities by the community are the foundation of this plan. These priorities are organized as four themes:

Rebuilding: This theme focuses on restoring the community following Hurricane Katrina, including basic components of rebuilding, such as restoring homes, businesses, and infrastructure.

Preserving: This theme focuses on preserving what has been unique and special to the residents of Henderson Point-Pass Christian Isles, including such items as the bayous, live oaks, beaches, and dark skies enjoyed by so many residents of the area, as well as the economic vitality of the community.

Working with the Environment: This theme focuses on protecting the floodplains, wetlands, and bayous.

Considering New Possibilities: The final theme relates to considering development that would be new to Henderson Point-Pass Christian Isles.

These themes then translate into goals, objectives, and strategies for rebuilding the community. The plan outlines detailed actions to be implemented by the County and the community. To guide implementation, the plan provides a timeline that prioritizes the goals and action statements.

The concept plan details a number of policy and land use decisions that will assist the community in reaching desirable redevelopment outcomes for the Henderson Point-Pass Christian Isles planning area. Illustrations of alternative development patterns describe the possibilities for future development of the community. Policy areas such as tree preservation would apply to the entire planning area, while zoning decisions would apply to specific geographic areas within the community. These policies are reflections of the citizens' vision of the community.

Through Town Hall Meetings and community discussion citizens determined the issues and solutions included in this plan. Citizen participation guided the selection of the concept plan and the scenarios provided for consideration.

The Harrison County Board of Supervisors is the party responsible for carrying out most of the action steps, since it is the entity with the authority to adopt any recommended regulatory measures. However, in order to assist in the implementation of the plan, Henderson Point-Pass Christian Isles residents are encouraged to use the non-profit organization Henderson Point-Pass Christian Isles Recovery to solicit and receive grant monies, coordinate local citizen efforts, and undertake other action steps, especially those that are non-regulatory.

Figure 1. The Henderson Point-Pass Christian community is committed to rebuilding. This photo illustrates the new US Highway 90 bridge under construction.



Source: Unknown

Community input was collected from surveys, written and verbal correspondence, an online discussion forum, and Town Hall Meetings.

Introduction

PURPOSE

Those along the Gulf Coast will never forget August 29, 2005. The destruction wrought by Hurricane Katrina took both lives and homes in Henderson Point-Pass Christian Isles. It did not, however, take away the resolve of its residents to rebuild their community. Area citizens have come together to make decisions about their collective future. *The Community Plan for Henderson Point-Pass Christian Isles* articulates this vision.

Shortly after the hurricane, Mississippi Governor Haley Barbour established the Governor's Commission for Recovery, Rebuilding, and Renewal. The Commission provided local leaders with ideas and information that will help them decide what their communities will look like in the future. As part of this effort, the Commission hosted the Mississippi Renewal Forum in partnership with the Congress for New Urbanism. The Renewal Forum focused on planning and visioning for the incorporated areas of the coast. The *Community Plan for Henderson Point-Pass Christian Isles* incorporates many of the ideas provided by the Governor's Commission and integrates them with what the citizens of Henderson Point-Pass Christian Isles have stated that they want for their community.

Harrison County is in the process of creating a sustainable development plan, based on the principles of Smart Growth, to guide its future development. The *Community Plan* complements the County's sustainability planning process. The Board of Supervisors in Harrison County recognized the need for a plan for rebuilding Henderson Point-Pass Christian Isles. The Board invited Assistant Professor Jennifer Cowley from the City and Regional Planning Program at The Ohio State University (OSU) to bring a technical assistance team to Henderson Point-Pass Christian Isles to facilitate this planning process. The plan, which has been funded through grants and in-kind contributions, is provided at no cost to Harrison County.

Figure 2. Hurricane Katrina took both lives and homes in Henderson Point-Pass Christian Isles. It did not, however, take the resolve of the residents to rebuild their community.



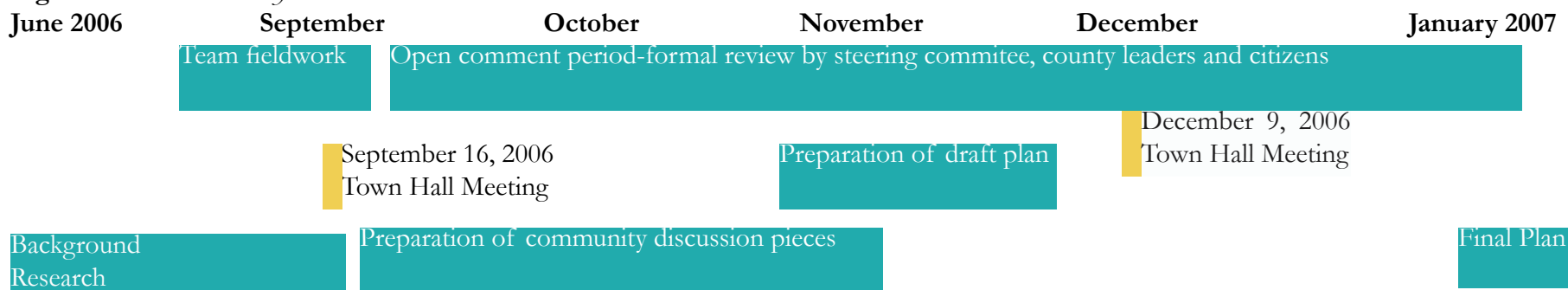
Source: Angela Beer

During the first Town Hall Meeting, citizens completed a written survey regarding their opinions about development issues in Henderson Point-Pass Christian Isles and Harrison County. To assist the Henderson Point-Pass Christian Isles planning team, Harrison County Supervisor Marlin Ladner appointed a five-person steering committee of local residents. The steering committee acted as a liaison between the citizens and the planning team. They provided input throughout the planning process, ensuring that the Henderson Point-Pass Christian Isles planning team addressed citizen concerns and incorporated community goals into the community plan. At the second town hall meeting, citizens confirmed that the plan represents their desires for the future.

The *Community Plan for Henderson Point-Pass Christian Isles* has a long-range perspective. Its primary purpose is to aid in the rebuilding of the community, by 1) formulating goals to fulfill the community's vision, and 2) developing a series of strategies to achieve those goals.

The plan serves as a policy guide for the community. It does not create any laws or regulations, it only identifies methods that are appropriate for carrying out the policies. Any recommendations for zoning changes or new laws will require a separate and distinct public process. It is in the hands of the citizens of Henderson Point-Pass Christian Isles and the Harrison County Board of Supervisors to carry the plan through to implementation.

Figure 3. The *Community Plan* formed over seven months.



PROCESS

Once the planning team was assembled, it formulated this plan in partnership with the community over the course of seven months, as shown in Figure 3. Through collaboration with Harrison County, the details of the planning process were determined and the team began to gather background information in June 2006. In September 2006 the team traveled to the Henderson Point-Pass Christian Isles area to gather more information and survey the community's needs, challenges and opportunities.

As part of that fieldwork, the team held a Town Hall Meeting on September 16, 2006 in the West Harrison Civic Center. More than 350 residents attended. During the meeting, citizens completed a written survey seeking their opinions on development issues in Henderson Point-Pass Christian Isles and Harrison County. The attendees also participated in a Visual Preference Survey designed to reveal their opinions regarding development options for housing, setbacks, neighborhood center alternatives, and streetscapes. Citizens then participated in a question-and-answer period with representatives of the County government, the Coast Guard, the Mississippi Department of Transportation, the Fire Department, the Sewer District, and the planning team.

The planning team drafted community goals based on the vision

that Henderson Point-Pass Christian Isles citizens communicated during the first Town Hall Meeting and through the survey results. Additional comments were gathered from a web-based discussion forum and a 1-800 number. The planning team researched policies and strategies to enable Henderson Point-Pass Christian Isles citizens to implement these goals.

In October and November, citizens were provided with a series of community discussion pieces published in the County newsletter and distributed electronically. The feedback from the discussion pieces informed the continued development of the draft plan.

Throughout the planning process, the team consulted with individual citizens, business owners, and property owners in the community to determine the interests and plans as rebuilding occurs.

The planning team submitted the draft plan to the community, steering committee, and other stakeholders for public comment. They presented the plan to the Harrison County Board of Supervisors and to the community at a second Town Hall Meeting on December 9, 2006. This meeting focused on collecting input on development scenarios and identifying implementation strategies to be undertaken following the completion of the plan.

With comments garnered from this meeting, the planning team prepared the final version of the *Community Plan*. Citizens had the opportunity to provide additional input on alternative scenarios for future development. These comments were incorporated into the final plan that was presented to the citizens of Henderson Point-Pass Christian Isles and Harrison County in January 2007.

Figure 4. The Henderson Point-Pass Christian Isles Town Hall Meeting on September 16, 2006 brought together a large number of residents to discuss the future of the community.



Source: Jung-Chen Huang

PEOPLE

The Planning Team

Professor Jennifer Cowley, PhD, AICP, served as the Project Manager and worked in conjunction with the Harrison County Board of Supervisors and Patrick Bonck, the Harrison County Zoning Administrator, to develop this plan. Cowley, who teaches planning at The Ohio State University, assembled the following team to work on the *Community Plan for Henderson Point-Pass Christian Isles*.

Vince Reddy, AICP, a professional planner who works for Cleveland Public Art in Cleveland, Ohio, volunteered his time to serve as the Henderson Point-Pass Christian Isles planning team leader. He has spent many years working for local governments as a planner.

Henderson Point team members included OSU graduate students Angela Beer, Cara Bosco, Kevin Chastine, Ryan Edwards, Caleb Gutshall, and Lauren Repas. Angela Beer holds an undergraduate degree in Landscape Architecture, and is currently pursuing a Master's degree in City and Regional Planning. Cara Bosco has achieved degrees in Natural Resources from the University of Vermont and Environmental Law from Vermont Law School; she is currently pursuing her PhD in Environmental Science. Kevin Chastine received his undergraduate degree in Political Science; before enrolling in the City and Regional Planning program at OSU he completed a Master's degree in Historic Preservation from the University of Georgia. Ryan Edwards is pursuing a dual degree in City and Regional Planning and Public Policy and Management; he also holds an undergraduate degree in Political Science. Caleb Gutshall holds an undergraduate degree in Psychology and is currently pursuing a Master's degree in City and Regional Planning. Lauren Repas holds an undergraduate degree in Photography and is also pursuing a Master's degree in City and Regional Planning.

The Steering Committee

Harrison County Supervisor Marlin Ladner appointed a Steering

Committee of area representatives to assist the planning team in coordinating communication within Henderson Point-Pass Christian Isles and with responding to questions and issues during the planning process. The steering committee members include Pam Byrd, Nonnie DeBardeleben, Martha Murphy, Hester Plauche, and Diane Sager. The steering committee has devoted countless hours to ensuring that both the planning process and the plan represent the community's desires for its future.

ACKNOWLEDGEMENTS

A warm thank you goes out to all the citizens of Henderson Point-Pass Christian Isles who welcomed the planning team into their community and took the time to share their community vision during a very difficult time. It was truly this vision that guided the team and made this plan possible.

All steering committee members were a valuable asset for the planning team. They provided crucial information and community feedback.

Patrick Bonck, the Harrison County Zoning Administrator, answered numerous questions and worked patiently with the planning team. Derek Berardi and Ryan Schmitt, interns with the Harrison County Zoning Office, provided tremendous assistance in conducting field research and contacting local agencies. Harrison County Supervisor Marlin Ladner coordinated with the planning team and steering committee; he acted as an invaluable source of information about the community. Harrison County Board of Supervisors President Connie Rockco provided feedback on early drafts of this plan. The entire Harrison County Board of Supervisors deserves thanks for their support of planning efforts in Henderson Point-Pass Christian Isles.

Community representatives from the Pass Christian School District, the Land Trust for the Mississippi Coastal Plain, the Mississippi Department of Marine Resources, the Mississippi Department of Transportation, and the Mississippi Baptist Convention were also instrumental in compiling the plan. Dawayne Mallini provided valuable information on the sewer system and the community as a whole. The team would also like to thank Jimmy Highers and Greg Edrington of Highers, Koonce & Associates Engineering for their assistance with cost and specifications for the elevation requirements.

The team gives special thanks to the American Planning Association/American Institute of Certified Planners for providing a Planning Assistance Team, including David Boyd, Angela Brooks, Willard Chow, Fleming El-Amin, and Randy Gross. This team provided interesting and creative ideas for how the neighborhood center could redevelop. These ideas have been further investigated and presented to the community for feedback.

Andrews University provided urban design services. Andrews University Professor Andrew von Maur and his urban design students assisted in providing design solutions to challenges in the community, such as ideas for a community boat launch, neighborhood center, and fire station.

The team must acknowledge the funding sources that made this work possible, including the US Department of Housing and Urban Development and the Mississippi Coastal Impact Assistance Program, which is administered by the Mississippi Department of Environmental Quality. The American Planning Association provided financial assistance to the Planning Assistance Team.

The planning team would also like to thank the other members of The Ohio State University, whose assistance was critical to the creation of this plan. Jung-Chen Huang, Sutirtha Das, Radikha Mathur, Brent Warren, Jennifer Washco, and Alton Willis assisted with facilitation of the town hall meetings and helped gather information. One additional professional planner, Bob Cowell from Bloomington, Indiana, volunteered his time to assist with the planning process. Ashley Gunzelman, also an Ohio State University student, assisted with the layout and design of this plan. Meghan Gough and Rickie Yeager assisted with preparations for the town hall meetings.

ORGANIZATION OF THE PLAN

Chapter 1. CONTEXT

The Context chapter summarizes Henderson Point-Pass Christian Isles' important characteristics, key trends, and pressing planning issues.

Figure 5. This *Community Plan* will help guide the redevelopment of the Henderson Point-Pass Christian Isles community.



Source: Frances Mitchell

Chapter 2. THE PLAN

The Plan chapter outlines overall goals and objectives to address the issues identified in Chapter 1 and provides specific strategies and actions to achieve these goals and objectives.

APPENDICES

A. Background Assessment

The Background Assessment appendix provides relevant information on community history and trends and provides detailed analyses of the characteristics of population, housing, land use, natural resources, community facilities, and infrastructure that have been reviewed and examined as part of this planning process.

B. Summary of Citizen Involvement

Summary of Citizen Involvement appendix provides detailed data regarding the citizen's preferences. This information was gathered at the Town Hall Meetings, through community survey responses, and through phone and email messages.

C. Principles of New Urbanism

The Principles of New Urbanism appendix describes the principals that inform the *Community Plan for Henderson Point-Pass Christian Isles*. These principles emphasize smart growth and neighborhood development.

D. Funding Sources

The Funding Sources appendix identifies potential grant sources for implementing the *Community Plan*, because funding community projects is an essential element of plan implementation.

Figure 6. Supervisor Ladner encouraged the citizens of Henderson Point-Pass Christian Isles to participate throughout the planning process to ensure the plan represents what the community wants for its future.



Source: Jung-Chen Huang

Figure 7. The Gulfshore Baptist Assembly (white building) will be sold and redeveloped.



Source: Unknown

Chapter 1. *Context*

DESCRIPTION OF THE COMMUNITY

Henderson Point-Pass Christian Isles is located at the southwestern tip of Harrison County, encompassing an area of 1.2 square miles. It is located in unincorporated Harrison County and is represented by District Three of the Harrison County Board of Supervisors. Its geographic location within Harrison County is shown on Map 1, on page 24. It is made up of three neighborhoods: Henderson Point Heights, Henderson Point and Pass Christian Isles.

Henderson Point-Pass Christian Isles was primarily a residential area, with single-family homes, condominiums, and many trees. While the built component of the community was destroyed during Hurricane Katrina, the Henderson Point-Pass Christian Isles community has survived. This was made clear when more than 350 members of the community turned out for a community meeting on a Saturday morning in September 2006. The commitment to rebuilding was reiterated at a December 9, 2006 Town Hall Meeting during which approximately 200 people provided their input. The turnout at these meetings was startling for a community that had 812 permanent residents at the time of the 2000 Census and perhaps as many part-time residents.

One year after Katrina, Henderson Point-Pass Christian Isles has a very different appearance, with few houses left standing and debris still remaining. While the buildings are gone, the natural environment is even more noticeable. The tree cover surpasses what is found in most communities, and water is apparent everywhere. The natural beauty of the place is compelling—it is one of its defining characteristics.

While Hurricane Katrina was the most devastating storm ever to hit the Mississippi coast, other hurricanes, such as Camille in 1969, have also affected the community over the years. After each hurricane the community has committed to rebuilding.

This commitment to rebuilding may in part be attributable to the close-knit nature of the community. Community residents and property owners perceive Henderson Point-Pass Christian Isles as being a paradise “outside of town” rather than a town

Figure 8. The intersection of 3rd Avenue and Bayview Avenue was a central gathering location for residents.



Source: Lauren Repas

in its own right. This independent spirit has united residents and created a strong bond to the land.

Economically, Henderson Point-Pass Christian Isles has not been, nor has it had an interest in being, freestanding. Prior to Katrina, it was almost exclusively residential with a few small businesses that catered primarily to locals and passers-through.

Because Henderson Point-Pass Christian Isles was almost completely destroyed by Hurricane Katrina in August 2005, planning for its future has been more complex than is typical in most planning processes.

Many questions must be answered before residents can decide whether to return to the community and rebuild. Questions about basic services and the costs of construction—questions that are easily answered in most places—loom large in Henderson Point-Pass Christian Isles. Once these fundamental questions are addressed and the community gets back on its feet, the community can focus on its direction for the future. While the issue of rebuilding homes is at the forefront of residents' minds, it is important to think about the future possibilities for the community. For instance, it is important to prevent types of development that the community does not want, but it is also important not to preclude types of development that the community may want to consider in the future.

In planning for its redevelopment, a few themes have been used as guides. The themes, which are described further in Chapter 2, are rebuilding, preserving, working with the environment, and considering new possibilities for the future.

Issues related to rebuilding in Henderson Point-Pass Christian Isles are pre-eminent, much more so than for almost any other community affected by Katrina. Most residents cannot or will not decide whether to return or rebuild without knowing when and to what extent basic services such as sewer, water, and fire protection will be provided. Additionally,

Figure 9. The canals that wind through the community enhance the natural beauty of the Henderson Point-Pass Christian Isles.



Source: Angie and Rick Walker

Figure 10. Viewing the sunsets on the Bay and Sound is a favorite activity for residents of Henderson Point-Pass Christian Isles.



Source: Joan Jensen

property owners must know about new construction requirements, the cost of rebuilding, and ancillary costs, such as the cost of insurance, before they can make informed decisions on whether to rebuild.

With these themes and considerations in mind, this plan provides Henderson Point-Pass Christian Isles with a development framework that will serve it well for the next twenty years.

REGIONAL CONNECTIONS

Henderson Point-Pass Christian Isles comprises several tightly knit neighborhoods that contain significant natural features, including trees, wetlands, and bayous. The community has a long history of strong regional connections through the use of local waterways. Residents frequently used their boats for recreation in the community and for travel to other communities. The planning area is bound by the St. Louis Bay to the west and north, the Mississippi Sound to the south, and the City of Pass Christian to the east. Map 1 shows the boundaries of the Henderson Point-Pass Christian Isles planning area. Because the community is largely residential, there are strong connections with Bay Saint Louis, Pass Christian, Gulfport, and Biloxi for employment, shopping, entertainment, government offices, and other services. A

Figure 11. Henderson Point-Pass Christian Isles is a primarily single-family residential community.



Source: Angie and Rick Walker

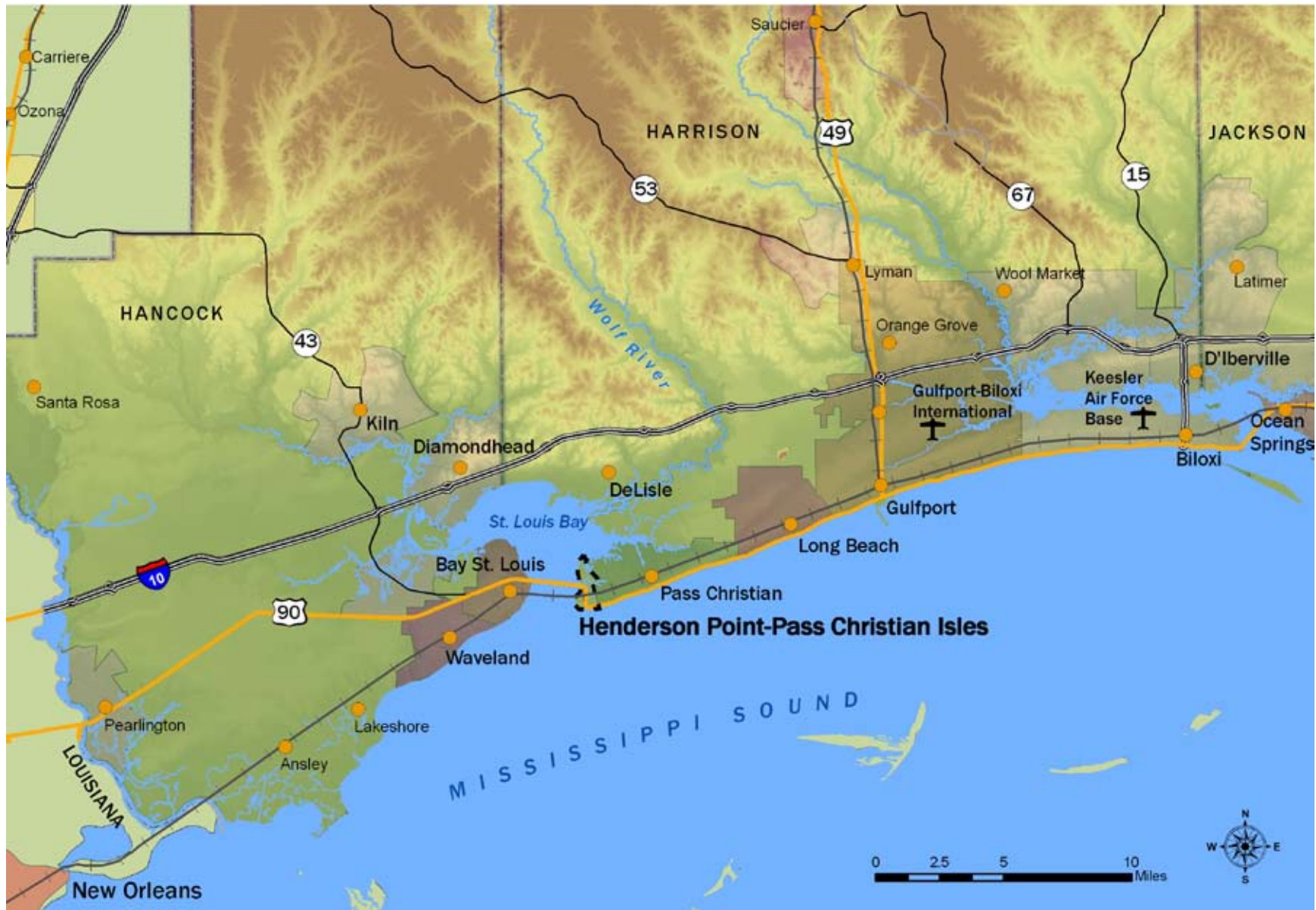
portion of the population lives in Henderson Point-Pass Christian Isles on weekends and during the summer and has primary residences in New Orleans and other communities throughout the region.

Figure 12. The residents of Henderson Point-Pass Christian Isles have close connections to Pass Christian and other surrounding communities. Residents frequently participate in surrounding communities' festivals, such as the Paws in the Pass festival.



Source: Karin Giger

Map 1. Regional Connections.



Source: Southern Mississippi Planning and Development District (SMPDD)

BACKGROUND AND CURRENT TRENDS

Demographics

Henderson Point-Pass Christian Isles is a predominantly residential community that consists mainly of single-family homes and two multi-family housing developments. Historically, the community has had waves of growth, in part due to developers and in part due to recovery following hurricanes. The 2000 Census population of 812 was all but completely displaced by Hurricane Katrina. A year after the hurricane, approximately 20 households had returned and were living in temporary housing. The Gulf Regional Planning Commission projects that the population of the community will return to its pre-Katrina level within the next thirty years.

These population figures do not include the additional weekend and seasonal population. Prior to Hurricane Katrina, just under half of the housing units were used on a weekend or seasonal basis.

As of 2000, 50 percent of the population was age 50 or older.

Housing

In 2000, there were a total of 724 housing units in Henderson Point-Pass Christian Isles. Of these units, 325, in the Census Bureau's lexicon, were for "seasonal, recreational, or other use." Hurricane Katrina destroyed all but 28 homes, and those left standing will need repairs. Rebuilding of housing has begun in a limited way, with some new homes under construction and some existing homes under repair. In addition to the numerous single-family homes, there were two condominium developments: the Inn-by-the-Sea and the Village at Henderson Point. Both of these developments plan to return to the community. Additionally, Pass Marianne, a condominium project, was under construction at the time of the hurricane and was nearing completion in early December 2006.

Economics

Prior to Hurricane Katrina, there were a limited number of employment opportunities in this primarily residential community. According to 2002 Traffic Analysis Zone information, a total of 172 jobs existed

in Henderson Point-Pass Christian Isles. At the time of this plan, seven employees are working for Point Marine Lumber Company. Gulfshore Baptist Assembly, which had been the largest employer in the community, will not return. It is likely to take a number of years before retailers and other employers return to the community.

Residents generally commuted to work via US Highway 90. More than 60 percent of residents worked within 30 minutes of Henderson Point-Pass Christian Isles. The sectors that employed the largest percentages of residents were the health professions, professional services, and retail trade.

Current Land Use

There are 745 acres in Henderson Point-Pass Christian Isles. More than 92 percent of the land is zoned for low-density housing, six percent

Figure 13. This home on 3rd Avenue is an example of the single-family housing that could be found throughout the community prior to Katrina.



Source: Chris Nickels

is zoned for medium-density housing, and the remainder is zoned for commercial uses.

As the community rebuilds, it plans to bring single-family housing back to Henderson Point-Pass Christian Isles. The condominium projects in the community plan to rebuild as well. There are a variety of development opportunities, the most prominent of which is the decommissioned Gulfshore Baptist Assembly site.

Natural Resources

The area has several important bodies of water, including Bayou Mallini, the St. Louis Bay, and canals. A significant portion of the community is classified as wetlands. The County owns a number of small parcels and the Land Trust for the Mississippi Coastal Plain owns eight acres of land in the community that have remained protected from development.

Figure 14. The Village at Henderson Point, which had 70 condominium units, plans to return to the community.



Source: Pat Kane

Community Facilities

Henderson Point-Pass Christian Isles featured a park, a sewer district building, and a fire station. The community used the fire department building and sewer district building for public meetings and events. For the most part, residents traveled to other communities to make use of community facilities, such as libraries, health care centers, and schools.

Infrastructure

US Highway 90, which was completely destroyed by Hurricane Katrina, was in the process of being rebuilt at the time this plan was prepared. The replacement highway and bridge will change the community through its increased elevation and changed points of access.

Water and sewer service is available throughout Henderson Point-Pass Christian Isles. Some property owners use well water.

Figure 15. The Inn-by-the-Sea has plans to begin rebuilding in 2007.



Source: Bill Simnick

COMMUNITY INVOLVEMENT

The *Community Plan for Henderson Point-Pass Christian Isles* is a reflection of citizen engagement in a variety of ways throughout the planning process. A complete summary of the information gathered and the methods used can be found in Appendix B.

Town Hall Meetings

Citizens came together in September and December to discuss issues facing the community. At the meetings, citizens participated in electronic keypad voting to decide the types of development and policies that are appropriate for the community. The results of the voting were used to develop the proposals in this plan.

Citizen Surveys

At the September Town Hall Meeting, citizens of Henderson Point-Pass Christian Isles were asked to answer a written survey. As of October 31, 2006, a total of 149 responses had been received, either at the Town Hall Meeting or afterwards. The purpose of the survey was to gather information on residents' current feelings about their community and to determine what issues concerning the future were most important to them. The results, in addition to other tools, were used to guide the formation of this plan.

The majority of Henderson Point-Pass Christian Isles residents responded positively to growth policies revitalizing existing residential areas and existing commercial and main streets. Many residents supported the growth of retail and restaurants at Bayview Avenue and 3rd Avenue, though policies that would encourage construction of office space were not favored.

Residents strongly supported the redevelopment of single-family housing. A small number were in favor of multi-family housing, but residents were adamantly opposed to high rise condominium units.

Figure 16. The community values its access to water. This pier at the Village at Henderson Point provided residents with access to the Mississippi Sound.



Source: Pat Kane

Figure 17. The community held parties, such as this crawfish boil, at the McCloskey's home.



Source: Karin Giger

Figure 18. Rebuilding moves forward on the US Highway 90 bridge.



Source: Lauren Repas

Casinos were also fervently opposed for the community.

Residents most commonly considered the center of Henderson Point-Pass Christian Isles to be at or near the intersection of Bayview Avenue and 3rd Avenue. Annie's Restaurant, Point Lumber, and the intersection of US Highway 90 and Bayview Avenue were frequently mentioned as the landmarks of the community.

Residents also answered questions concerning what recreational facilities and other community facilities they would like to see in their community. Many residents expressed a desire to see a boat launch, a community park, walking and biking trails, and other recreational opportunities.

Additional Community Input

Several additional methods were used to gather community opinions during the formation of the plan. A 1-800 number was available for residents to call and leave messages containing questions, comments, or concerns throughout the planning process. An on-line discussion board was also available throughout the process, and it served a similar purpose. The discussion board also facilitated dialogue among community members. Monthly newsletters, some of which contained articles requesting feedback on different scenarios, were mailed to all residents. Community discussion pieces were distributed to the community in order to engage citizens in conversations about the critical issues facing the community. E-mail communications were sent on a regular basis to solicit input from community residents. The Henderson Point-Pass Christian Isles Steering Committee members also spoke with community members to gather community feedback. A summary of the responses received from these sources can be found in Appendix B.

Figure 19. Henderson Point-Pass Christian Isles was significantly impacted by Hurricane Katrina's storm surge.



Source: Angela Beer

OBSERVATIONS

The following observations are based on citizen input and information about Henderson Point-Pass Christian Isles' past and current conditions, including the major concerns and opportunities facing the community today.

Hurricane Katrina

Henderson Point-Pass Christian Isles was significantly impacted by Hurricane Katrina's storm surge. All areas of the community experienced catastrophic damage. A few residents have returned to the area, most of whom are living in temporary housing while their homes are being rebuilt. Others are planning to return to the community, while some have chosen not to return.

Residential Character

As the community rebuilds and changes, an important concern of residents is the retention of the area's residential character. Eighty-four percent of

Figure 20. Single-family houses, such as the one shown below, were common throughout the Henderson Point-Pass Christian Isles community.



Source: Dick Mulford

housing units, or 611 units, were single-family detached homes. A majority of residents would like to see the development pattern remain the same as it was before Katrina: primarily single-family residential homes, with small businesses and a modest amount of multi-family housing. Due to elevations ranging from zero to ten feet above sea level and pending FEMA elevation requirements, the area's appearance will likely change. Other development pressures will also affect the area unless measures are taken to preserve its low-density residential setting.

Elevation Requirements

Homeowners living in coastal areas are often required to elevate their home to mitigate against potential flooding and storm surge. Although many homes in Henderson Point-Pass Christian Isles were elevated above grade, the storm surge from Katrina reached 30 feet in some areas. The forces of the wind and the storm surge

Figure 21. Trailers provided by the Federal Emergency Management Agency have allowed some residents to return while rebuilding.

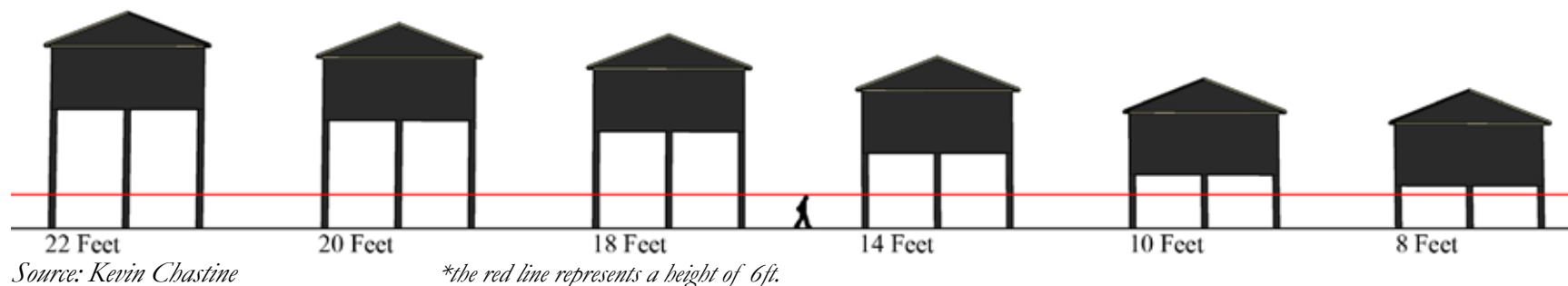


Source: Jennifer Conley

resulted in the loss of most homes and foundations.

The Advisory Base Flood Elevation requirements recommend all new structures to be elevated 20 to 25 feet above sea level. With topography ranging from zero to ten feet, most structures would require elevations between 18 to 22 feet above grade. Graphic representations of how these new elevation requirements will affect the physical form of Henderson Point-Pass Christian Isles can be seen in Figures 22, 23, and 24.

Figure 22. Comparison of elevations.



Source: Kevin Chastine

Housing Affordability

Residents support the return of single-family housing, in keeping with the pre-Katrina form of the community. Additionally, residents have expressed concerns that middle-income residents may be unable to return to the community. The cost of construction, new elevation requirements, and increasing insurance rates will make it a challenge for moderate- and middle-income residents to rebuild homes similar to what they had pre-Katrina. The utilization of smaller houses and modular houses may provide opportunities for middle-income residents to rebuild and maintain the single-family development pattern. Examples of modest sized single-family homes can be seen in Figure 25.

Development Activities

Historically, Henderson Point-Pass Christian Isles has primarily been a single-family residential community. However, Hurricane Katrina's lasting effects may change this pattern. Elevation requirements, development pressures, and increased construction costs are likely to impact the ability of all single-family homeowners to return to the community in the same form of housing as before Katrina.

The Inn-by-the-Sea and the Village at Henderson Point, which existed before the storm, and Pass Marianne, which was under construction



Figure 23. This three-dimensional streetscape utilizes 16 parcels at the intersection of Sandy Hook Drive and Fairway Drive. These parcels represent an area of Pass Christian Isles in which lots are approximately one-half acre in size. The parcel lines were utilized to provide a frame of reference to illustrate Advisory Base Flood Elevation requirements. All of the homes in the image are elevated 20 or 22 feet above grade due to the lots being located adjacent to the St. Louis Bay, which is the lowest of all ground elevations in Henderson Point-Pass Christian Isles. Additionally, the image represents homes ranging in size from 1,000 to 2,100 square feet, with most around 1,500 to 1,700 square feet. The image also provides an idea of how the increased elevations will impact shadows. The shadows in the images represent what would be present at 2 pm on November 25th.

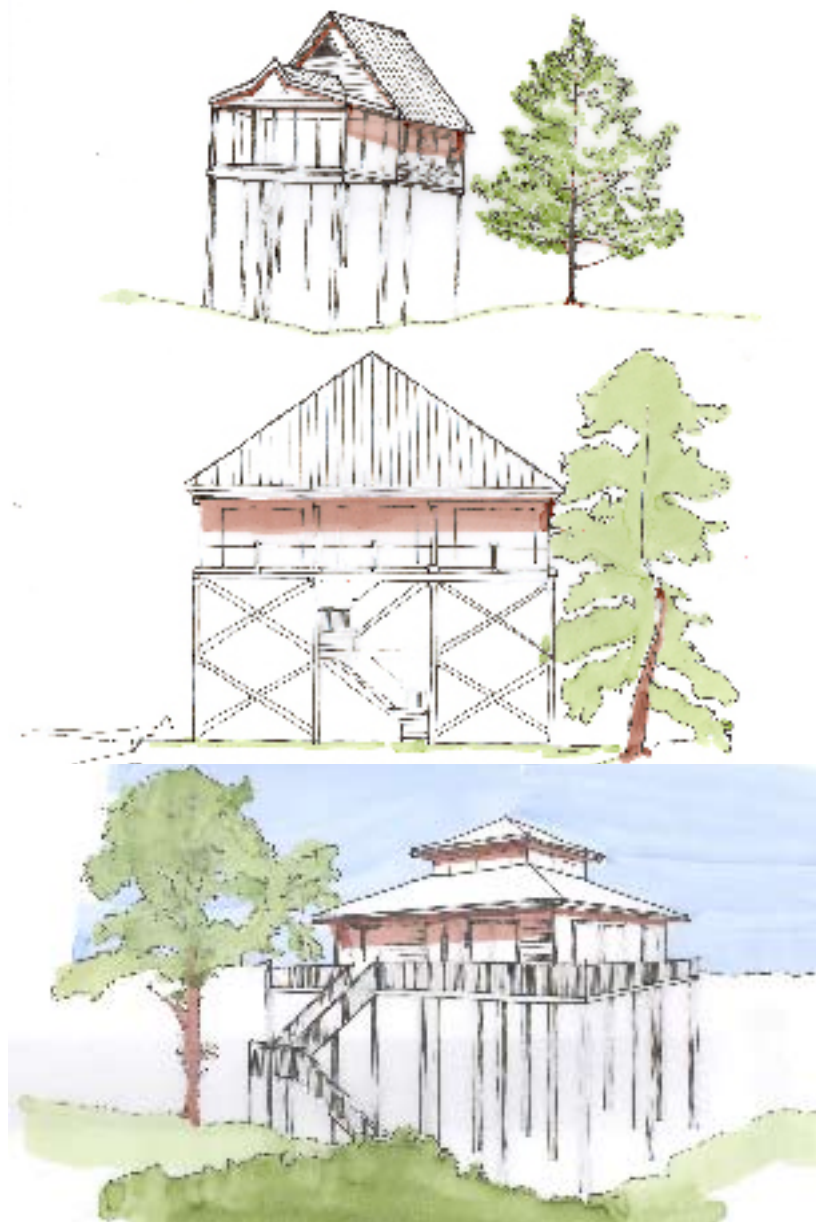
Source: Kevin Chastine



Figure 24. Streetscape of elevated homes on 50 foot wide lots utilizing a 25-foot front yard setback. Streets such as Elm Lane have lots that are smaller. To understand the elevation impacts on smaller lot sizes, the same homes were placed on parcels with sizes between 0.15 and 0.33 acres.

Source: Kevin Chastine

Figure 25. These camp house renderings illustrate how Mississippi coastal design can be integrated into modest-sized homes.



Source: Angela Beer

at the time of Katrina, are three multi-family developments in the area that will be returning to the community. Gulfshore Baptist Assembly, a staple of the community since the 1950s, will not be returning. Its 25-acre site provides the largest single parcel available in Henderson Point-Pass Christian Isles, and it is likely to be redeveloped.

Point Marine Lumber Company has continued operations since Hurricane Katrina at its original location. Annie's Restaurant has temporarily relocated to DeLisle. Businesses are likely to wait to return until a significant number of homes have been rebuilt.

Figure 26. The Inn-by-the-Sea plans to rebuild with the same number of units and same configuration as before Hurricane Katrina.



Source: Bill Simnick

Natural Resources

Many residents expressed a desire to preserve the natural environment surrounding their community. They value their close connection with the bay, bayous, beach, and trees, as well as dark night skies. Protecting the area's natural features from over-development and erosion is a priority for residents.

The protection of the natural environment will also aid in flood mitigation. Wetlands assist in absorbing floodwaters and trees act as windbreaks. In addition to providing protection, the bayous and bay provide the community with an additional method of transportation throughout the community.

Recreation

Members of the Henderson Point-Pass Christian Isles community were served by recreational facilities such as public open space, a public boat launch, and a private dry marina. However, citizens would like to see additional recreational opportunities in their area, especially those that could connect them with nature and fellow residents. The most desired recreational facilities include a community park, walking trails, bike paths, and a boat launch.

The combination of desires for both outdoor activities and environmental preservation presents an opportunity for the community to move toward both of these goals simultaneously by creating ecologically sensitive outdoor recreational opportunities.

Neighborhood Center

Prior to Hurricane Katrina, the Henderson Point-Pass Christian Isles community contained limited commercial and retail services. Retail activities were concentrated in the neighborhood center at Bayview Avenue and 3rd Avenue. Citizens would like to see businesses return and additional limited commercial and retail establishments added to their community. In particular, residents expressed a desire for a convenience store, a boat-fueling station, local restaurants, and additional locally owned businesses.

Infrastructure

Citizens of Henderson Point-Pass Christian Isles are concerned with the changes brought by the new US Highway 90 bridge. The increased elevation and accompanying visual impact on surrounding properties concerns residents in regard to the physical form of their community. Additionally, decreased access to the community is a primary concern for residents who want to ensure adequate east-west connectivity between Pass Christian Isles and the surrounding communities.

In order for Henderson Point-Pass Christian Isles to accommodate rebuilding, water and sewer service will need to be fully restored. The sewer district is working toward rebuilding the sewer system and acquiring the water system.

Figure 27. Pass Marianne was under construction at the time of Hurricane Katrina. The project is expected to be complete in 2007.



Source: Ryan Schmitt

Figure 28. Bayou Mallini connects to the St. Louis Bay.



Source: Angela Beer

Figure 29. Residents stated they would like more access to the water. This pier in South Carolina includes swings for people to enjoy their natural surroundings.



Source: Kevin Chastine

“We want retain our access to and views of the water.”

Figure 30. Residents wish to preserve the large trees which create shade in the community.



Source: Nick Nelson

Chapter 2. Plan

The purpose of this plan is to establish long-term goals and objectives that will assist in carrying out the vision of the citizens of Henderson Point-Pass Christian Isles. The plan recommends strategies and specific action steps to accomplish the goals and objectives.

Prior to setting the goals, the planning team assessed the existing conditions and trends; this information is presented in detail in Appendix A, Background Assessment. Issue statements presented in this plan come from the results of the community surveys conducted during the Town Hall Meetings, discussions with the Henderson Point-Pass Christian Isles Plan Steering Committee, and feedback from community residents.

This *Community Plan for Henderson Point-Pass Christian Isles*, in its broadest form, is a statement of what the community would like to achieve and what the residents hope Henderson Point-Pass Christian Isles will become. The goals and objectives outlined in this chapter are long-term, to be achieved over the next 20 years.

This plan documents the community's desires, helps to determine public investment priorities and serves as a general framework for the development of specific regulations and standards to guide public and private developments.

THEMES

The community has clearly articulated many of their ideas and desires for the future of Henderson Point-Pass Christian Isles through the citizen participation process. The planning team has translated these wishes into themes that guide the development of goals, strategies, and implementation actions. The themes are the following:

Rebuilding - This theme focuses on restoring the community following Hurricane Katrina. This includes the basic components of rebuilding, including restoring homes, businesses, and infrastructure. It also considers the importance of rebuilding connections within and to and from Henderson Point-Pass Christian Isles. Relevant sub-topics include road, bicycle, and pedestrian connections between parts of the community, as well as connections to the waterways and natural features. On a more abstract level, this theme relates to the connections between land use and quality of life that must be considered as the community rebuilds.

Preserving - This theme focuses on preserving what has been unique and special to the residents of Henderson Point-Pass Christian Isles. This includes such items as the bayous, live oaks, beaches, and dark skies enjoyed by so many residents of the area. This theme is also about preserving development opportunities and the economic vitality of the community.

Working with the Environment - This theme would be important in any planning process in any community, but it is especially important in Henderson Point-Pass Christian Isles, a community where weather

conditions are at times extraordinary and where the ecosystem is exceptionally sensitive to disturbances. Among the sub-topics related to this theme is restoration of the natural functions of the floodplains, wetlands, and bayous.

Considering New Possibilities - The final theme relates to considering development that would be new to Henderson Point-Pass Christian Isles. This does not mean welcoming any and all kinds of development to the community. This plan states clearly what the community does not want to see in terms of redevelopment including casinos and high-rise condominiums.

Figure 31. Residents want to maintain the natural setting and possibly increase recreational opportunities in Henderson Point-Pass Christian Isles.



Source: Lauren Repas

Figure 32. The community wishes to preserve its beaches.



Source: Francesca Koerner

At the same time, the era of rebuilding is a good time to consider new possibilities for the community. This plan recognizes these new opportunities and expresses what the community would find acceptable.

COMMUNITY GOALS AND OBJECTIVES

The main objective of this plan is to evaluate and suggest improvements to aid the citizens in rebuilding the Henderson Point-Pass Christian Isles community. The face of Henderson Point-Pass Christian Isles changed as the result of Hurricane Katrina. In rebuilding the community, many options can be considered. Community input was instrumental in drafting the goals, objectives, strategies, and action items in this plan (see Appendix B for more detail on citizen involvement). An integral part of the planning process is the formulation of goals that represent a community's collective vision for its future.

Citizens of Henderson Point-Pass Christian Isles want to ensure that any investment in their community enhances its unique qualities: its natural

setting, its sense of place, and a strong feeling of community among residents. Citizens also identified opportunities for development, including public access to the waterfront, some commercial development to serve the needs of the populace, and additional community amenities, such as recreational facilities.

The planning team has studied a wide range of issues and concerns identified by Henderson Point-Pass Christian Isles community members. These issues fall within six broad goal statements, outlined on the following pages. Specific objectives are presented to meet each goal, followed by a series of strategies to assist the community in focusing resources to fulfill the objectives. Detailed action steps form a checklist to guide the community as it seeks to achieve the goals and objectives.

Since Henderson Point-Pass Christian Isles is an unincorporated community, the Harrison County Board of Supervisors is the entity responsible for carrying out many of the action steps. For example, the Board is the entity that has the authority to adopt any recommended regulatory measures. However, in order to assist in the implementation of the plan, Henderson Point-Pass Christian Isles residents are encouraged to utilize the non-profit organization Henderson Point-Pass Christian Recovery to solicit and receive grant monies, coordinate local citizen efforts, and undertake other action steps, especially those that are non-regulatory. This organization was created following Hurricane Katrina to unite the community in working together towards recovery and rebuilding.

Timeframes for implementation that guide the prioritization of goals and associated objectives are broken down into the following four categories:

1. Immediate,
2. Short-term,
3. Mid-term, and
4. Long-term.

The immediate term follows the publication of the plan to the end of the first year. In other words, Year One is from January through December 2007. The short-term is the entirety of each of Years Two through Five. The mid-term follows this five-year period

from Year Six to Ten. The long-term is Years 11 through 20. This plan covers Henderson Point-Pass Christian Isles through 2027.

The short-term implementation strategies have been broken into one-year periods. The mid- and long-term implementation strategies have more general timeframes since opportunities for action are less clear at this point. Such timeframes are a guide for the community to prepare for development and the next steps. The pursuit of mid- and long-term aspects of the plan will often be dependent on the progress of short-term action items.

Some actions extend over a period of years, while others continue through the duration of the plan. Implementation timelines follow the hierarchy of each goal below.

Many of the actions in this plan will require significant financial investment. Appendix D describes a variety of funding sources that are available to aid in the implementation of this plan.

GOAL 1: ESTABLISH A SHORT-TERM STRATEGY FOR REBUILDING.

Objective 1.1. Identify viable economic options that will help home owners to rebuild.

STRATEGY A. Ensure that affected property owners are aware of requirements and related costs for elevating buildings in the flood plain.

Action 1. Coordinate with the Federal Emergency Management Agency (FEMA) and the Harrison County Floodplain Administrator to educate homeowners about current flood elevation requirements and keep residents informed on the status of any changes to building requirements.

Action 2. Encourage Henderson Point-Pass Christian Isles Recovery to coordinate with local builders to share rebuilding alternatives with Henderson Point-Pass Christian Isles homeowners.

STRATEGY B. Encourage and maintain storm-resistant building standards.

Action 1. Enforce building and zoning codes as

rebuilding occurs.

Action 2. Encourage Henderson Point-Pass Christian Isles Recovery to coordinate with FEMA and the County to educate homeowners about the Increased Cost of Compliance Program that offers assistance to homeowners to bring their homes into compliance with the new elevation requirements.

STRATEGY C. Research funding options for rebuilding.

Action 1. Coordinate with the Harrison County Community Development Block Grant Coordinator to educate and circulate information regarding grant and loan programs to assist in rebuilding.

Table 1. Implementation Timeline for Goal 1.

Establish a short-term strategy for rebuilding	Responsible Parties	Immediate Year 1	Short-term Year 2 Year 3 Year 4 Year 5					Mid-term Year 6-10	Long-term Year 11-20
1.1 A Action 1. Educate homeowners about flood elevation requirements.	HP/PCI Recovery								
1.1 A Action 2. Coordinate with local builders to share rebuilding alternatives with homeowners.	HP/PCI Recovery								
1.1 B Action 1. Enforce building and zoning codes as rebuilding occurs.	Harrison County								
1.1 B Action 2. Educate homeowners about the Increased Cost of Compliance Program.	HP/PCI Recovery								
1.1 C Action 1. Educate homeowners about grant and loan programs to assist in rebuilding.	HP/PCI Recovery								
1.1 C Action 2. Educate homeowners about requirements needed to obtain funds for rebuilding.	HP/PCI Recovery								
1.2 A Action 1. Support rezoning of specified areas shown on the concept plan to allow for single-family residential development.	Harrison County, HP/PCI Recovery								
1.2 B Action 1. Create a new multi-family zoning district	Harrison County								
1.2 B Action 2. Support rezoning of specified areas shown for multi-family development.	Harrison County, HP/PCI Recovery								
1.2 B Action 3. Amend the Zoning Ordinance to include two-household dwellings.	Harrison County								
1.3 A Action 1. Identify funding opportunities for aesthetic changes to the fire station/sewer district building.	Harrison County, HP/PCI Recovery								
1.3 A Action 2. Consider including a community meeting space in the fire station/sewer district building.	HP/PCI Recovery								

Action 2. Encourage Henderson Point-Pass Christian Isles Recovery to work with local banks and other lenders to educate Henderson Point-Pass Christian Isles residents on the requirements needed to obtain funds for rebuilding.

Objective 1.2. Allow for an appropriate mix of housing types in Henderson Point-Pass Christian Isles.

STRATEGY A. Support the rebuilding of single-family housing in Henderson Point-Pass Christian Isles.

Action 1. Maintain existing single-family zoning in the designated areas of Henderson Point-Pass Christian Isles as shown on the concept plan..

STRATEGY B. Allow for multi-family development in Henderson Point-Pass Christian Isles in limited and specific areas, as shown on the concept plan.

Action 1. Create a new multi-family zoning district to allow for multi-family housing that meets the community's standards for development.

Action 2. Support rezoning of specified areas shown on the concept plan to allow for multi-family development.

Action 3. Amend the Harrison County Zoning Ordinance Section 807 (Townhouse and Reduced Lot Line Residential Uses) to include two-household (duplex) dwellings.

Objective 1.3. Improve fire protection.

STRATEGY A. Rebuild public facilities.

Action 1. Identify funding opportunities for aesthetic changes to the fire station/sewer district building.

Action 2. Include a community meeting space in the fire station/sewer district building.

GOAL 2: ESTABLISH A LONG-TERM STRATEGY FOR REBUILDING.

Objective 2.1. Educate residents and property owners about the variety of housing options.

STRATEGY A. Ensure adequate infrastructure capacity to support new development.

Action 1. Create partnerships between developers and the sewer district to ensure adequate sewer infrastructure to support development in Henderson Point-Pass Christian Isles.

STRATEGY B. Promote the placement of community-appropriate housing that is affordable to community residents.

Action 1. Partner with a community development financial institution to utilize the HB 530 Construction Loan Fund for housing that is affordable for the residents of Henderson Point-Pass Christian Isles.

Action 2. Allow for multi-family housing options as designated on the policy map.

Objective 2.2. Enable the return of pre-Katrina businesses.

STRATEGY A. Provide necessary supportive infrastructure and funding to bring back businesses.

Action 1. Promote the use of the Gulf Opportunity Zone (GO Zone) legislation, as well as other grant opportunities, to support the revival of local businesses.

Action 2. Encourage property owners to work together for shared infrastructure needs, such as boardwalks, elevators, and sidewalks.

STRATEGY B. Promote a mix of uses in specific and limited areas.

Action 1. Create a mixed use zoning district or apply the SmartCode to the neighborhood center to allow multiple uses in the

Table 2. Implementation Timeline for Goal 2.

Establish a long-term strategy for rebuilding	Responsible Parties	Immediate	Short-term					Mid-term	Long-term
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6-10	Year 11-20	
2.1 A Action 1. Ensure adequate sewer infrastructure to support development.	Sewer District, Harrison County								
2.1 B Action 2. Allow for multi-family housing options as designated on the concept plan.	Harrison County, HP/PCI Recovery								
2.2 A Action 1. Promote the use of grant opportunities to support the revival of local businesses.	Harrison County, HP/PCI Recovery								
2.2 A Action 2. Encourage property owners to work together for shared infrastructure needs.	Harrison County								
2.2 B Action 1. Create a mixed use zoning district to allow multiple uses in the buildings in the neighborhood center.	Harrison County								
2.3 A Action 1. Determine the feasibility of locating a small boat launch under the US Highway 90 bridge or rebuilding at Bayview.	Harrison County, MDOT, MDMR								

buildings in the neighborhood center.

Objective 2.3 Reestablish and enhance the recreational opportunities in the community.

STRATEGY A. Provide a public launch for small boats.

Action 1. Initiate discussions with property owners to determine the feasibility of locating parking either along Bayview or along the US 90 bridge to support a small boat launch. Also initiate discussions with the Mississippi Department of Transportation and the Mississippi Department of Marine Resources to determine the availability of funds for construction of a small boat launch.

GOAL 3. RE-ESTABLISH AND ENHANCE COMMUNITY IDENTITY.

Objective 3.1 Maintain the community's unique sense of place.

STRATEGY A. Preserve and provide access to natural and scenic views.

Action 1. Encourage Henderson Point-Pass Christian Isles Recovery to identify and rank properties of scenic and environmental value.

Action 2. Require that areas of value be considered in any rezoning or conditional use permit requests before approval is granted by communicating with Henderson Point-Pass Christian Isles Recovery.

Action 3. Continue to foster relationships between the County, Henderson Point-Pass Christian Isles Recovery, and the Land Trust for the Mississippi Coastal Plain and other land trusts for the purchase of lands, the receiving of donated lands, and/or the holding of conservation easements.

Action 4. Identify and apply for grant funding to acquire land to be placed in conservation.

Table 3. Implementation Timeline for Goal 3.

Re-establish and enhance the community identity		Responsible Parties	Immediate Year 1	Short-term Year 2 Year 3 Year 4 Year 5					Mid-term Year 6-10	Long-term Year 11-20
3.1 A Action 1. Identify and rank properties of scenic and environmental value.	HP/PCI Recovery, Harrison County									
3.1 A Action 2. Require that those areas of value be considered in any rezoning or conditional use permit.	Harrison County, Land Trust, HP/PCI Recovery									
3.1 A Action 3. Continue to foster a relationship to purchase of lands, the receiving of donated lands, and/or the holding of conservation easements.	Harrison County, Land Trust, HP/PCI Recovery									
3.1 A Action 4. Identify and apply for grant funding to acquire land to be placed in conservation.	HP/PCI Recovery, Harrison County									
3.1.A. Action 5. Apply for grant funding to expand Audubon Park	HP/PCI Recovery, Harrison County									
3.1 B Action 1. Implement Harrison County’s Dark Skies Ordinance.	Harrison County									
3.1 C Action 1. Hire a professional to develop community-specific design ideas.	HP/PCI Recovery, Harrison County									
3.2 A Action 1. Provide community space in the proposed fire station.	HP/PCI Recovery									
3.2 A Action 2. Construct a community center.	Harrison County, HP/PCI Recovery									
3.2 A Action 3. Establish a regular community market organized and operated by a community group.	HP/PCI Recovery									

Action 5. Apply for grant funding to expand the amenities at Audubon Park.

STRATEGY B. Limit light pollution from both residential and commercial development.

Action 1. Implement Harrison County's Dark Skies Ordinance.

STRATEGY C. Create design strategies that reflect the character of the community as it rebuilds.

Action 1. Research the feasibility of a university or design firm donating services to create design guidelines or standards for rebuilding in partnership with the community.

Objective 3.2. Provide opportunities for community interaction.

STRATEGY A. Promote the development of a community meeting space.

Action 1. Research the feasibility of providing community space in the proposed fire station/sewer district building.

Action 2. Research the feasibility of securing a grant or other funding sources to construct a community center.

Action 3. Research the feasibility of creating a regular community market organized and operated by a community group.

Table 4. Implementation Timeline for Goal 4.

Enhance and preserve the natural environment	Responsible Parties	Immediate	Short-term					Mid-term	Long-term
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6-10	Year 11-20	
4.1 A Action1. Identify areas that are essential for the survival of local species.	Harrison County, MDWFP								
4.1 A Action 2. Identify and acquire land for creation and preservation of wildlife corridors.	MDWFP, Harrison County								
4.2 A Action 1. Promote clean beaches and waterways.	Harrison County, HP/PCI Recovery								
4.2 A Action 2. Preserve and protect the waterways and adjacent land.	MDMR, Land Trust, HP/PCI Recovery								
4.3 A Action1. Educate citizens regarding the possibilities of selling or donating land to ensure that it will remain undeveloped.	Land Trust, HP/PCI Recovery								
4.3 A Action 2. Inform residents about opportunities for preservation of open space.	Land Trust, HP/PCI Recovery								
4.3 B Action 1. Develop a tree preservation plan and ordinance.	County Forester, HP/PCI Recovery								

GOAL 4. ENHANCE AND PRESERVE THE NATURAL ENVIRONMENT.**Objective 4.1. Enhance wildlife habitats in the community.****STRATEGY A. Identify important wildlife habitats for potential preservation.**

Action 1. Contact the Mississippi Department of Wildlife, Fisheries, and Parks (MDWFP) to identify areas that are essential for the survival of local species.

Action 2. Partner with MDWFP and other appropriate organizations to identify and acquire land for creation and preservation of wildlife corridors.

Objective 4.2. Protect and enhance the coastal ecosystem.**STRATEGY A. Protect community beaches and waterways.**

Action 1. Promote clean beaches and waterways through education and accessible trash cans.

Action 2. Create a partnership between MDMR and the Land Trust for the Mississippi Coastal Plain to preserve and protect the waterways and adjacent land.

Objective 4.3. Preserve and enhance green spaces and public areas in the community.**STRATEGY A. Protect open space.**

Action 1. Educate citizens regarding the possibilities of selling or donating land to the Land Trust for the Mississippi Coastal Plain.

Action 2. Inform residents about opportunities to preserve open space.

STRATEGY B. Preserve and enhance the tree canopy.

Action 1. Develop a tree preservation plan, including a tree preservation ordinance and plans for planting new trees and maintaining the health of existing trees.

GOAL 5. IMPROVE AND ASSURE CIRCULATION AND CONNECTIVITY.

Objective 5.1. Provide adequate pedestrian and bicycle access.

STRATEGY A. Promote full and safe access for pedestrians and bicyclists.

Action 1. Develop an accessible sidewalk system for the neighborhood center.

Action 2. Enhance pedestrian connections between the neighborhood center and adjacent residential pedestrian paths, including crosswalks at all major intersections.

Action 3. Identify and create designated bicycle parking in the neighborhood center.

Action 4. Utilize Mississippi Department of Transportation Enhancement Funds to support alternative modes of transportation.

STRATEGY B. Widen road shoulders to allow safe pedestrian and bike travel.

Action 1. Explore shoulder construction and composition options.

Action 2. Study the feasibility of moving ditches in some areas to allow for widened road shoulders for pedestrian and bicycle paths.

STRATEGY C. Preserve and enhance the trail system.

Action 1. Ensure maintenance of walking trails in Audubon Park.

Action 2. Coordinate with existing neighborhood organizations to assist with park and trail maintenance.

Objective 5.2. Improve connectivity of waterway access.

STRATEGY A. Maintain the accessibility of the bayous.

Action 1. Continue to work with the Army Corps of Engineers and Coast Guard to clean and maintain the bayous and bay.

Objective 5.3. Provide desirable traffic circulation and access.

STRATEGY A. Uphold appropriate traffic controls.

Action 1. Provide for a post-construction traffic study to determine continuing traffic control needs at the Bayview Avenue/3rd Avenue and Bayview Avenue/US Highway 90 intersections.

STRATEGY B. Evaluate the need for additional roadways.

Action 1. Consider the creation of an east-west connector to Pass Christian to improve connectivity.

Action 2. Research the usefulness and feasibility of a frontage road north of US Highway 90, connecting Ponce de Leon to the eastern portion of the community.

STRATEGY C. Provide adequate parking in the proposed neighborhood center and boat launch areas.

Action 1. Develop a unified parking plan to address shared parking, where feasible, in the neighborhood center.

Action 2. Promote the creation of first-level parking under commercial areas.

Action 3. Investigate options for a parking area adjacent to US Highway 90 to support a boat launch. OR Investigate options for a parking area adjacent to Bayview Avenue.

Table 5. Implementation Timeline for Goal 5.

Improve and assure circulation and connectivity	Responsible Parties	Immediate Year 1	Short-term Year 2 Year 3 Year 4 Year 5					Mid-term Year 6-10	Long-term Year 11-20
5.1 A Action 1 Develop an accessible sidewalk system for the neighborhood center.	Harrison County, MDWFP								
5.1 A Action 2 Enhance pedestrian connections between the neighborhood center and adjacent residential pedestrian paths.	MDWFP, Harrison County, County Forester								
5.1 A Action 3 Identify and create designated bicycle parking in the neighborhood center.	Harrison County, HP/PCI Recovery								
5.1 A Action 4 Utilize funds available for alternative modes of transportation.	MDMR, HP/PCI Recovery								
5.1 B Action 1 Explore shoulder construction and composition options.	MDMR, Land Trust, HP/PCI Recovery								
5.1 B Action 2 Study the feasibility of moving ditches in some areas to allow for widened road shoulders.	Land Trust, HP/PCI Recovery								
5.1 C Action 1 Ensure maintenance of walking trails in Audubon Park.	Land Trust, HP/PCI Recovery								
5.1 C Action 2 Assist with park and trail maintenance.	HP/PCI Recovery, Harrison County								
5.2 A Action 1 Continue to clean and maintain the bayous and bay.	Harrison County, Coast Guard								
5.3 A Action 1 Provide for a post-construction traffic study for traffic control needs.	Harrison County, MDOT								
5.3 B Action 1 Consider the creation of an east-west connector to Pass Christian to improve connectivity.	Harrison County, HP/PCI Recovery								
5.3 B Action 2 Research the usefulness and feasibility of a frontage road north of US Highway 90.	Harrison County, HP/PCI Recovery								
5.3 C Action 1 Develop a unified parking plan in the neighborhood center.	Harrison County, HP/PCI Recovery								
5.3 C Action 2 Promote the creation of first-level parking under commercial areas.	Harrison County, HP/PCI Recovery								
5.3 C Action 3 Investigate options for a parking area adjacent to US Highway 90 to support a boat launch.	Harrison County, HP/PCI Recovery								

GOAL 6. PROTECT THE HEALTH AND SAFETY OF RESIDENTS.

Objective 6.1. Develop and maintain an emergency management plan to meet the needs of the current population.

STRATEGY A. Coordinate with FEMA and other agencies to update the hazard mitigation plan, including updated evacuation procedures.

Action 1. Complete a risk assessment with regards to freight train cargo.

Action 2. Encourage Henderson Point-Pass Christian Isles Recovery to educate the public about the Harrison County Emergency Management Department evacuation routes out of Henderson Point-Pass Christian Isles.

Objective 6.2. Reduce criminal activity and perceived criminal threats.

STRATEGY A. Encourage cooperation between residents and local law enforcement to identify criminal activity.

Action 1. Provide an area in the fire station for open communication between residents and law enforcement.

Action 2. Utilize a neighborhood watch program.

STRATEGY B. Improve and maintain fire hydrants.

Action 1. Identify funding opportunities to place wet fire hydrants throughout the community.

In several cases there are two or more possible alternatives for achieving a specific goal. When this occurred, the planning team prepared different scenarios to illustrate each of the options. These scenarios were provided to the community for review between October and November of 2006 through a series of community discussion pieces. Feedback from the discussion pieces was used to refine the alternative scenarios. Citizen input

Table 6. Implementation Timeline for Goal 6.

Protect the health and safety of residents	Responsible Parties	Immediate	Short-term					Long-term
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6-10	
6.1 A Action 1. Complete a risk assessment with regards to freight train cargo.	Harrison County							
6.1 A Action 2. Educate the public about the evacuation routes.	HP/PCI Recovery							
6.2 A Action 1. Provide an area for communication between residents and law enforcement.	Sherriff's Department							
6.2 A Action 2. Utilize a neighborhood watch program.	HP/PCI Recovery							
6.2 B Action 1. Define roads considered unsafe by residents and promote street lights along said roads.	HP/PCI Recovery							
6.2 C Action 1. Identify funding opportunities to place wet fire hydrants throughout the community.	HP/PCI Recovery							

helped to determine the most appropriate scenarios for the community. In cases in which the community had not yet come to a consensus on the most appropriate scenario, these scenarios have been included for consideration in the draft plan and discussed in the concept plan section on the following pages.

A number of different tools are available to achieve the desired outcomes. Some of the methods may require changes to or the establishment of ordinances by Harrison County. Suggestions to enact any such policy changes or implementation have also been included as part of the plan.

Figure 33. This simple pea gravel path in Charleston, South Carolina provides access to community residents. This type of path could be used to create pedestrian and bicycle paths throughout the community.

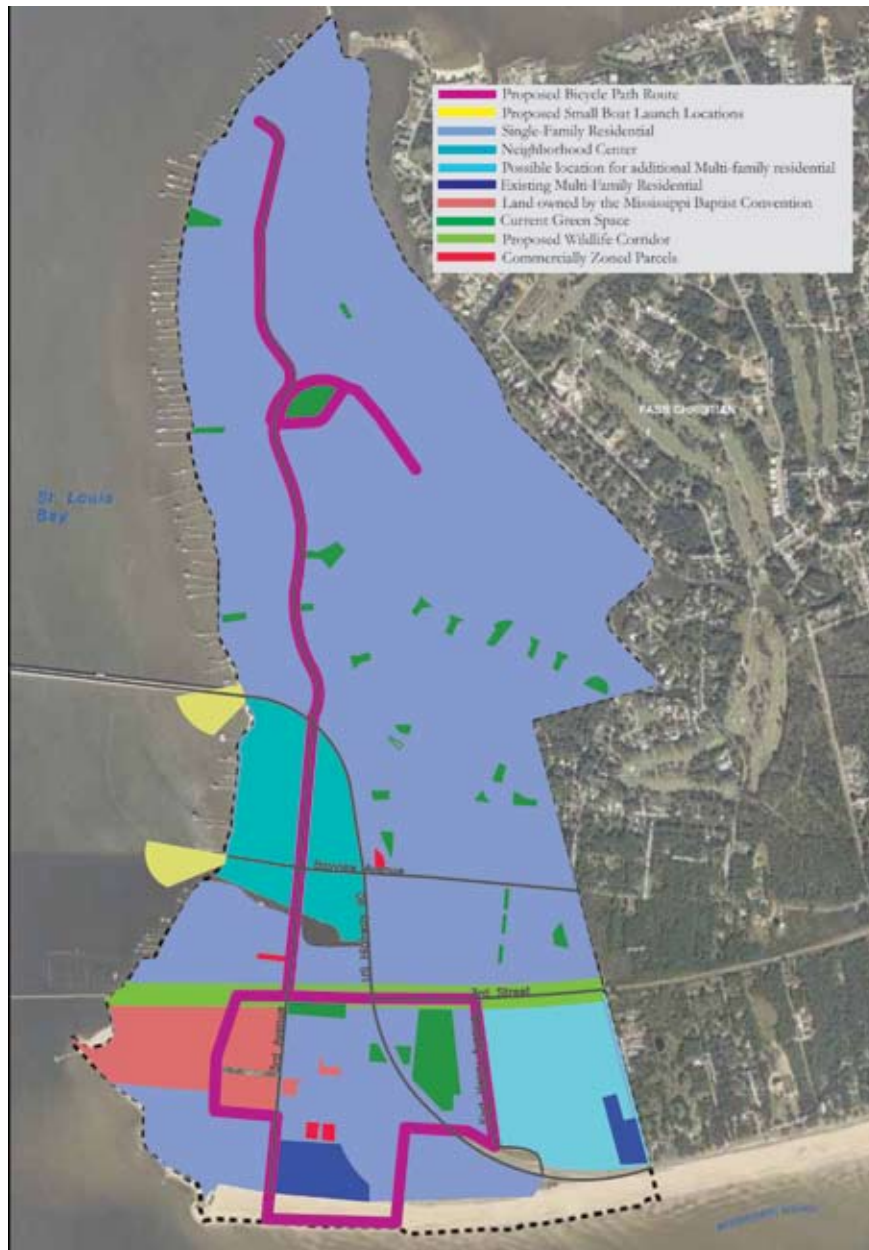


Source: Kevin Chastine

Figure 34. Bayview Avenue could be widened to improve circulation and allow on-street parking.



Source: Angela Beer

Map 2. Concept Plan for Henderson Point-Pass Christian Isles.

*The Concept Plan
represents the future land
uses and amenities desired
by the community.*

Source: The Ohio State University

CONCEPT PLAN

The concept plan illustrates the major physical policies stated in the aforementioned goals, objectives, strategies, and action statements. This plan is conceptual in nature and conveys general ideas about development patterns, public and private investments, and extension or expansion of existing facilities and services. The following section briefly explains the contents of the concept plan as well as the basis for its recommendations.

Community Facilities

Prior to Hurricane Katrina the two public buildings in Henderson Point-Pass Christian Isles were the fire station and sewer district building, both of which were integral to the community. Both facilities were destroyed during the storm. Both the community and the County have placed a high priority on bringing a fire station back to the community.

The Fire Department is developing plans to rebuild the fire station at its previous location on Livingston Avenue. It will be larger than before so it can house an aerial platform truck, and it will be elevated to meet the revised flood requirements. The station will also house the sewer district.

The community has expressed a desire to see the fire station come back as quickly as possible and serve as a symbol of rebuilding in the community. Citizens would like the fire station to serve as a community meeting space, allowing residents to come together for meetings, celebrations, and other events. Residents would also like the Sheriff's deputies to have space in the fire station and, if possible, they would like the station to have a coastal architectural style.

The new fire station should meet as many of the community's preferences as possible. Due to the urgent need to rebuild, the community's preferences may need to be accommodated over time. While specific architectural features may not be financially feasible at the present time, a new façade can be completed at a later time. For example, an exterior façade modification could be undertaken after the primary structure is constructed or an addition providing community space could be added later.

Recreational Facilities

Residents have expressed a desire to enhance recreational opportunities in the community. Bicycle paths and a boat launch are two popular ideas. Residents also have a desire for additional amenities at Audubon Park.

Bicycle Paths

The creation of bicycle paths would directly improve connectivity between neighborhoods and allow for increased recreational opportunities. Bicycle paths would provide north-south connectivity and access to green space, recreation, and views.

Construction material options for the proposed trails include concrete or asphalt pavement, gravel, or dirt. The width of the paths should be at least eight feet to allow for multiple users and pedestrian access. The proposed path locations follow the shoulders of existing

Figure 35. D'Iberville has a boat launch located under the Interstate Highway 110 bridge.



Source: Ryan Schmitt

Figure 36. The Henderson Point boat launch has been used by residents of the community for many years.

Source: Lauren Repas



streets and connect to green space found throughout Henderson Point-Pass Christian Isles.

This example illustrates how a bicycle path could run through the community. The northern end of the bicycle path could begin at the tip of Sandy Hook Drive near the northern end of Pass Christian Isles. The path would proceed south along Ponce de Leon Drive to Audubon Lane where it could connect to Audubon Park. From the park, the path could branch in two directions. One path could follow the northern boundary of the park and continue south along Havana Boulevard to its point of termination at Fairway Drive, while the other could continue in a southerly direction along Ponce De Leon Boulevard and 3rd Avenue until it reached the proposed wildlife corridor at the railroad. The path heads south along 2nd avenue until it reaches Lovers Lane. The path turns easterly along Lovers Lane until 3rd Avenue. At 3rd avenue the path turns south again until it reaches the beach. The path could then head east along the beach until 5th Avenue. From 5th Avenue, the path could turn north across US Highway 90 and connect to Fort Henry Drive. The path could follow Fort Henry Drive until it reached the proposed wildlife corridor and reconnect to 3rd Avenue, forming a loop around Henderson Point.

The community will need to work with the County to identify

Map 3. Proposed Bicycle Path Route.



Map created by: Lauren Repas

Source: Ohio State University, SMPDD

Figure 37. This illustration displays how a parking lot might be integrated adjacent to the US Highway 90 bridge.



Source: Andrews University

the best route for the bicycle path as well as the best materials for constructing the path.

Boat Launch

Marine resources are a distinctive characteristic of the Henderson Point-Pass Christian Isles community. Citizens have emphasized the importance of access to the surrounding water by boat. Some residents report using boats as a means of local transportation. While many residents have waterfront views most need a place from which they can launch their boats. The community has stated that they would support the creation of a community boat launch. There have also been requests that a fueling station for boats be brought back to the area.

Prior to Hurricane Katrina, some residents stored their boats in a dry boat storage facility and launched from Bayou Mallini, others launched their small boats from the boat launch at the end of Bayview Avenue, and a few were able to launch their boats from their own backyards.

Residents report that the boat launch at the end of Bayview Avenue was not ideal because there were few places to park and it was difficult to maneuver vehicles with trailers. The dry boat storage may

*“We want a quiet
fishing village.”*

or may not return. These issues raise the challenge of identifying the best opportunities for boat access in the community.

In thinking about adding a boat launch there are several key considerations. There should be adequate space to park vehicles and trailers; the dimensions of parking spaces should be 50 feet by 11 feet to accommodate vehicle, trailer, and boat overhang; there should be adequate room to maneuver vehicles to the boat launch; and, since the launch site should provide enough depth for small boats to be able to get into the water, there may need to be dredging to ensure small boats can launch into the bay.

Residents expressed strong support for continuing to use the boat launch at the end of Bayview Avenue, but it would need to be repaired to allow better access to the water. This would allow the community continued access to the bay from this location in the center of the community. This site could accommodate small and medium sized boats if water depth is adequate.

The existing boat launch area could be enhanced by providing better access, parking, and maneuvering. A parking lot specifically for vehicles and trailers could be created along Bayview Avenue with the cooperation of a property owner. It may be possible to provide parking adjacent to a future commercial building. In the future, Bayview Avenue could be widened to assist with traffic circulation between 3rd Avenue and US Highway 90. If this were to happen, the area between 3rd Avenue and the St. Louis Bay could be modified to allow for limited on-street parking. Existing road shoulders and right-of-ways could be used to widen Bayview Avenue in order to deter future land acquisition.

The community also supports the potential establishment of a small boat launch under the US Highway 90 bridge similar to the boat launch D'Iberville created under its Interstate Highway 110 bridge. The pre-existing boat launch location along Bayview Avenue could then be used as a public park or sunset viewing area or maintained as an additional boat launch point. This option would allow for the empty space under the US Highway 90 bridge to be put to use. Large truck and trailer traffic would be diverted away from the neighborhood center to the bridge area, and a parking area either under and/or adjacent to the bridge would create a place for trailers and vehicles to park. A partnership with an adjacent

property owner, as well as use of a state-owned right-of-way, would be necessary to allow the development of a parking lot. To prevent overnight parking, signage could be put in place that would specify no overnight parking. This option could be paid for through an MDOT Transportation Enhancement Grant and through an MDMR Tidelands grant. This plan would need to be approved by the Mississippi Department of Transportation and the Mississippi Department of Marine Resources.

One of the key factors in determining the location of the boat launch will be the availability of funds to either improve the existing boat launch or establish a new one. If there is sufficient demand, more than one boat launch could be established. For example, the boat launch could remain at Bayview Avenue, while a second small boat launch could be established at US Highway 90. This would allow community residents two opportunities to access the water. The community will also need to address the long term maintenance of the boat launch to ensure that water depth is suitable for launching boats.

Citizens favored the existing boat launch location of Bayview Avenue, with 82 percent support. Citizens, however, did not eliminate the possibility of a boat launch under the US Highway 90 bridge. Sixty-two percent of residents supported this new location as a potential site for the community's boat launch. Either location would be acceptable to the community, though the existing location is more heavily favored.

Land Uses in Henderson Point-Pass Christian Isles

The County and community recognize that over the next twenty years there will be demand for land use change in the community. This plan recognizes and anticipates these changes. It outlines the areas where change is appropriate and those areas that should be redeveloped with the same character that existed before Hurricane Katrina. Overall, the community should retain its low to medium density residential character, while providing opportunities for businesses that will serve the community. Map X illustrates each area of the community. The land use policies for each area are

discussed on the following pages.

Single-family Housing

Henderson Point-Pass Christian Isles was primarily a single-family community prior to Hurricane Katrina. The construction of single-family housing should be encouraged throughout the community. Specifically, Pass Christian Isles and Henderson Point Heights should redevelop exclusively with single-family residential housing.

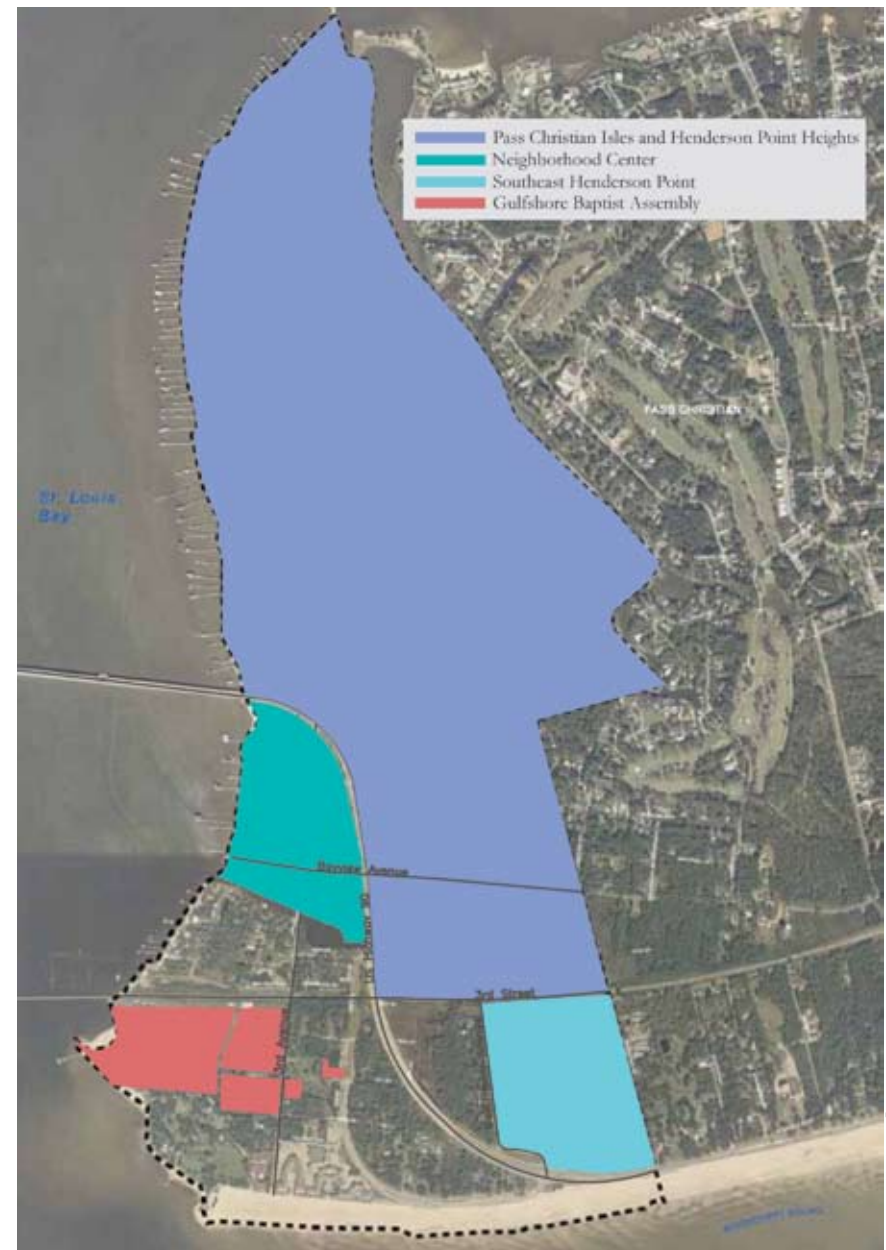
Neighborhood Center

The neighborhood center is defined as the area between Mallini Bayou on the south, US Highway 90 on the north, US 90 on the east, and the St. Louis Bay on the west. The County recognizes that the foremost concern of Henderson Point-Pass Christian Isles is to provide for the return of basic services and housing. The redevelopment of neighborhood businesses should be considered as a long-term goal. Although the first concern of the community is to re-establish appropriate housing, it must also plan for future commercial development.

The citizens of Henderson Point-Pass Christian Isles overwhelmingly identified the area at Bayview Avenue and 3rd Avenue as the center of their community. Prior to Katrina, this area was home to Annie's Restaurant, Mallini's Bar, a boat storage facility, and Point Lumber. Currently the area is primarily zoned for single-family residential, but it includes a few parcels that are zoned for commercial use. The community wants to maintain its relaxed atmosphere while reestablishing neighborhood commercial services that could once again serve as community gathering places.

The community agreed that the neighborhood center could change over time. The neighborhood center could contain a mix of single-family and multi-family housing, as well as a mix of commercial businesses centered along Bayview Avenue. As demand for commercial development occurs, commercial land uses could expand along the northern bank of Bayou Mallini between 3rd Avenue and the St. Louis

Map 4. Areas of Henderson Point-Pass Christian Isles.



Source: The Ohio State University, SMPDD (basemap), Lauren Repas.

Figure 38. The neighborhood center should contain uses that are similar to before Hurricane Katrina, such as neighborhood oriented businesses and single-family homes. The neighborhood center could also add new uses, such as multi-family housing.



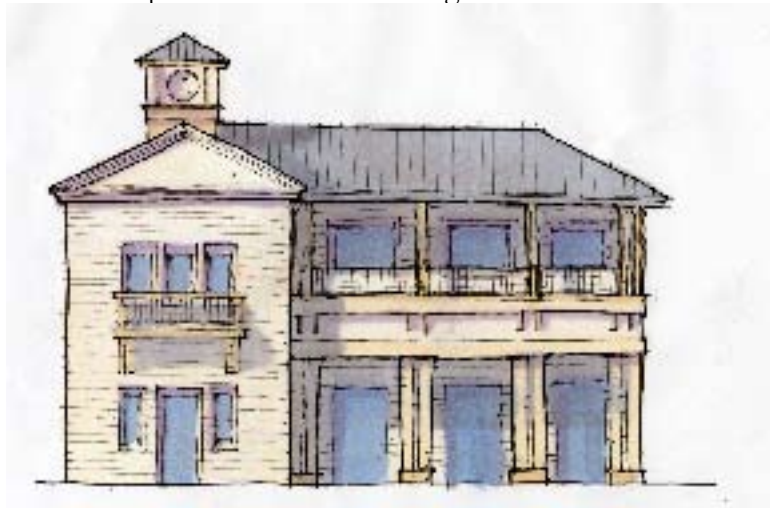
Source: Andrews University

Figure 39. Businesses, multi-family and single family housing would be permitted in the neighborhood center. This could include a mix of single-family homes, duplexes, four-plexes, and mid-rise condominiums. This rendering depicts how a duplex might appear in the neighborhood center.



Source: Andrews University

Figure 40. Residents support including a community facility in the neighborhood center. A farmer's market or other community oriented use could operate under the building.



Source: Andrews University

Bay or along US Highway 90. The scale of all development should be low to medium density. Ultimately the neighborhood center will remain largely residential in character with some commercial development. While the community has identified how and where development should happen, it is ultimately up to individual businesses and property owners to move forward with building new residential and commercial development in the neighborhood center.

Citizens support the use of a portion of the neighborhood center for community space. The redeveloped neighborhood center could be a simple but well designed and maintained community park or green space area with views to the bay. The green space could include an open-air pavilion, which could be used to host farmers' markets, art shows, and community meetings.

The neighborhood center could also include a community facility in a separate building or as part of another building. This would provide

a community gathering place. In the elevated area between the ground and the building there could be a location for a farmers' market, a flexible artist studio, a festival place, a bandstand, or other community-oriented uses. This building could be located anywhere in the neighborhood center.

Traffic flow on Bayview Avenue and 3rd Avenue could be improved. The widening of 3rd Avenue and Bayview Avenue in the neighborhood center would allow for the creation of medians, which could be planted with live oak trees. A turning lane could be added at intersection, which would enhance the character of the area and improve traffic circulation. When possible, planting of native species would minimize maintenance costs and preserve ecological integrity.

In order to achieve a mixed use center that would meet the communities' expectations, the community and County can work together to create an environment that is supportive to redevelopment. This can be accomplished through zoning regulations and infrastructure improvements. Additionally, the County and community would need to work together to raise funds to support community public space and infrastructure improvements, such as sidewalks or a public plaza.

Multi-family Housing

Prior to Hurricane Katrina, Henderson Point-Pass Christian Isles had two condominium projects: The Village at Henderson Point and Inn-by-the-Sea. The owners of these two developments plan to rebuild at their previous locations with the same number of units. A third condominium project that was under construction at the time of Hurricane Katrina, Pass Marianne, will also complete construction. During the planning process, citizens expressed an opinion that high-rise condominiums are unacceptable in their community. Mid-rise condominiums are also not considered the most desirable housing type for the community. At the same time, the community does want to allow all previous residents

Figure 41. This image depicts what the neighborhood center might look like with housing units above retail space. An elevator and covered walkway are shared between buildings. The bottom level is open with parking underneath.



Source: Andrews University

to return to the community. Residents expressed a desire to protect the residential character of their community while allowing opportunities for former residents to come back.

The community has come together and agreed that multi-family housing, in the form of duplexes, fourplexes, and mid-rise condominiums could be appropriate in specific areas in the community. The community has expressed a strong desire to minimize the impacts of multifamily development by ensuring that new development minimizes the shading placed on surrounding properties, protects views of the water, and does not have excessive height.

The community agreed to support additional multi-family housing in the area shown in Map 5. New multi-family housing could be developed in the area bounded by Fort Henry to the west, the city of Pass Christian to the east, US Highway 90 to the south, and the railroad tracks to the north. Additionally, the community would support multi-family housing in the neighborhood center.

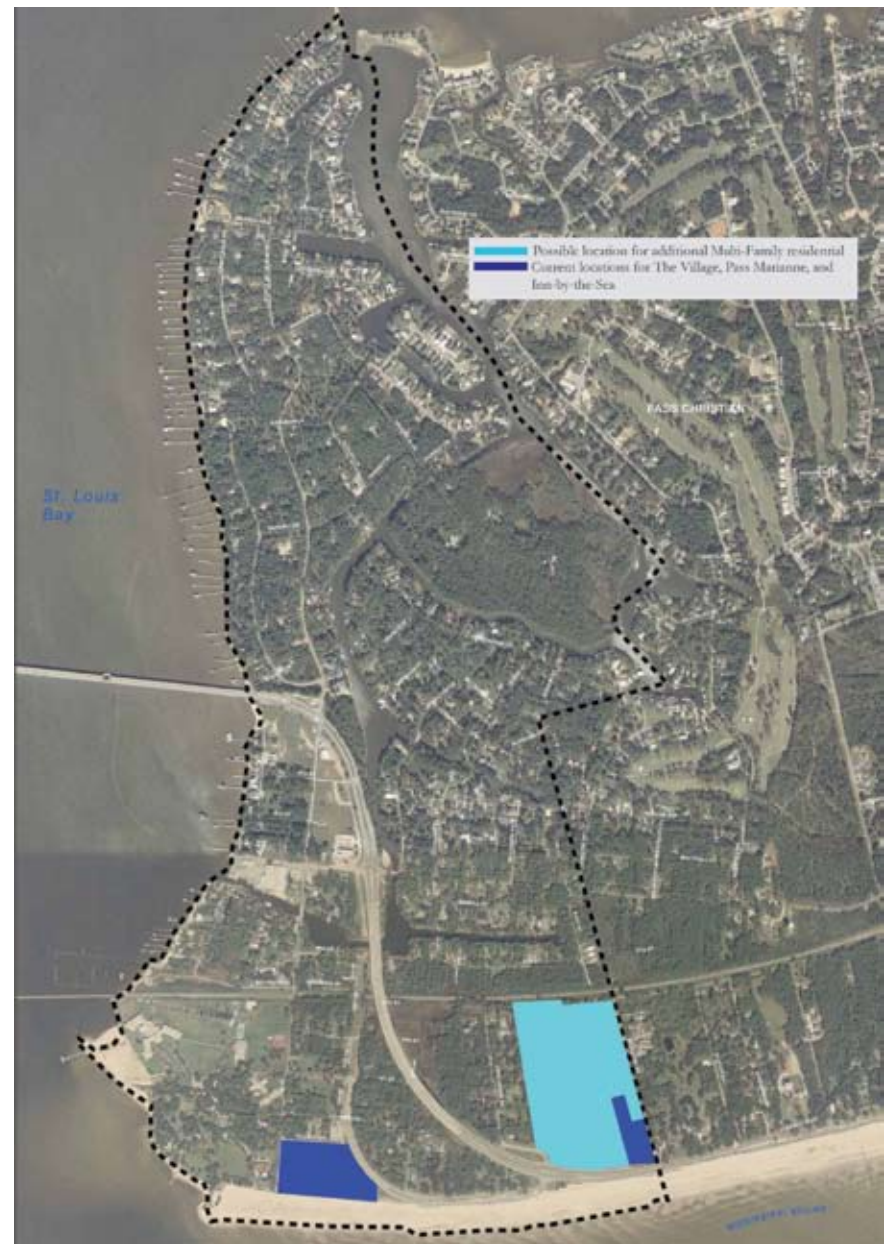
Because of additional traffic anticipated as a result of multi-family development, it may be necessary to expand roadways and add traffic control devices to manage this type of development.

Gulfshore Baptist Assembly Redevelopment

The Gulfshore Baptist Assembly property has maintained a presence in Henderson Point-Pass Christian Isles since the 1950s. The property was completely destroyed by Hurricane Camille but returned in the early 1970s. While the facility was designed to be hurricane resistant, the main building's first two floors were severely damaged during Hurricane Katrina.

Following the storm, the Mississippi Baptist Convention appointed a committee of nine individuals to study the condition of its facilities and explore all possibilities related to conference ministries in Mississippi. The committee reported to the Mississippi Baptist Convention on October 31, 2006. The

Map 5. Multi-family development could occur in the southeast portion of the community.



Source: Lauren Repas

Figure 42. This rendering imagines an elevated condominium building that could be located in Southeastern Henderson Point.



Source: Andrews University

Figure 43. This rendering imagines an elevated triplex that could be located in a designated multi-family area.



Source: Andrews University

Convention voted to sell the Gulfshore Baptist Assembly site and relocate inland. The Gulfshore Baptist Assembly property includes 25 acres, as shown in Map 6.

Residents have expressed a mix of opinions about how Gulfshore Baptist Assembly site might redevelop. Citizens identified a variety of uses as possibilities for the 25-acre Gulfshore Baptist Assembly property including single-family residences, mid-rise condominiums, and a state park. Additionally, combinations of these uses may be appropriate.

Given the community's mix of opinions about the type of use that would be appropriate, the site could be redeveloped in a variety of different ways. Where opportunities are available, a portion of the site should be preserved as permanent open space.

Citizens have agreed that the site should not be developed with substantial building heights, residents would prefer to see two-story buildings. Citizen preferences are inconsistent with the site's current 40-foot height limited allowed under the site's R-1 Single-Family Residential zoning.

Architectural Character

One way to mitigate some of the potentially negative impacts of development is to adopt architectural standards or architectural guidelines. Architectural standards are regulatory mechanisms that dictate specific features, materials, styles, and construction details of a structure. Standards must be followed. Guidelines, on the other hand, are only advisory in nature. Guidelines suggest and give examples of general features, materials, and styles that would be considered reflective of the community's desires. Guidelines, however, are not mandatory; rather, guidelines are voluntary.

Standards or guidelines could be implemented throughout the community or just in specific areas, such as the neighborhood center, certain residential areas, or in designated areas of new development.

Before architectural standards or architecture guidelines are adopted by the community, residents and property owners should

Map 6. Land owned by the Mississippi Baptist Convention.

Map created by: Lauren Repas

Source: Southern Mississippi Planning and Development District

Figure 44. The Gulfshore Baptist Assembly's main building was severely damaged during Hurricane Katrina.

Source: Lauren Repas

thoroughly discuss the positive and negative impacts of such a policy. Citizens have expressed as strong interest in exploring this option further before making a final determination on this issue. Eighty-nine percent of residents indicated support for the exploration of architectural standards or architectural guidelines.

Natural Environment

One of the primary reasons that people enjoy living in Henderson Point-Pass Christian Isles is because of its natural environment. Many residents mention the large live oak trees and the forested areas as attractive features of the community. Beyond the trees,

the access to water makes Henderson Point-Pass Christian Isles a unique place. In the community survey, citizens expressed that they would like to see increased access to natural areas as well as protection of the natural features. The following policies should be used as appropriate to protect the community's natural environment.

Henderson Point-Pass Christian Isles lost a significant number of trees as a result of Hurricane Katrina. Trees play an important role in protecting the community from erosion and wind damage, as well as improving the appearance of the community. Trees, especially large live oaks, can act as windshields or buffers to diminish the effects of the wind. A tree protection ordinance for live oaks would provide protection and add to the appearance of the community. The ordinance would protect landmark trees—large, old trees with diameters greater than 24 inches. However, it is important to remember that the protection of older trees alone will not protect the canopy. As old trees age they become more susceptible to disease and stress that will eventually lead to their demise. For this reason, it is critical to promote the growth of young trees that can continue the cycle. The tree protection ordinance would also encourage the planting and growth of young trees throughout the Henderson Point-Pass Christian Isles community. Grants for tree planting are listed in the Appendix D.

Citizens are overwhelmingly in favor of establishing a tree protection ordinance within their community. Ninety-two percent of residents demonstrated support of such an ordinance.

The Land Trust for the Mississippi Coastal Plain owns eight acres of land in Henderson Point for permanent conservation. Property owners can either donate or sell their land to a land trust for permanent conservation. For large parcels, the property owner may be able to utilize a conservation easement that places a portion of the property in permanent conservation.

A wildlife corridor would provide opportunities for wildlife to migrate through the community. The community's railroad already serves this purpose. This corridor could be maintained with natural vegetation, while ensuring the public's safety.

Figure 45. Henderson Point-Pass Christian Isles lost a large number of trees as a result of Hurricane Katrina.



Source: Lauren Repas

As rebuilding occurs, homeowners should be encouraged to build environmentally responsible homes. Such homes would utilize recycled building materials and implement design strategies to utilize sun to heat rooms or shade to keep homes cool. Use of indigenous landscaping materials should also be encouraged as a positive contribution to the environment.

US Highway 90

US Highway 90 is a major transportation corridor connecting communities all along the Gulf Coast and the Mississippi Sound. The highway's bridge across the St. Louis Bay was completely obliterated during Hurricane Katrina. The Mississippi Department of Transportation has elevated US Highway 90 to a maximum height

of 85 feet as it stretches across the St. Louis Bay to connect Henderson Point-Pass Christian Isles in Harrison County to Bay St. Louis in Hancock County. Prior to Hurricane Katrina's destruction, the highway approached the Henderson Point-Pass Christian Isles area at grade and the maximum height over the Bay was 30 feet. Drivers were able to exit US Highway 90 directly at 3rd Avenue. This exit allowed immediate access to the area that many residents considered the center of their community: Bayview Avenue and 3rd Avenue. The new construction does not provide an opportunity to exit onto 3rd Avenue as before. Instead, the reconstructed Highway 90 meets Bayview Avenue at grade. A stoplight at the intersection of Bayview Avenue and US Highway 90 will regulate traffic. This intersection will serve as a primary entrance to the Henderson Point-Pass Christian Isles community.

Residents have expressed concern over the elevation of US Highway 90. Whereas the pre-Katrina US Highway 90 traversed the community at grade, the rebuilt highway creates a physical and visual barrier. The roadway is elevated to approximately 25 feet as it reaches land. This new configuration changes the highway's relationship with the community. North-south access will be limited to 3rd Avenue for resident of Pass Christian Isles. Pedestrians and bicyclists will have use of a path along the US Highway 90 bridge.

Residents, though unhappy with the elevation of the reconstructed highway, recognize the importance of the highway's presence in their community. US Highway 90 is an important connector to Bay St. Louis and other western destinations, such as New Orleans. The highway saves valuable time and connects residents with important goods and services that are available in other communities along the coast. Survey results clearly indicate that the bridge's purpose as a connector is important to Henderson Point-Pass Christian Isles residents, even though the aesthetics of the bridge's design are not the most favorable.

Using other communities around the United States as examples, there are multiple techniques that could be used to integrate the bridge into Henderson Point-Pass Christian Isles. Landscaping could provide a disguise while enhancing the visual identity of the community.

Figure 46. This tile mosaic in Hattiesburg is an example of how public art can be integrated into large structures. Henderson Point-Pass Christian Isles could consider a piece of art relevant to their own community such as a sandcastle, bird, or boat.



Source: Meghan Gough

Ornamental trees and other landscaping are encouraged along the highway. When possible, planting of native species should minimize maintenance costs and preserve ecological integrity while still preserving visual access and safety. As US Highway 90 intersects with Bayview Avenue, roadside plantings would help to establish a feeling that drivers have arrived somewhere special.

Aesthetic and community improvements could be achieved through a Transportation Enhancement grant from MDOT. Aesthetically pleasing enhancements could be used to make the bridge feel less imposing. The bridge—and particularly the underpass area at 3rd Avenue—could be a showpiece for public art. This concept would help to make the bridge an intra-community attraction, rather than a hindrance. For example, a viewing deck could be integrated to provide sunset views or art could be placed under the bridge. The bridge could provide a memorial to the destruction of Hurricane Katrina. A portion of the area could be used as a park or boat launch.

Figure 47. Aesthetically pleasing enhancements, such as signage could enhance the area around the US Highway 90 bridge. Signs such as the one below could be replaced with aesthetically pleasing gateway signs.



Source: Angela Beer

Figure 48. Henderson Point-Pass Christian Isles contains a mix of low and medium density residential buildings, as these images show.



Source: Susan Guidry

SECTOR MAP

A sector map identifies land areas where the community believes land should be preserved and redeveloped. The sector map for Henderson Point-Pass Christian Isles (see Map 7) identifies desirable outcomes for the future of the community. The application of development according to these sectors can guide development in Henderson Point-Pass Christian Isles.

The SmartCode identifies six sectors, ranging from preserved open space to urban development. For Henderson Point-Pass Christian Isles, only two of the six sectors apply because of the nature of the community. Each of the two applicable sector designations is explained below.

The (O-1) PRESERVED OPEN SECTOR consists of open space already protected from development in perpetuity. The Preserved Open Sector includes undeveloped areas under environmental protection by law or standard, as well as land acquired for conservation through purchase or land protected from development by easement. Areas designated Preserved Open Sector (O-1) are mapped using the following criteria:

- a. Surface Water Bodies;
- b. Protected Wetlands;
- c. Protected Habitat;
- d. Riparian Corridors;
- e. Purchased Open Space;
- f. Conservation Easements; and
- g. Residual to Cluster Open Space.

The (G-4) INFILL GROWTH SECTOR consists of locations with existing development that have the potential to be modified, or filled in with new buildings. In the Henderson Point-Pass Christian Isles community residences and businesses are encouraged to be rebuilt in this sector.

Figure 49. Henderson Point-Pass Christian Isles citizens are encouraged to rebuild their homes and businesses.



Source: Angela Beer

Figure 50. Audubon Park is an example of preserved open space.



Source: Lauren Repas

Parcels

- O1 Preserved Open Space
- G4 Infill/Redevelopment
- Planning Area

St. Louis Bay

90

MISSISSIPPI SOUND

0 0.25 0.5 1 Miles

The residents and business owners of Henderson Point-Pass Christian Isles have expressed a strong desire to return to the community and rebuild. The sector map reflects this desire for redevelopment.

Source: The Ohio State University

Appendix A. Background Assessment

DEMOGRAPHICS

A demographic analysis of Henderson Point-Pass Christian Isles is important to a planning process such as this one. The analysis provides insight into the community as it existed and is useful in forecasting community needs. A look at demographic trends is helpful in the formation of goals and recommendations.

The majority of the data presented comes from the decennial Censuses of Population and Housing conducted by the US Bureau of the Census. Our analysis primarily uses 1990 and year 2000 Census data but also includes previous US Census years in order to assess trends in the community. To make this demographic information as meaningful as possible, we compared Henderson Point-Pass

Christian Isles' data with those of surrounding communities, Harrison County, and the state of Mississippi.

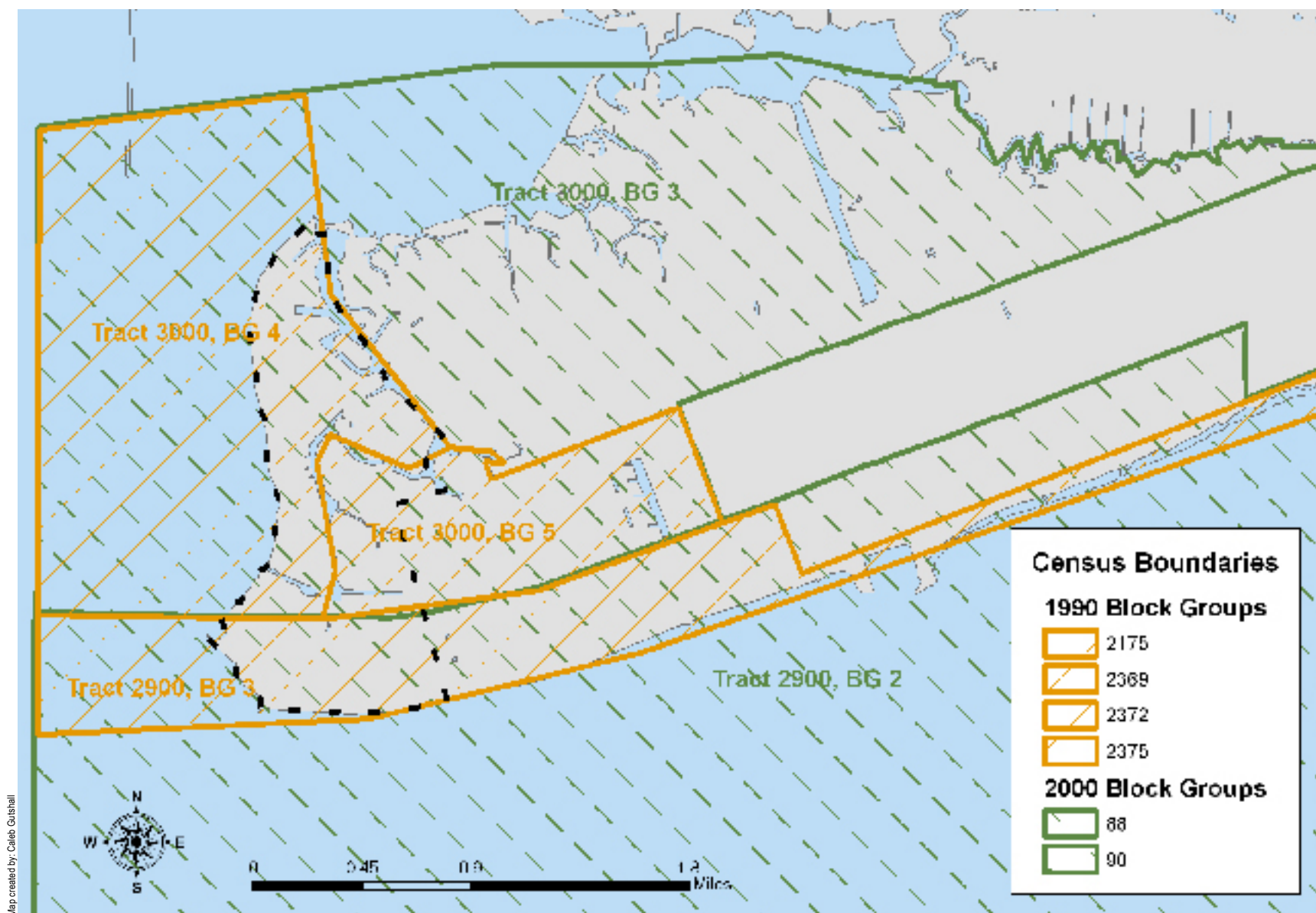
When analyzing demographic information, three levels of census data are appropriate in Henderson Point-Pass Christian Isles: census tracts or portions thereof, census block groups, and census blocks. Census tracts are aggregations of block groups. Block groups are aggregations of census blocks. The Henderson Point-Pass Christian Isles Planning Area falls within two census tracts and within portions of three block groups. This complicated the effort because information was only available on a piece by piece basis.

Table 7. Population Change, 1960-2000.

	1960	1970	1980	1990	2000
Population					
Henderson Point-Pass Christian Isles	n/a	n/a	n/a	658	812
Pass Christian	3,881	2,979	5,014	5,557	6,579
Harrison County	119,489	134,582	157,665	165,365	189,601
Mississippi	2,178,141	2,216,912	2,520,638	2,573,216	2,844,658
Households					
Henderson Point-Pass Christian Isles	n/a	n/a	n/a	306	365
Pass Christian	1,095	876	1,790	2,089	2,687
Harrison County	30,981	37,531	52,202	59,557	71,538
Mississippi	568,070	636,724	827,169	911,374	1,046,434

Source: Census of Population and Housing, US Bureau of the Census of the Census; 1960, 1970, 1980, 1990, 2000.

Map 8. 1990 and 2000 Census Blocks.



Source: US Bureau of the Census; 1990, 2000.

This analysis uses block-level information and, where possible, information for the unincorporated portions of the Census Tracts that include Henderson Point-Pass Christian Isles. Luckily, the two unincorporated Census Tract components, taken together, were coextensive with the Henderson Point-Pass Christian Isles planning area.

Population

The population of Henderson Point-Pass Christian Isles in 2000 was 812, according to the US Bureau of the Census. This marked a 23 percent increase over the recorded population (658) of the 1990 Census. Henderson Point-Pass Christian Isles also realized an increase in the number of households between 1990 and 2000. In 2000, the Census recorded 365 households, up from 306 in 1990, for an increase of 19 percent. Similar population growth trends occurred throughout the state and region. Table 8 more clearly illustrates the relationship between Henderson Point's

total permanent population and total number of households as compared to local, regional, and statewide trends. These figures do not include the additional weekend and seasonal population. In 2000, 325 housing units were used on a weekend or seasonal basis, which means that, at some times, the population was perhaps twice as high as when only permanent residents were in the community.

The Gulf Regional Planning Commission, after Hurricane Katrina, undertook a population forecast for the Mississippi Gulf Coast. The population for Henderson Point-Pass Christian Isles is expected to return to its pre-Katrina level over the next 30 years.

Race

According to the 2000 Census, Henderson Point-Pass Christian Isles was primarily comprised of residents who identify themselves as Non-Hispanic White. Other races that were represented in the community were African American, Asian, Hispanic, and Multi Race individuals. Seven hundred thirty-seven of the residents identified

Table 8. Population and Households, 1960-2000.

	1960	1970	1980	1990	2000
POPULATION					
Henderson Point-Pass Christian Isles	n/a	n/a	n/a	658	812
Pass Christian	3,881	2,979	5,014	5,557	6,579
Harrison County	119,489	134,582	157,665	165,365	189,601
Mississippi	2,178,141	2,216,912	2,520,638	2,573,216	2,844,658
HOUSEHOLDS					
Henderson Point-Pass Christian Isles	n/a	n/a	n/a	306	365
Pass Christian	1,095	876	1,790	2,089	2,687
Harrison County	30,981	37,531	52,202	59,557	71,538
Mississippi	568,070	636,724	827,169	911,374	1,046,434

Source: Census of Population and Housing, US Bureau of the Census of the Census; 1960, 1970, 1980, 1990, 2000.

themselves as Non-Hispanic White (90.7 percent), and there were 37 people of Asian decent (4.5 percent), and 21 African-American residents (2.5 percent). There were 14 (1.7 percent) who identified themselves as mixed race, while there were 13 people of Hispanic origin (1.6 percent). There was also one American Eskimo resident in the community.

Age

Henderson Point-Pass Christian Isles' age composition is older than the rest of Harrison County. The largest age group was that of persons 50 to 64 years old, which represented 25 percent of the population in 2000. The next highest percentage group in Henderson Point were people 65 and older, representing 21 percent of residents. A breakdown of the age distribution in Henderson Point can be found in Figure 53.

Income

According to the 2000 Census, the median household income recorded for 1999 in Henderson Point-Pass Christian Isles (\$70,005) was much higher than in other areas, as shown in Figure 54. Table 9 illustrates the income distribution, with more than 40 percent of the households in the community earning more than \$75,000 per year. Thirty-one percent of households received income from Social Security and 26 percent received retirement income. This statistic correlates to the significant portion of the Henderson Point population that was over the age of 65.

According to the 2000 US Census, Henderson Point-Pass Christian Isles' per capita income was \$34,942 (in 1999 dollars), significantly above the Harrison County per capita income of \$18,024. Henderson Point-Pass Christian Isles' per capita was also significantly higher than Pass Christian's \$14,001. In contrast, in the 1990 Census, Henderson Point-Pass Christian Isles' per capita income was only slightly higher

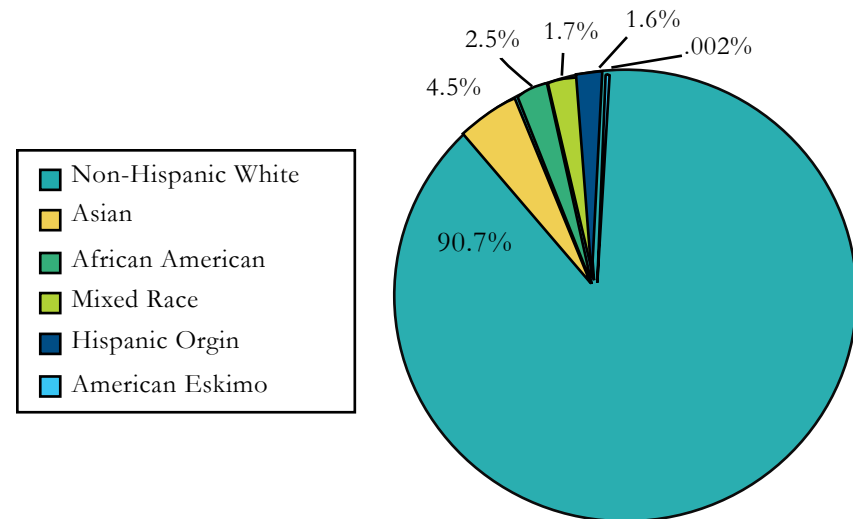
than those of the other three areas.

Education

Table 10 shows educational attainment for Henderson Point-Pass Christian Isles and each of the comparison communities according to the 2000 US Census. Approximately 90 percent of Henderson Point-Pass Christian Isles residents age 25 years and older had at least a high school diploma or equivalent, higher than the county and state levels. Pass Christian had the most comparable educational attainment level at 85 percent.

In terms of post-high school education, 35 percent of Henderson Point-Pass Christian Isles residents who were 25 years and older had a college degree or higher, compared to 24 percent in all of Harrison County. Of the comparison communities, Pass Christian had the highest proportion of citizens 25 and older with a college degree or above, at 28 percent. Students in Henderson Point-Pass Christian Isles attend school in the Pass Christian School District. These schools are located within the city of Pass Christian.

Figure 51. Breakdown of Population by Race, 2000 Population.



Source: *Census of Population and Housing, US Census Bureau, 2000.*

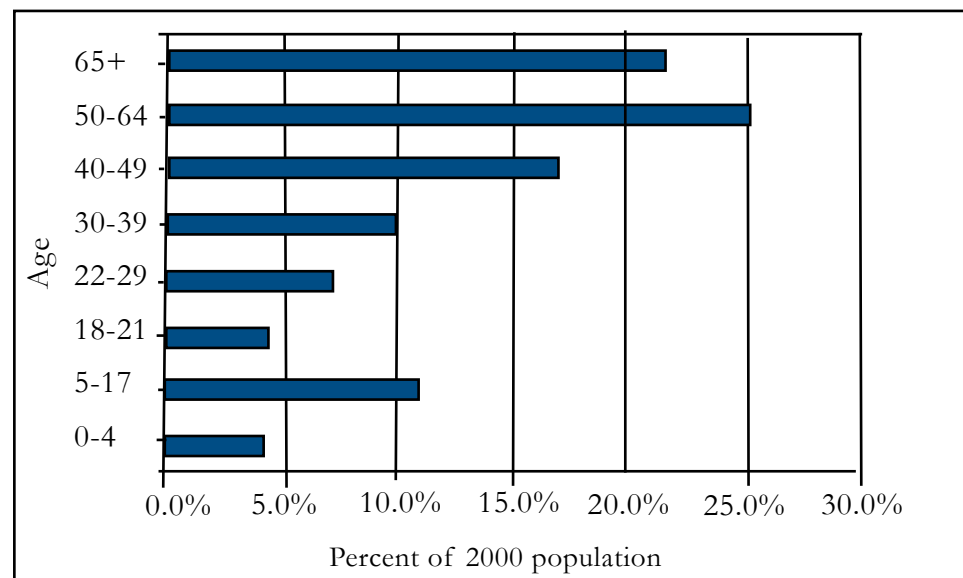
Table 9. Income Characteristics, 2000.

	Percent Earning Less than \$25,000	Percent Earning \$25-\$74,999	Percent Earning \$75,000 or more
Henderson Point-Pass Christian Isles	14.7%	40.2%	45.1%
Pass Christian	31.6%	46.7%	21.7%
Harrison County	33.9%	51.6%	14.5%
Mississippi	40.7%	46.6%	12.8%

Source: Census of Population and Housing, US Bureau of the Census, 2000.

Figure 52. Citizens of Henderson Point-Pass Christian Isles share where their property is located during the September and December Town Hall Meetings.

Source: Jung-Chen Huang

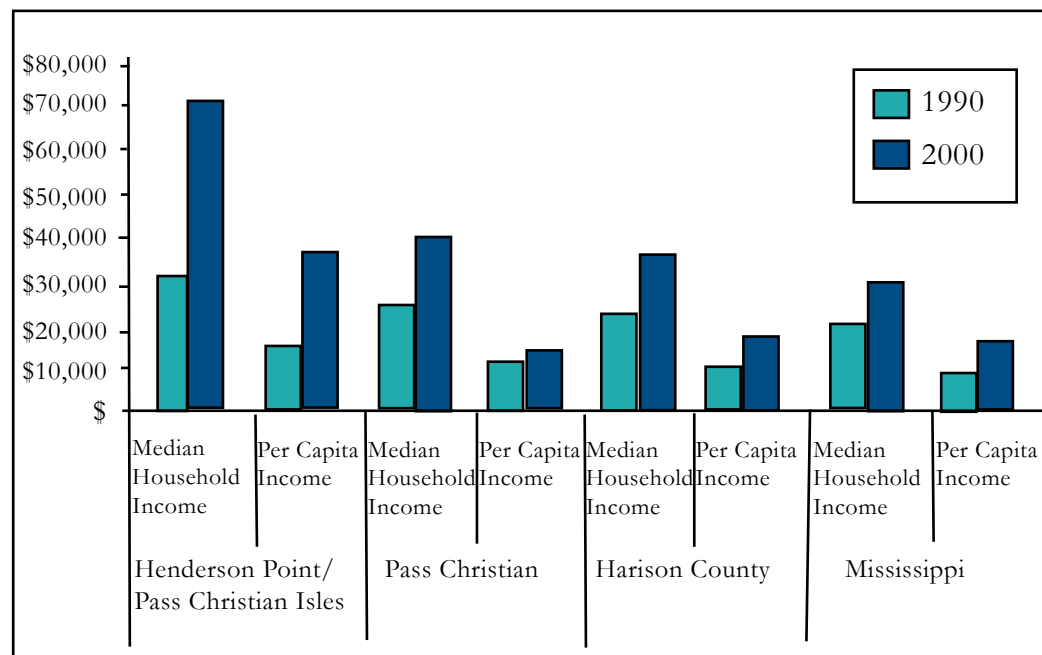
Figure 53. Age Distribution of the 2000 Population.

Source: Census of Population and Housing, US Bureau of the Census, 2000.

Table 10. Educational Attainment, 2000.

	Total Persons 25 yrs and older	High School Diploma	College Degree
Henderson Point-Pass Christian Isles	639	90%	35%
Pass Christian	457	485%	28%
Harrison County	211,809	80%	26%
Mississippi	2,937,687	75%	24%

Source: Census of Population and Housing, US Bureau of the Census, 2000.

Figure 54. Median Household Income and Per Capita Income, 1990 and 2000.

Source: Census of Population and Housing, US Bureau of the Census, 2000.

HISTORY

The earliest explorers of the Pass Christian peninsula and current day Henderson Point were the French-Canadians Pierre LeMoynes D'Iberville and his brother Jean-Baptiste LeMoynes de Bienville. They inadvertently discovered the area in 1699 upon entering the St. Louis Bay in search of the mouth of the Mississippi River.²

Captain Flood took control of the area for the United States in January 1811.³ Although Captain Flood visited several settlements along the Gulf Coast, habitation of Henderson Point was sporadic until 1836, when Edward Livingston's widow sold the entire Pass Christian peninsula, approximately 15,000 acres in area, to the development syndicate of Shipman, Hughes, and Henderson at a cost of \$20,000.⁴ The land acquisition extended from present day Long Beach westward to the St. Louis Bay.

John Henderson, Sr., of Shipman, Hughes and Henderson, and namesake of Henderson Point, was born in Cumberland County, New Jersey in 1795.⁵ As a young man he worked in the river trading industry on the Mississippi River. During this time he became interested in law and began studying law in Cincinnati, Ohio. Upon completing his law degree, and after the death of his first wife, Henderson and his son John, Jr., moved to Natchez, Mississippi and then to Woodville, Mississippi in Wilkinson County. In 1837, one year after purchasing the Pass Christian peninsula, John Henderson moved to Pass Christian. Just two years after acquiring the peninsula, the development syndicate of Shipman, Hughes, and Henderson was dissolved and, through rearrangement of land holdings, Mr. Henderson accumulated the western portion of the Pass Christian peninsula, which included the location of present-day Henderson Point.

Upon moving to Mississippi, John Henderson became very active in state and then federal politics. He served as a state senator from Woodville from 1835 to 1836. Upon his move to Pass Christian, he was elected to the US Senate as a member of the Whig Party.⁶ His six-year term in the Senate brought respect

Figure 55. John Henderson, Sr., namesake of Henderson's Point, served in the US Senate from 1839 to 1845.



Source: Biographical Directory of the United States Congress <http://bioguide.congress.gov/biosearch/biosearch1.asp>

from such contemporaries as Daniel Webster, who called Henderson the greatest land lawyer in the United States. The title of Senator Henderson was many times forgotten in favor of General Henderson due to his rank of Brigadier General in the Mississippi Militia. Although highly respected for his knowledge of law, public service, and military service, Henderson was indicted by a federal grand jury in June 1850 for violating the Neutrality Law of 1818.⁷ The indictment came about due to Henderson's involvement in the planning and financing of the failed Francisco Lopez expedition to Cuba. Being a lawyer, Henderson represented himself in three separate trials and was acquitted each time. Six years after the final acquittal and his retirement from public life, John Henderson, Sr. died on

September 15, 1857.

John Henderson, Sr., after acquiring and then living in Pass Christian, supported the development of both Pass Christian and the Henderson Point area. However, these ideas never came to fruition, and due to family disputes and differing beliefs with his eldest son, John, Junior. Henderson willed his vast land holdings to his younger son, Eliot. Eliot held aspirations similar to those of his father, the greatest of which was the promotion of developing Henderson Point into a thriving community. To achieve this goal, Eliot partnered with his nephew Leland Henderson and formed the Mexican Gulf Land Development Corporation in 1903⁸. Land in Henderson Point was advertised as the only undeveloped area between New Orleans and Mobile, and they promised wide streets, public parks, large lots, 15,000 feet of beachfront, and a streetcar line connecting to Pass Christian. Unfortunately, these plans never materialized due to an unnamed hurricane in 1906 and Eliot's death in 1913. It was thirteen years before any large-scale development would begin.

In 1926, Allen Johnness began a 1,400-acre development named Pass Christian Isles at an estimated cost of \$6 million.⁹ The development began and ended with the construction of seven miles of canals, lagoons, and a yacht harbor that connected to the St. Louis Bay. The success of the development was minimal and was negated by the onset of the Great Depression, which caused the development to go bankrupt.

Many years later, in 1946, the Wallace C. Walker Land Company purchased the 1,400 acres and resurveyed, replatted, and subdivided the area into Henderson Point Heights and Pass Christian Isles¹⁰. Six years after the land purchase, an 18-hole golf course was constructed and was soon acquired by the Pass Christian Isles Golf Club. A portion of the golf course is located in an area named Timber Ridge, which was carved from the original 1,400-acre tract and sold to the New South Corporation. Timber Ridge promised 750 acres of dry land, natural bayous, an 18-hole golf course, deep-sea fishing, boating, and "simple rocking chair tranquility." However,

lot purchases were slow during the 1960s.¹¹ Ironically, three years after Hurricane Camille, which occurred in 1969, land sales picked up, with the City of Pass Christian rebuilding necessary infrastructure and large scale marketing efforts by New South Corporation. Following the increase in residents, Timber Ridge was annexed to the City of Pass Christian in August of 1985.

The economic feasibility of Henderson Point Heights, Pass Christian Isles, and Timber Ridge was made possible by major infrastructure investments during the first half of the twentieth century. In 1915, the 2,700-mile Old Spanish Trail road system, also known as US Highway 90, was conceived as a connector between Florida and New Orleans. Upon its completion in 1929, the Old Spanish Trail stretched from Saint Augustine, Florida to San Diego, California and had cost \$80 million.¹² The Old Spanish Trail National Highway connected Harrison County to both coasts and opened the area as a tourist destination. In addition to connectivity, protection from hurricanes was of paramount concern for all of the towns along the Mississippi coast. In 1925 the Harrison County Board of Trustees issued bonds for \$2 million to begin construction of a seawall from Henderson Point to Point Cadet in Biloxi.¹³ The 26-mile-long seawall, still present today, was the largest reinforced concrete seawall in the world and was essential for the completion of the Old Spanish Trail National Highway. Finally, the financing of a sand beach extending 300 feet out from the seawall began in 1948 with the issuance of a \$1.5 million bond. Subsequent federal funding in 1951 allowed beach construction to continue alongside the widened US Highway 90.

Expanded and improved infrastructure was instrumental in increasing residential development in Henderson Point, but the 1940s also brought a military presence. The Spanish Revival-style Inn-By-The-Sea was constructed as part of the original Pass Christian Isles in 1926 and exuded luxury; however, it closed its doors in 1941. The next year the US Navy acquired the entire site for conversion to a Merchant Marine training center. Five

Figure 56. The Old Spanish Trail allowed visitors to travel across the country.



Source: <http://www.drivetheost.com/>

years after opening, in 1947, an unnamed hurricane caused severe damage to the campus and nearly brought about the closing of the training center. Two subsequent federal appropriations kept the training center open. However, after the end of World War II, the two training schools were no longer necessary, and all training was relocated to Kings Point, New York. After its closure as the Merchant Marine training center, the campus was reopened as Keble College in 1952. The college closed within a few years. Eventually the property was transferred to the General Services Administration, which subdivided the property and placed it on the market.

The Mississippi Baptist Assembly purchased 24 acres, including 14 buildings, for \$450,000. This property was developed as the Gulfshore Baptist Assembly. The assembly, which opened in 1960, provided training and promoted the work of the Mississippi Baptist Convention. Nine years after opening, Hurricane Camille obliterated the campus. It was rebuilt with hurricane-resistant construction in 1976 and, in ensuing years, the campus was expanded following other natural disasters. The Gulfshore Baptist Assembly maintained its presence in Henderson Point until it announced on October 31, 2006 it would not rebuild and the property would be sold.

Henderson Point-Pass Christian Isles's history, as with all of the Gulf Coast, has been defined by hurricanes. Prior to Katrina, Hurricane Camille was the standard by which storms were measured. Camille, a category five hurricane, came ashore through the St. Louis Bay with estimated wind gusts of 160 mph and a 22-foot storm surge. It destroyed 68 square miles within Harrison County

Figure 57. The Inn-by-the-Sea opened in 1926, then later closed due to the Great Depression.



BELFRY AND CLOCK TOWER WING...
INN-BY-THE-SEA, PASS CHRISTIAN, MISS.

Source: Kevin Chastine

and all but leveled the west side of Pass Christian and all of Henderson Point-Pass Christian Isles.¹⁵ The aftermath of Camille saw great rebuilding, with the build-out of Pass Christian Isles and Timber Ridge and the reconstruction of the Gulfshore Baptist Assembly. Henderson Point-Pass Christian Isles and all of the Mississippi Gulf Coast is facing a similar situation in the aftermath of Hurricane Katrina. According to US Census data, Henderson Point-Pass Christian Isles consisted of 724 housing units in 2000. Only a small number remained after the hurricane. A local landmark and gathering place, Annie's Restaurant, was destroyed and few residents remain in Henderson Point-Pass Christian Isles.

The destruction wrought by Katrina, changes in construction requirements, and personal loss places Henderson Point-Pass Christian Isles at a point at which it could write one of the most amazing chapters of its interesting history.

ECONOMICS

Henderson Point had a small commercial district concentrated at 3rd Avenue and Bayview Avenue. This community center consisted of Annie's Restaurant, Mallini's Bar, a marina/boat storage facility, and a convenience market which had closed several years before the storm. Additionally, there was the Point Marine Lumber Company, located just east of the community center.

US Census information provides a more detailed view of the economic conditions in Henderson Point-Pass Christian Isles. Due to the unincorporated status of the area, census information is only available at the block and block group level or by looking at data for the unincorporated portions of the census tracts that Henderson Point-Pass Christian Isles lies within.

Figure 58. Timber Ridge developed after Hurricane Camille and was annexed by the City of Pass Christian in 1985.



Source: http://timberidge.passchristian.net/timber_ride_history.htm

To limit the effect of the Pass Christian information, the US Census District classification was utilized. The westernmost portion of Harrison County constitutes District Three and encompasses Gulfport, Long Beach, and Pass Christian. The remaining portion of District Three is the area encompassing Henderson Point.

Employment Characteristics of Residents

The portions of Census Tracts that, taken together, were coextensive with Henderson Point-Pass Christian Isles showed a total of 708 people above the age of sixteen and considered part of the labor force in 2000. Of these people, 57 percent, or 408 people, were active within the labor force. In 2000 there were six persons employed in the armed forces, compared to no residents in 1990. Additionally, only 14 people, or 3.4 percent of the working age population, were unemployed in

2000, as shown in Table 11. In comparison to Pass Christian (6.0 percent), Gulfport (6.7 percent), Harrison County (5.6 percent), and the state of Mississippi (7.3 percent), Henderson Point-Pass Christian Isles's unemployment rate was much lower.

Henderson Point-Pass Christian Isles also has very few residents earning incomes below the poverty line. According to the 1990 US Census, only two people were below the poverty line. In 2000 this number increased to nineteen. The vast majority of these individuals are between the ages of 65 and 74. The age of residents earning below the poverty level falls beyond retirement age and may indicate a fixed income during retirement. This may be supported by the increase of households receiving retirement income, from 91 households in 1990 to 127 households in 2000. Along with the increase in retirement income, households receiving social security income increased slightly from 138 in 1990 to 150 in 2000. Henderson Point-Pass Christian Isles experienced a significant percentage increase as compared to smaller increases in Gulfport (52.6 percent change) and decreases in Pass Christian (-32.2 percent change), Harrison County (-11.4 percent change), and Mississippi (-13.1 percent change). However, the absolute number of individuals is very small in comparison.

Table 11. Unemployment in Henderson Point-Pass Christian Isles, 2000.

	Population in Labor Force	Number Unemployed	Percentage Unemployed
Henderson Point-Pass Christian Isles	409	14	3.4%
Pass Christian	33,122	188	6.0%
Harrison County	94,847	5,293	5.6%
Mississippi	1,282,757	93,778	7.3%
United States	138,820,935	7,947,286	5.7%

Source: Census of Population and Housing, US Bureau of the Census, 2000

Employment by Industry

Most residents are employed outside of the community and work in a variety of industries, shown in Tables 12 and 13. In 2000 the largest number of Henderson Point-Pass Christian Isles residents, 63, were employed within the Health Services industry (18 percent). The second largest industry was Professional Services with 58 residents (16 percent) and the Retail Trade industry ranked third with 42 residents (12 percent); see Table 13. Henderson Point-Pass Christian Isles has a higher percentage of residents employed in Health Services than Harrison County (11 percent) and Professional Services (3 percent for Harrison County). In terms of Retail Trade employment Henderson Point-Pass Christian Isles has an equivalent percentage to Harrison County (12 percent). When compared to the state of Mississippi, Henderson Point-Pass Christian Isles has a higher percentage of residents employed in Health Service by 7 percent, Professional Services by 11 percent and is equivalent in terms of Retail employment.

The industry that saw the greatest increase in residents employed from 1990 to 2000 was Entertainment and Recreation, which saw a 100 percent increase from nine to 18 jobs. Although the absolute number of Entertainment and Recreation jobs was only nine, the percent change (100 percent) is indicative of the increase in

Table 12. Place of Employment, 2000.

Total Employed Residents	376	n/a
Worked in State of Residence	316	84%
Worked in County of Residence	161	42.8%
Worked Outside County of Residence	1554	1.2%
Worked Outside State of Residence	60	16.0%

Source: Census of Population and Housing, US Bureau of the Census, 2000

tourism-based jobs throughout the Gulf Coast. Large increases in Entertainment and Recreation employment are found in both Harrison County (979 percent) and Mississippi (422 percent). The second highest increase was in the Retail trade, which increased from 25 to 42 residents employed, a 68 percent increase. Comparatively, Harrison County and Mississippi lost retail jobs at 18 and 16 percent, respectively. This significant increase of residents employed in Retail may be because the US Census blocks for Henderson Point-Pass Christian Isles include small portions of Pass Christian and, during the same period of 1990 to 2000, Pass Christian realized a 59.9 percent increase in retail jobs.

During the same timeframe, two industries that saw significant decreases in Henderson Point-Pass Christian Isles were Personal Services (-100 percent) and Transportation (-73 percent). According to the 1990 US Census, there were eight residents employed in Personal Services. Therefore, the 100 percent decrease is not representative of a large number of absolute job loss. Henderson Point-Pass Christian Isles's lost 35 residents employed in Transportation jobs (-73 percent) is in contrast with Harrison County (9 percent increase) and Mississippi (16 percent increase)¹⁶.

Employment in Henderson Point

Most residents of Henderson Point-Pass Christian Isles were employed outside of the community due to the predominately single-family nature of the area. According to 2002 Traffic Analysis Zone (TAZ) information, there were a total of 26 retail and 146 non-retail jobs located in Henderson Point. All of the retail jobs were located in TAZ 422, which encompasses the intersection of 3rd Avenue and Bayview Avenue, the traditional commercial area of Henderson Point. The largest concentration of Non-Retail jobs (135 in total) was found in TAZ 421, which encompasses the area where the Gulfshore Baptist Assembly was located.

Henderson Point-Pass Christian Isles' location near the commercial centers of Harrison County and across the St. Louis

Figure 59. Annie's Restaurant was a fixture of the Henderson Point-Pass Christian Isles community.



Source: Lauren Repas

Figure 60. Currently, the largest employer in Henderson Point is Point Marine Lumber Company.



Source: Angela Beer

Table 13. Employment by Industry, 2000.

	1990	2000	Percent Change
Agriculture; forestry, fishing, and hunting	0	5	n/a
Mining	0	0	0
Construction	25	20	-20%
Manufacturing	42	20	-52.38%
Wholesale Trade	0	24	n/a
Retail Trade	25	42	68%
Utilities	6	6	0%
Finance, insurance, and real estate	39	29	-25.64%
Professional, scientific, and technical services	0	58	n/a
Business and repair services	11	11	0%
Educational services	8	10	25%
Health care and social assistance	45	63	40%
Arts, entertainment, and recreation	9	18	100%
Public administration	0	25	n/a

Source: Census Population and Housing, US Bureau of the Census, 2000.

Bay from Hancock County, and the presence of retirees lends to the minimal number of jobs located directly in Henderson Point-Pass Christian Isles.

Travel to Work Characteristics

Due to the small commercial base in Henderson Point and the larger employment centers of Gulfport and Biloxi, it is reasonable to assume that residents travel outside of Henderson Point-Pass Christian Isles for employment. As stated earlier, many residents of Henderson Point work outside of Harrison County and even outside of Mississippi, and 63 percent of employed individuals in Henderson Point commute less than 30 minutes, which would include Gulfport and many of the other cities along the Mississippi Gulf Coast.

Summary

Currently only one business is operating in Henderson Point-Pass Christian Isles, Point Marine Lumber Company which employs seven individuals. The community of Henderson Point-Pass Christian Isles is determined to rebuild and bring back the businesses that assisted in defining the community.

HOUSING

This analysis of housing in Henderson Point-Pass Christian Isles includes information obtained from the US Bureau of the Census, Census of Population and Housing. The community of Henderson Point-Pass Christian Isles is compared to the nearby city of Pass Christian, Harrison County, and the state of Mississippi.

The Henderson Point-Pass Christian Isles area that is examined here includes the major subdivisions including Henderson Point, Henderson Point Heights, and the Pass Christian Isles area. Henderson Point is largely characterized by single-family housing, but also has three condominium developments and a small commercial district. Pass Christian Isles is a residential, master-planned community. US Highway 90 serves to separate Henderson Point from the areas of Pass Christian Isles and Henderson Point Heights.

Before Katrina

Prior to Hurricane Katrina, Henderson Point-Pass Christian Isles was characterized as a mixed area with both permanent and weekend-summer residents¹⁷. In 2000, 45 percent of the area's housing units were second homes, drawing residents from a regional area.

Number of Housing Units

The number of housing units in Henderson Point increased 5 percent between 1990 and 2000. This growth rate is lower than in neighboring Pass Christian, Harrison County, and Mississippi as a whole.

Tenure

In 2000, permanent residents occupied nearly half, or 315, of the 724 total housing units in Henderson Point-Pass Christian Isles. Of the remaining units, 325 were categorized by the US Census as for "seasonal, recreational, or other use." These numbers signify that many of the area's homes are second homes or weekend homes and not primary residences. Fifty of the units were considered rental

property.

In comparison, Pass Christian holds only 11 percent of such units, while Harrison County and Mississippi each claim no more than two percent of such units.

Age of Housing

Prior to Hurricane Camille in 1969, relatively few housing units were built each year in Henderson Point-Pass Christian Isles. Following Hurricane Camille, many homes were rebuilt, with 228 added in the 1970s. The 1980s and 1990s saw a significant number of housing units added in the area. Housing units in Henderson Point-Pass Christian Isles are slightly younger than units in the specified comparison areas. The median year of housing built in Henderson Point-Pass Christian Isles is 1980.

Considering the current situation, future census data will likely demonstrate a vast number of housing units built in the period between 2007 and 2009, and in the decade beginning with 2010. Similarly, the next census is likely to indicate a median year of housing built to be in the twenty-first century.

Housing Type

The majority of the housing in Henderson Point-Pass Christian Isles could be described as single-family detached. There are also two separate condominium developments. Of the 724 housing units reported in Henderson Point-Pass Christian Isles in the 2000 census, 84 percent were considered single-family detached. The remaining 16 percent could be described as multi-family units. Approximately 3 percent of the multi-family units were duplexes or fourplexes; the remaining units were multi-family housing of five units or higher.

Housing Size

Housing size, as determined by the number of bedrooms per unit, demonstrates that there is, in fact, a range and mix of units in Henderson Point. Forty-two percent of the units feature three

Table 14. Number of Housing Units, 1990, 2000.

	1990	2000	Number Change	Percent Change
Henderson Point-Pass Christian Isles	688	724	36	5.2%
Pass Christian	2,823	3,313	490	17.4%
Harrison County	67,813	79,636	11,823	17.4%
Mississippi	1,010,423	1,161,953	151,530	15.0%

Source: Census of Population and Housing, US Bureau of the Census, 1990, 2000.

Table 15. Year of House Construction, 1990, 2000.

	Pre-1940	1940-1949	1950-1950	1960-1969	1970-1979	1980-1989	1990-1999
Henderson Point-Pass Christian Isles	20 (2.7%)	18 (2.5%)	87 (12.0%)	82 (11.3%)	228 (31.5%)	184 (25.4%)	253* (39.4%)
Pass Christian	331 (10.0%)	162 (4.8%)	333 (10.1%)	698 (21.1%)	682 (20.6%)	419 (12.6%)	688 (20.8%)
Harrison County	4,098 (5.1%)	4,245 (5.5%)	8,620 (10.8%)	14,144(17.8%)	17,939 (22.5%)	13,052 (16.4%)	17,437 (21.9%)
Mississippi	72,381 (.6%)	62,969 (5.4%)	113,425 (9.8%)	179,489 (15.4%)	262,509 (22.6%)	214,865 (18.5%)	256,315 (22.1%)

*Source: Census of Population and Housing, US Bureau of the Census, 1990, 2000. *1990 –March 2000*

Table 16. Occupancy, 2000.

	Total Units	Owner-occupied	Percent owner-occupied	Renter-occupied	Percent renter-occupied	Vacant	Subset of vacant; units for “seasonal, recreational, or other use”	Percent of total units for “seasonal, recreational or other use”
Henderson Point-Pass Christian Isles	724	315	44%	50	7%	359	325	45%
Pass Christian	3,313	1,940	59%	747	23%	664	377	11%
Harrison County	79,636	44,826	56%	26,712	34%	8,098	1,673	2%
Mississippi	1,161,953	756,967	65%	289,467	25%	115,519	21,845	2%

Source: Census of Population and Housing, US Bureau of the Census, 2000.

bedrooms, while 28 percent and 17 percent of the units contain two bedrooms and one bedroom, respectively. A combined 11 percent of the units claim four bedrooms or more.

Housing Values

Between 1990 and 2000, the median housing value in Mississippi and within Harrison County increased by similar margins, 43.5 percent and 49.4 percent, respectively. During this same time period, the median housing value in neighboring Pass Christian increased by nearly two-thirds, to 64.2 percent. Henderson Point-Pass Christian Isles's housing value increased the most, by 74.5 percent. Census data in 2000 showed a wide range of home values; the highest valued homes fell into the \$500,000-\$749,999 category (13 homes).

After Katrina

Hurricane Katrina completely destroyed Henderson Point-Pass Christian Isles. Statements provided by County officials show that Katrina completely destroyed nearly all of the homes in the area. As of July 14, 2006, documentation from the County Fire Department reported 28 residential homes that remained standing in Henderson Point-Pass Christian Isles. Of those homes, only eight were inhabited, but some twenty others had the potential to be repaired or renovated. Twenty-eight FEMA trailers were noted in the community in addition to a handful of motor homes²⁰. Most residents, however, have not returned to the community as water and sewer services were not available as of summer 2006, one year after Katrina.

Henderson Point-Pass Christian Isles faces many challenges in rebuilding its housing structures. One of the major concerns is designing and rebuilding to meet FEMA guidelines, which require structures to be built above advisory flood elevations. Interim elevation requirements are in place. Flood Insurance Rate Maps (FIRM) will be issued in 2007 and new elevation requirements will have a serious impact of the nature of the community's plans for

rebuilding. A portion of the community is in a velocity zone and this area could change with the issuance of the new maps. The new elevations will have a significant impact on the community and will likely affect the types of homes that are rebuilt in the area. Until FIRMs are issued, residents may rebuild by adding four feet of free board to existing elevation requirements.

Additionally, homeowners will also face rising insurance premiums. Rising insurance premiums coupled with increased construction and material costs could lead residents to rebuild less valuable and possibly smaller homes. In addition to the cost of flood insurance, homeowners will face increased premiums for typical homeowners' policies that include wind insurance.

Table 17. Housing Type, 2000.

	Number of units	Percentage of total units
Single-family detached	611	84%
Multi-family	133	16%

Source: Census of Population and Housing, US Bureau of the Census, 2000.

Table 18. Bedrooms per Unit, 2000.

	Percent of total units
0 bedrooms	2%
1 bedroom	17%
2 bedrooms	28%
3 bedrooms	42%
4 bedrooms	6%
5 bedrooms	5%

Source: Census of Population and Housing, US Bureau of the Census, 2000.

Table 19. Multi-Family Units, 2000.

	Number	Percentage of multi-family units
Duplexes or four-plexes	25	3%
5-9 units	62	55%
10-49 units	26	23%

Source: Census of Population and Housing, US Bureau of the Census, 2000.

Table 20. Median Year Housing Built, 2000

	Median year
Henderson Point-Pass Christian Isles	1980*
Pass Christian	1972
Harrison County	1975
Mississippi	1976

Source: Census of Population and Housing, US Bureau of the Census, 2000.

**The median age represents an average based on data from Census Tracts 29 and 30 (Remainders of District 3).*

Table 21. Median Value for all Owner-Occupied Housing Units 1990, 2000.

	Median value 1990	Median value 2000	Dollar change	% change
Henderson Point-Pass Christian Isles	\$53,750	\$93,800*	\$40,050	74.5%
Pass Christian	\$60,300	\$99,000	\$38,700	64.2%
Harrison County	\$54,900	\$82,000	\$27,100	49.4%
Mississippi	\$84,300	\$64,700	\$19,600	43.5%

Source: Census of Population and Housing, US Bureau of the Census, 1990, 2000.

**The median value represents an average based on data from Census Tracts 29 and 30 (Remainders of District 3).*

LAND USE PATTERN AND ZONING

Geographic Boundaries

Geographically, the 1.2 square mile area of Henderson Point-Pass Christian Isles consists of 745.4 acres and lies on the westernmost tip of the Pass Christian Peninsula on the St. Louis Bay. The neighborhoods of Henderson Point, Henderson Point Heights, and Pass Christian Isles have remained unincorporated within the jurisdiction of Harrison County. US Highway 90 separates the subdivisions of Henderson Point south of the highway and Henderson Point Heights and Pass Christian Isles to the north. An 18-hole golf course, created in 1952, presently forms the eastern boundary of Henderson Point. It is a part of the Timber Ridge subdivision of the City of Pass Christian²¹.

Zoning Summary

The Harrison County Zoning Ordinance governs land development in Henderson Point and Pass Christian Isles. Zoning is the way that government controls the physical development of land and the kinds of uses each individual property may serve. The zoning ordinance specifies the areas in which residential, industrial, commercial, and retail activities may take place. It is based on the police power of government to protect the public's health, safety, and welfare by placing controls on the development of land. The three areas of

Figure 61. Henderson Point-Pass Christian Isles contained a mix of land uses, including single-family and multi-family housing and small businesses. The Village at Henderson Point is an example of multi-family housing in the community.



Source: Larry Helling

Table 22. Henderson Point-Pass Christian Isles Zoning Breakdown.

Classification	Zone	Acreage	Percentage
Restricted Commercial	C-1	1.65	0.3%
General Commercial District	C-2	2.62	0.5%
Office	O-1	2.69	0.5%
Low-Density Residential	R-2	482.95	92.6%
Medium-Density Residential	R-2	32.56	6.1%

Source: Harrison County Zoning Office

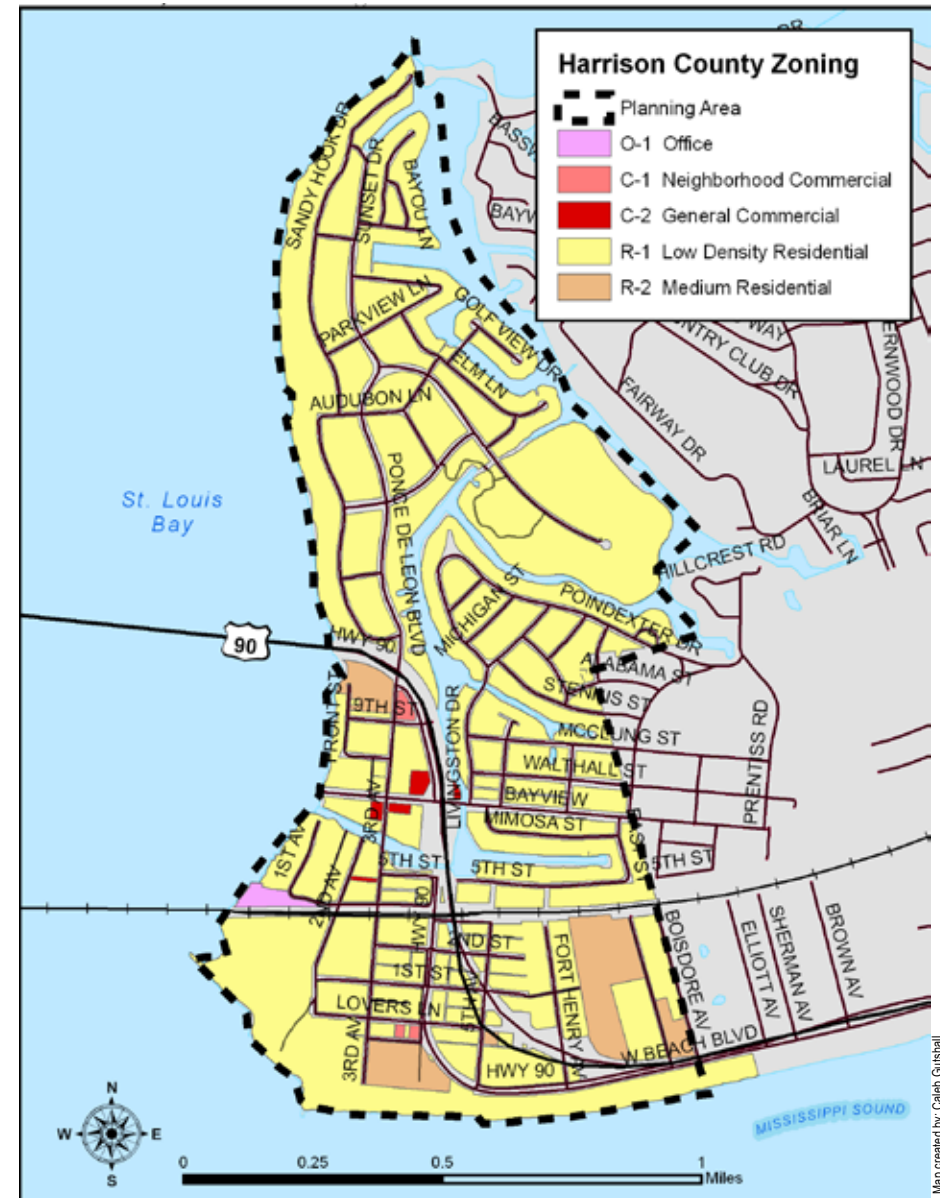
Map 9. Land Use in Henderson Point-Pass Christian Isles.



Source: Southern Mississippi Planning and Development District

Henderson Point, Henderson Point Heights and Pass Christian Isles follow zoning guidelines defined by the Harrison County Zoning Ordinance. Of the 745.4 total acres in the area, 167.68 are considered wetlands. As outlined by Map 8, a major distinction between Henderson Point and neighboring Pass Christian Isles is that the Isles is solely residential while Henderson Point has a small commercial district and multi-family residential. However, the majority of land use in Henderson Point is also R-1, or Low-Density Residential. Prior to Hurricane Katrina, Henderson Point maintained a commercial district consisting of approximately ten businesses zoned C-2, or General Commercial District. Three condominium developments zoned R-2, or Medium-Density Residential, consisted of 31.56 acres. The Village at Henderson Point maintained 70 units prior to Hurricane Katrina, while the Inn by the Sea housed 71 units. Pass Marianne was a 48 unit condominium project that was under construction at the time of the storm. One additional parcel is zoned for multifamily, but is undeveloped. The administration building for the Henderson Point-Pass Christian Isles sewer district zoned O-1, or Office, and the 25-acre Gulfshores Baptist Assembly Campus which was constructed in 1959 were located in Henderson Point²². Table 21 illustrates zoning totals based on classifications.

Map 10. Zoning in Henderson Point-Pass Christian Isles.



Source: Southern Mississippi Planning and Development District

Map 11. Timber Ridge Annexation Area.



Source: Southern Mississippi Planning and Development District

NATURAL RESOURCES

Overview

Henderson Point-Pass Christian Isles is a charming community on the ocean with a wealth of natural resources, such as wetlands, bayous, and large trees. This southern coastal community has yearly weather measurements similar to Gulfport, which has a recorded mean precipitation of 66.04 inches and a mean temperature of 68 degrees per year.²³ In 1969, Hurricane Camille brought a 22-foot storm surge through Henderson Point-Pass Christian Isles. It demolished much of the development, which was subsequently rebuilt.²⁴ Wetlands were drained and filled to support rebuilding following Hurricane Camille²⁵. Henderson Point-Pass Christian Isles has an elevation that varies from zero to fourteen feet above sea level, shown in Map 12²⁶. Due to its proximity to the Mississippi Sound, it is prone to tropical storms and has a high concentration of wetlands as a natural buffer.²⁷ This is an area accustomed to periodic flooding and saline conditions since it borders the Gulf of Mexico. It has numerous large waterways, as shown in Map 13.

Given its location on both the St. Louis Bay and the Mississippi Sound, water is an important resource for the area. The Henderson Point-Pass Christian Isles area is part of the Coastal Stream Basin and the Upper Bay Saint Louis watershed.²⁸ The Coastal Stream Basin is a management area that includes, but is not limited to, Henderson Point-Pass Christian Isles. This basin consists of a multitude of coastal streams, rivers, and wetlands that drain into the Gulf of Mexico.

Wetlands

Tidal marshes comprise much of the land in the Henderson Point-Pass Christian Isles area, as illustrated in Map 13.²⁹ Henderson Point-Pass Christian Isles has a reputation for abundant fishing, and it is the wetlands that provide stock for the waters, as well as creating a unique habitat and breeding ground for numerous species of birds and other animals.³⁰ Tidal marshes are found along rivers,³¹ and

Map 12. Land Elevations.



Source: Southern Mississippi Planning and Development District

there are both saltwater and freshwater tidal wetlands. An important characteristic of a saltwater tidal marsh is that when it is flooded with saltwater the adjacent soils have a higher salinity. Found further inland are the freshwater costal marshes. Henderson Point-Pass Christian Isles is virtually pulsing with water and has constantly changing water levels.³²

Wetlands provide a primary defense against storms and floods by minimizing the wind action, wave action, and currents.³³ They play an important role in absorbing the storm surge, holding the sediments in place and soaking up the excess water.³⁴ Because wetlands also function as a natural filter, the wetlands of Henderson Point-Pass Christian Isles is a critical filter for pollutants before water enters the Gulf of Mexico.³⁵

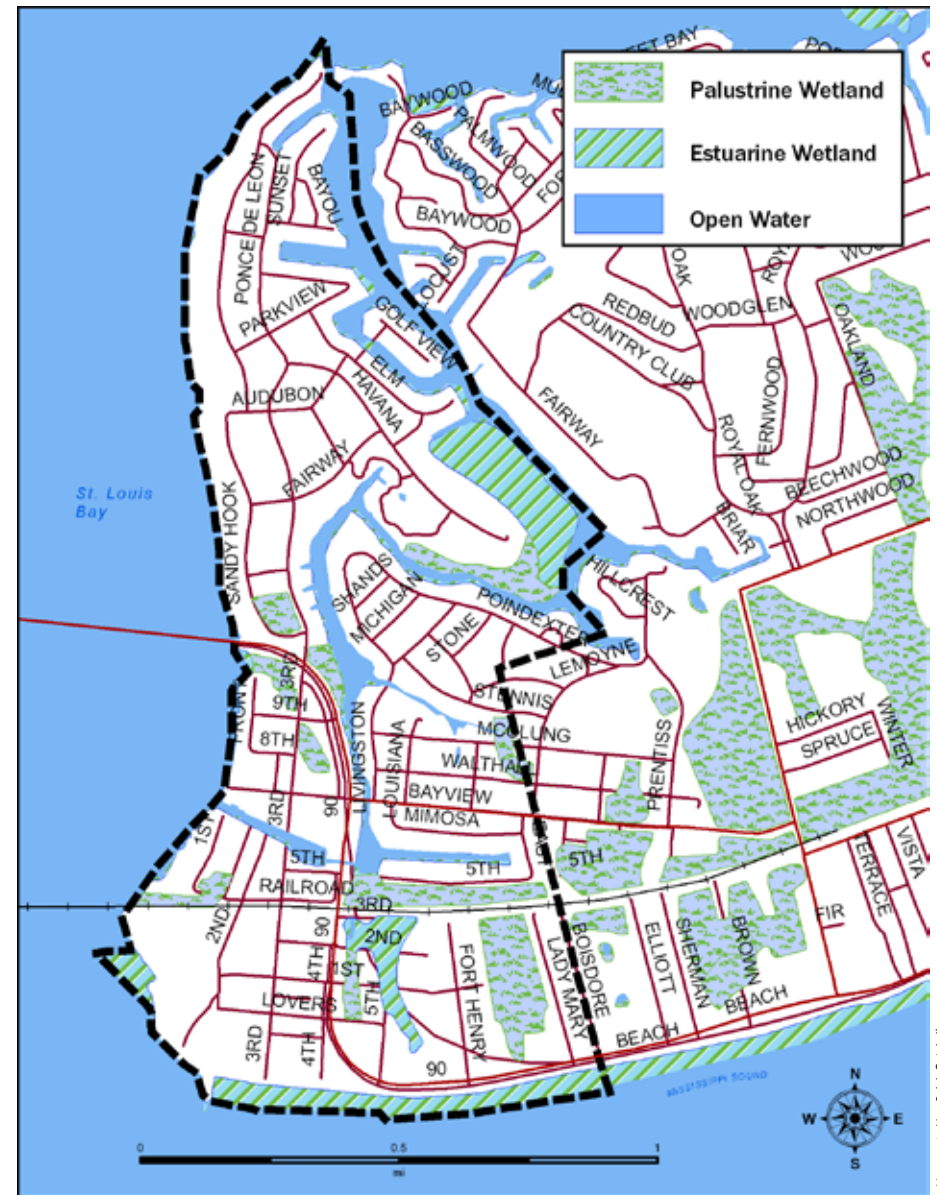
Soil

The majority of the soil in Henderson Point-Pass Christian Isles consists of loamy and sandy soils on broad flats and floodplains. There is a small amount of sandy soils on uplands along the southeastern part of the community. The majority of the soil in the area drains poorly, with a high concentration of decomposing plant material.³⁶ However, depending on the sand content the soils can range from well draining to poor draining throughout Henderson Point-Pass Christian Isles.³⁷ The soils in Henderson Point-Pass Christian Isles have a higher concentration of salt than upland soils further from the coast. Also, the storm surge from Katrina pushed through the marshes and beyond, temporarily raising the salinity of the inland soils killing some of the trees.³⁸

Wildlife

With respect to wildlife in the Henderson Point-Pass Christian Isles area, raccoons, opossums, gray squirrels, skunks, nutria rat, beavers, cottontail rabbits and swamp rabbits can be found.³⁹ The devastation of Katrina changed the distribution

Map 13. Henderson Point-Pass Christian Isles Wetland Map.



** Note: The National Wetlands Inventory data includes 44 categories of the various types of wetlands that exist. In Mississippi, the state has focused its regulations primarily on estuarine (coastal) wetlands.*

Figure 62. Trees and lush vegetation are a significant characteristic of the Henderson Point-Pass Christian Isles landscape. This 700 square foot cottage on 1st Avenue allowed wonderful views of the Henderson Point landscape.



Source: Darrell Samuels

Figure 63. Fishing is a popular activity in Henderson Point-Pass Christian Isles. These shrimp boats near Henderson Point were a common sight in the community.



Source: Pat Kane

Figure 64. Residents of Henderson Point enjoy fishing from their boats.



Source: Karen Giger

of the local animal communities. As a result, whitetail deer and hog populations are likely to increase over the next three to four years.⁴⁰ There could be subsequent wildlife issues if the populations do increase.

Land Preservation

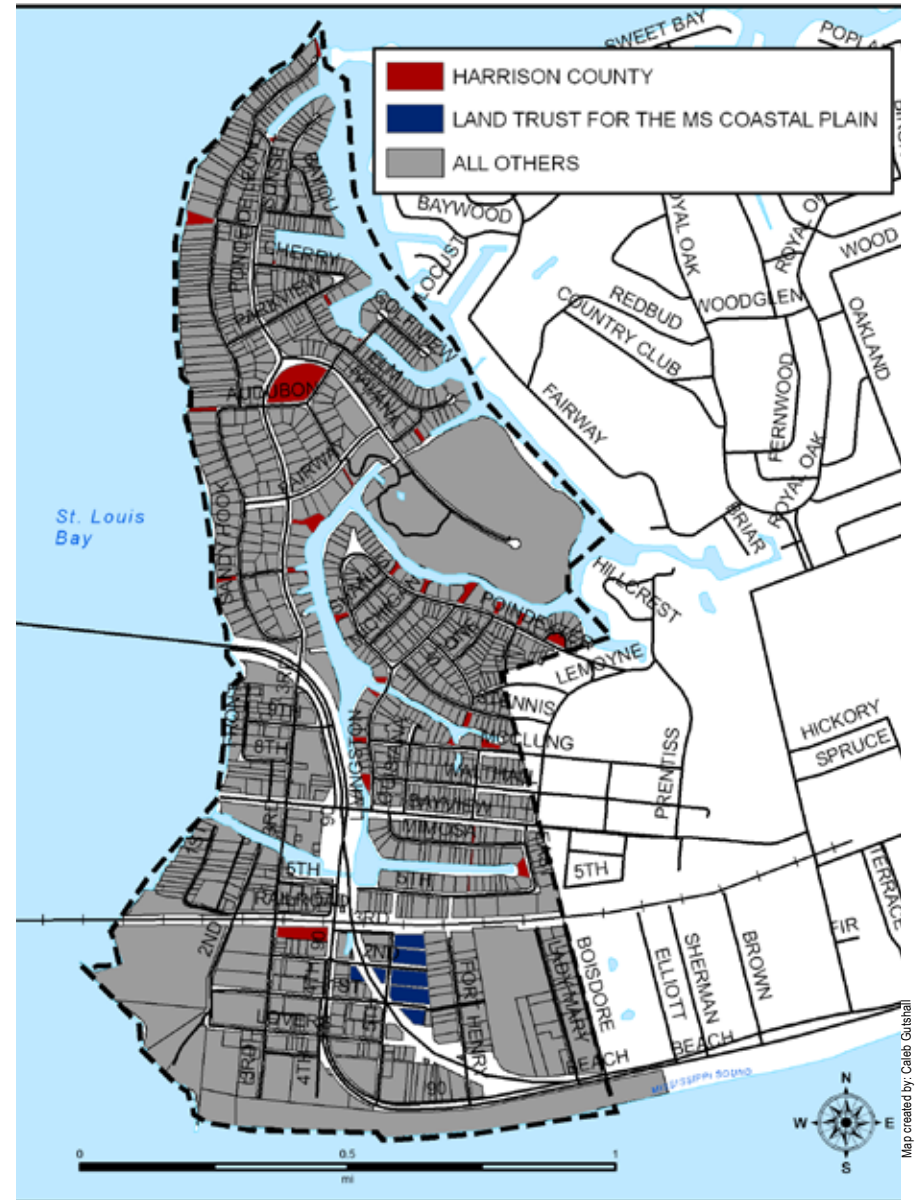
Preservation of land has been undertaken in Henderson Point-Pass Christian Isles. The Land Trust for the Mississippi Coastal Plain was granted an eight-acre tract of land in Henderson Point located between Fort Henry Avenue and US Highway 90 in 2002, by Zach Butterworth and Gerald Rooney. Approximately six-and-a-half acres are saltwater tidal marshes, and the remaining upland acreage has some pine trees.⁴¹ This area is owned by the trust and will not be developed. These parcels of land are shown on Map 14.

Figure 65. The wooded areas of the community are an attractive element of Henderson Point-Pass Christian Isles.



Source: Susan Guidry

Map 14. Land Trust and County Property in Henderson Point-Pass Christian Isles.



Source: Southern Mississippi Planning and Development District

COMMUNITY FACILITIES

Henderson Point offers community facilities and services to meet basic citizen needs. Prior to Hurricane Katrina, there was a fire station, sewer district building and the area housed the private Gulfshore Baptist Assembly, which included the Kittwake Baptist Church. With any community, the provision of local opportunities for community gatherings, recreation, and entertainment is important. Citizens of Henderson Point would like to see revitalization of the previously existing commercial and housing areas.

Churches, schools, parks, and other such facilities are vital to a community because they help sustain neighborhoods and provide opportunities for citizens to gather and interact. Community facilities serve as landmarks that residents use to direct newcomers. In this way, public amenities play a critical role in establishing community identity.

Schools

Henderson Point is part of the Pass Christian Public School District. The school district, shown on Map 15, encompasses 70.4 square miles stretching from the Gulf Coast and northward approximately 30 miles. The establishment of the Pass Christian Public School District dates back to 1887. Henderson Point students were incorporated into this district in 1950.⁴² Prior to Hurricane Katrina, Pass Christian had four public school buildings. Two elementary schools were available for Henderson Point-Pass Christian Isles children. Pass Christian Elementary is located in Pass Christian to the east of Henderson Point-Pass Christian Isles, while Saint Paul Catholic School is a Roman Catholic private school located in Pass Christian.⁴³ Children from Henderson Point-Pass Christian Isles primarily attended Pass Christian Elementary School prior to Hurricane Katrina. Pass Christian Middle School, and Pass Christian High School are also within the corporate limits of Pass Christian.

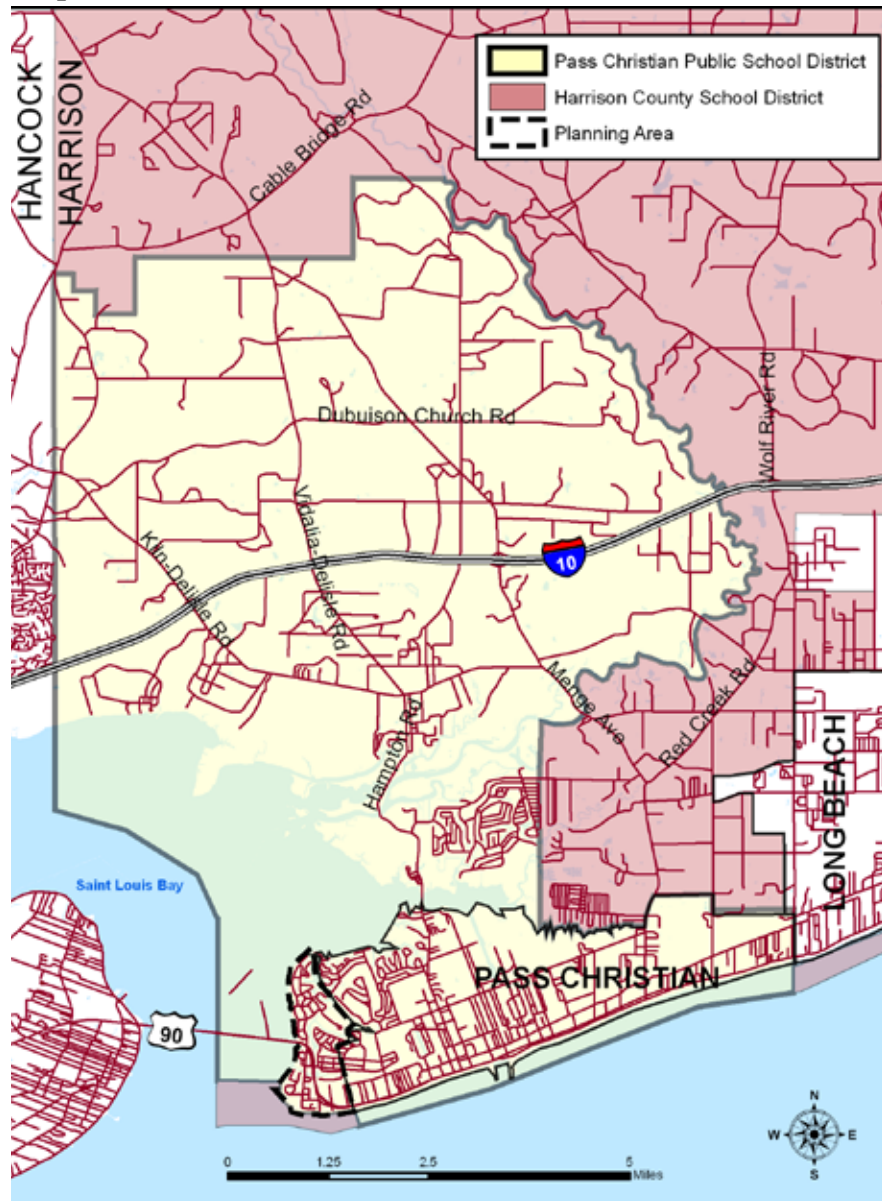
The schools in Pass Christian were damaged during Hurricane

Camille and had to be renovated. Hurricane Katrina completely destroyed the Pass Christian Elementary and Pass Christian Middle Schools, and washed out the first floor of the Pass Christian High School. The Saint Paul Catholic School was also destroyed. Presently, DeLisle Elementary School (located north of Henderson Point, in the city of DeLisle) acts as the site for all Kindergarten through eighth grade students in the Pass Christian School District.

The Pass Christian Middle School will be rebuilt by 2008 on its previous site. A total of 45 FEMA trailers temporarily function as classrooms on the land located immediately west of DeLisle Elementary. The Superintendent's Office and the District Board of Education are also operating out of trailers.⁴⁴ Saint Paul Catholic School will be combined with Saint Paul Catholic School in Biloxi. A new school, Saint Vincent de Paul, will be built on the property of the Our Lady of the Lourdes Catholic Church in Pineville.⁴⁵ The new school will service all of the elementary school students seeking a Catholic education.

The Pass Christian Elementary School and the Pass Christian Middle school are to be combined into one K-8 school on the site of the old Middle School. The land there is higher and will make for a safer building for the students. The students could possibly go to this new school as early as August of 2008.⁴⁶ The high school, constructed in 1998, was an 82,000-square foot, multi-story building with a capacity to accommodate 750 students. The first floor of the building suffered extensive damage from the hurricane and had to be completely gutted. After Hurricane Katrina, the Rolling Meadows High School in Rolling Meadows, Illinois started an effort to assist in the rebuilding of the Pass Christian School District.⁴⁷ Since the hurricane, the School District has been working to repair the damaged first floor of the high school. The building has been repaired entirely (Figure 66) and students were able to go back during the second week of October 2006.⁴⁸

The School District also manages approximately 640 acres of

Map 15. Pass Christian School District.

Source: Southern Mississippi Planning and Development District

section 16 land, cut through by Vidalia Road, situated 2.9 miles north of DeLisle Elementary School. All revenues generated by this land are given to the school district. Currently there are a few leases for that area, including some for the county and a small number of private leases. Most of the area is forested, but the school district is hoping to attract more businesses to settle there now that people are moving north after Hurricane Katrina.⁴⁹ Prior to Hurricane Katrina, the district had an enrollment of 1,965 students. The school district is one of the top school districts in Mississippi, ranking a five on a scale of one to five for academic quality two years in a row. Table 23 illustrates the demographic makeup of the students in the district for the school year 2004 to 2005. Most of the students were African-American or Caucasian, but there are growing Hispanic and Asian populations. According to the administrative assistant of the District Superintendent, as of January 2006 70 percent of the students from the district had returned. These numbers include not only Henderson Point-Pass Christian Isles children, but students from Pass Christian as well. Table 24 illustrates the public and private school enrollment for various grades in Pass Christian.

Figure 66. Pass Christian High School underwent repairs following Hurricane Katrina.

Source: Lauren Repas

Table 23. Demographics of the Pass Christian Public School District.

	Pass Christian Elementary School	DeLisle Elementary School	Pass Christian Middle School	Pass Christian High School
Number of students in the 2004-05 school year:	453	413	520	579
Teacher-Student Ratio	1:16	1:14	1:15	1:16
Male	48%	51%	55%	47%
Female	52%	49%	45%	53%
Ethnicity:				
Asian	5%	0%	3%	3%
Hispanic	1%	1%	2%	1%
African-American	58%	21%	32%	33%
Caucasian	36%	78%	63%	63%

Source: Pass Christian Public Schools.

Table 24. Henderson Point-Pass Christian Isles residents' school-age children enrolled in school in 2000.

	Total	Public	Private	Percent in Private
Enrolled in				
kindergarten	0	0	0	0%
Enrolled in grade 1				
to grade 8	43	34	9	2.1%
Enrolled in grade 9				
to grade 12	8	8	0	0%
Total K through 12	51	42	9	1.8%
Enrolled in college	18	18	0	0%

Source: Census of Population and Housing, US Bureau of the Census, 2000.

Figure 67. The Gulfshore Baptist Assembly has been part of the Henderson Point community since the 1950s.



Source: Lauren Repas

Churches

The Gulfshore Baptist Assembly houses facilities at the tip of Henderson Point. Located two blocks west of US 90, the 25-acre facility was used to train and promote the work of the Mississippi Baptist Convention Board.⁵⁰ It also contained the Kittawake Baptist Church. The property was acquired by the Mississippi Baptist Convention Board on April 1, 1959, after almost ten years of vacancy.⁵¹ The facility housed a pier, the Kelly Auditorium building, the Kittawake Baptist Church, and a dormitory facility. Hurricane Katrina reduced most of the buildings to rubble. Some buildings were still standing, but later had to be torn down because of structural damage.⁵²

The main complex was built with hurricane resistant features, but it still lost the walls and contents of the bottom two floors and

suffered significant damage to the top floor (See Figure 67). The Conference Ministries Study Committee was created to assess the damage. Members made a visit to the damaged site and have been moving forward gathering information necessary to determine its future actions with regard to the property.⁵³

Recreation Facilities

According to Harrison County Parks and Recreation, Audobon Park is the only park located in Henderson Point. The 3.5 acre park is bound by Audubon Lane to the south, Ponce De Leon Boulevard to the northwest and Havana Boulevard to the northeast. Prior to Hurricane Katrina, the park contained walking trails, benches and landscaping which were maintained by Harrison County. A small pond is situated in the center of the park. There are two parks in the vicinity of the area. Saint Stephen's Park is behind the DeLisle Fire Department, with one softball field, an outdoor basketball court, and a small pavilion. Pineville Community Park is on Menge Avenue and has one 285-foot baseball field, a 200-foot softball field, and a concession stand.⁵⁴ Henderson Point housed the Pelican Cove Marina at 103 West Bayview Avenue prior to Hurricane Katrina. This marina was a dry stack facility, and had a capacity for a total of 190 boats. During peak season it would operate at full capacity. It offered storage, fuel, boat/engine repair, bait and tackle, restrooms, and fish cleaning services. Hurricane Katrina destroyed the facility (Figure 68). The Marina owner plans to redevelop the site, although the future use is unknown.⁵⁵ People in the area enjoyed the use of their boats, and used the boat launch at the Pelican Cove Marina, as well as some smaller launches on publicly owned land, to get into the water. Many people had land which fronted on the water and could therefore have their private docks on their property.

Historical Information

According to the National Register of Historic Places and the Pass Christian Historical Society, Henderson Point does not have any buildings listed on the National Register or on the Mississippi

Department of Archives and History register.⁵⁶

Fire Service

The Harrison County Fire Department has six Fire Protection Grading Districts. Henderson Point is one of these, and the County had one fire station located in the planning area. The station was designed to cover 1.5 square miles and a population of 656 people. There were two full-time, paid firefighters and 14 volunteers from the surrounding area before Hurricane Katrina⁵⁷. Hurricane Katrina washed away the fire station and none of the

Figure 68. The Pelican Cove Marina protected several boats from the storm.



Source: Lauren Repas

volunteer firefighters had returned to the area as of August 2006. The fire truck that was stationed at the Henderson Point fire station has been loaned to the City of Pass Christian. In return, Pass Christian is providing fire service to Henderson Point until the Henderson Point fire station can be restored⁵⁸. The fire station at Henderson Point will be rebuilt and begin operation after the community has begun to move back.

Summary

Henderson Point-Pass Christian Isles residents had access to some community facilities, such as a dry-stack marina, boat launches, and Kittawake Baptist Church. Survey responses indicated that the residents would like to see other outdoor oriented facilities in the area, such as walking/bike paths, picnic areas, and more water access. They do not necessarily need more large-scale facilities such as shopping, or restaurants, they can travel a short distance to Bay Saint Louis or Gulfport for those services.

Figure 69. The Henderson Point Fire Station was destroyed by Hurricane Katrina.



Source: Harrison County Fire Department

INFRASTRUCTURE

Roads

Figure 70. The new US Highway 90 bridge will pass over 3rd Avenue.



Source: Derek Berardi

The Henderson Point-Pass Christian Isles Planning Area contains three general types of roadways. The Mississippi Department of Transportation (MDOT) defines the two primary types: US Highways and rural major collectors. The planning team defines paved local streets as the other type of street. Maintenance of US Highway 90 is the responsibility of the State of Mississippi, while all other public roads are the responsibility of Harrison County. The 2005 Estimated Annual Average Daily Traffic (AADT), prepared by MDOT, illustrates which roads are used most often.⁵⁹ The functional classifications and AADTs of major roads in and around Henderson Point-Pass Christian Isles can be seen in Map 16.

Highways

US Highway 90 is a four-lane, divided highway that runs near the western and southern edges of the planning area. Prior to Hurricane Katrina, each north-south road in Henderson Point had access to US Highway 90. US Highway 90 lies along approximately two and a quarter miles⁶⁰ between the St. Louis Bay and the eastern edge of Henderson Point-Pass Christian Isles. An important aspect of this road was the pre-Katrina bridge connecting Henderson Point to Bay Saint Louis. This bridge was completely destroyed during Hurricane Katrina and Camille. Reconstruction started in March 2006 and is scheduled to be finished in November of 2007⁶¹. Traffic volume information for US Highway 90 showed average daily traffic of 20,000 vehicles west of 5th Avenue. East of 5th Avenue, the average daily traffic count was 15,000 vehicles.

These patterns indicate that more traffic exited on US Highway 90 westbound starting near 5th Avenue than entered US Highway 90 eastbound at that intersection. Citizens from Henderson Point-Pass Christian Isles, Pass Christian, and Long Beach who entered US Highway 90 near 5th Avenue were more likely to head eastbound to reach shopping, entertainment, or employment in Gulfport and Biloxi. The Mississippi Department of Transportation has no short-term plans

for improvement at these interchanges. With the completion of the new US Highway 90 Bridge an overpass at 3rd Avenue will be created, with no access from US Highway 90.⁶²

Rural Major Collectors

Rural Major Collectors are the functional classification for the main roads that run through Henderson Point-Pass Christian Isles and connect to nearby communities. They are two-lane, non-divided roadways designed to carry between 2,000 and 10,000 vehicles daily. One road of this class serves Henderson Point-Pass Christian Isles: Bayview Avenue. This rural collector comprises approximately one mile of roadway within the Henderson Point-Pass Christian Isles planning area. All rural major collectors have a right-of-way ranging between 50 and 80 feet and have two lanes of pavement with asphalt surfacing. There are no curbs or sidewalks.

Bayview Avenue runs east and west through the lower third of Henderson Point-Pass Christian Isles and connects with US Highway 90. It runs from the St. Louis Bay to Cedar Avenue, a north-south arterial road in Pass Christian.

Local Streets

All other roads within the Henderson Point-Pass Christian Isles planning area are considered local streets. They mainly connect residential areas and are designed to carry fewer than 500 vehicles per day. They are two-lane streets with right-of-way widths between 40 and 50 feet. The local street network consists of small areas of grid patterning, with most of the streets connecting at right angles. Because Henderson Point-Pass Christian Isles is such a low area, many of the streets were laid out wherever there was higher ground. US Highway 90, for example, runs along the beach on the southern edge of the area, but when it comes inland it follows the highest elevation. As can be expected, there are roads which run along the water's edge. These have side streets running perpendicularly from them.

Map 16. Henderson Point-Pass Christian Isles functional road classifications with estimated traffic counts.



Source: Mississippi Department of Transportation, Gulf Regional Planning Commission

Road Conditions

Both 3rd Avenue and Bayview Avenue will be reconstructed after completion of the bridge.⁶³ Local roads will be repaved through the use of FEMA funds provided to the County.

Roadway Concerns

At the time of this plan, the largest transportation-related issue facing the Henderson Point-Pass Christian Isles community is rebuilding the US Highway 90 bridge. This bridge was the only connection to Bay Saint Louis from Henderson Point-Pass Christian Isles. It was destroyed during the hurricane; demolition and rebuilding started in March of 2006. It will intersect at grade before Bayview Avenue, which will now be the first point of access from US Highway 90 into Henderson Point-Pass Christian Isles.

Railroad

A Railway line runs along the southern edge of Henderson Point-Pass Christian Isles, then across the St. Louis Bay. Amtrak offered rail service along the line, but service has been suspended until further notice because of Hurricane Katrina. The closest stops for residents of Henderson Point-Pass Christian Isles were either the Gulfport stop, or the Bay Saint Louis stop, located at 303 South Railroad Avenue in Bay Saint Louis. The “Orange Groves to Orange Groves” Highway ran from one coast to another, with three trains departing each week in each direction.⁶⁴ At the time of this plan the railroad track only carries CSX freight lines, and the future use for Amtrak is unknown.

Ferry

There are currently plans to include a ferry service across the St. Louis Bay between Bay Saint Louis and Henderson Point. This service could cut 20 miles off the current trip, as the bridge between the two is not complete. All levels of government are involved in the process and service could start as soon as November 1st.⁶⁵ This project will only exist until the US Highway 90 bridge has

one lane open in each direction. MDOT is building the landing sites and parking areas on public beach land, approximately 500 feet north of the jetty at the end of 3rd Avenue. The parking area will be removed once the ferry is no longer in service.⁶⁶

Sewer Service

Within the planning area there were two methods of sewer service. Pass Christian serviced some homes, the HP/PCI sewer district encompassed others, and still many others used septic tanks. Many homes which once had septic tanks had utilized the new sewer lines once they were put in. The tanks of those residents were either removed or left on their properties. After the hurricane these tanks became a large hazard for the area.⁶⁷ Pass Christian and the Henderson Point-Pass Christian Sewer District are repairing lines to ensure service provision will return.⁶⁸ The sewer district building was destroyed in Hurricane Katrina. The district plans to share office space in the rebuilt Fire Department building.

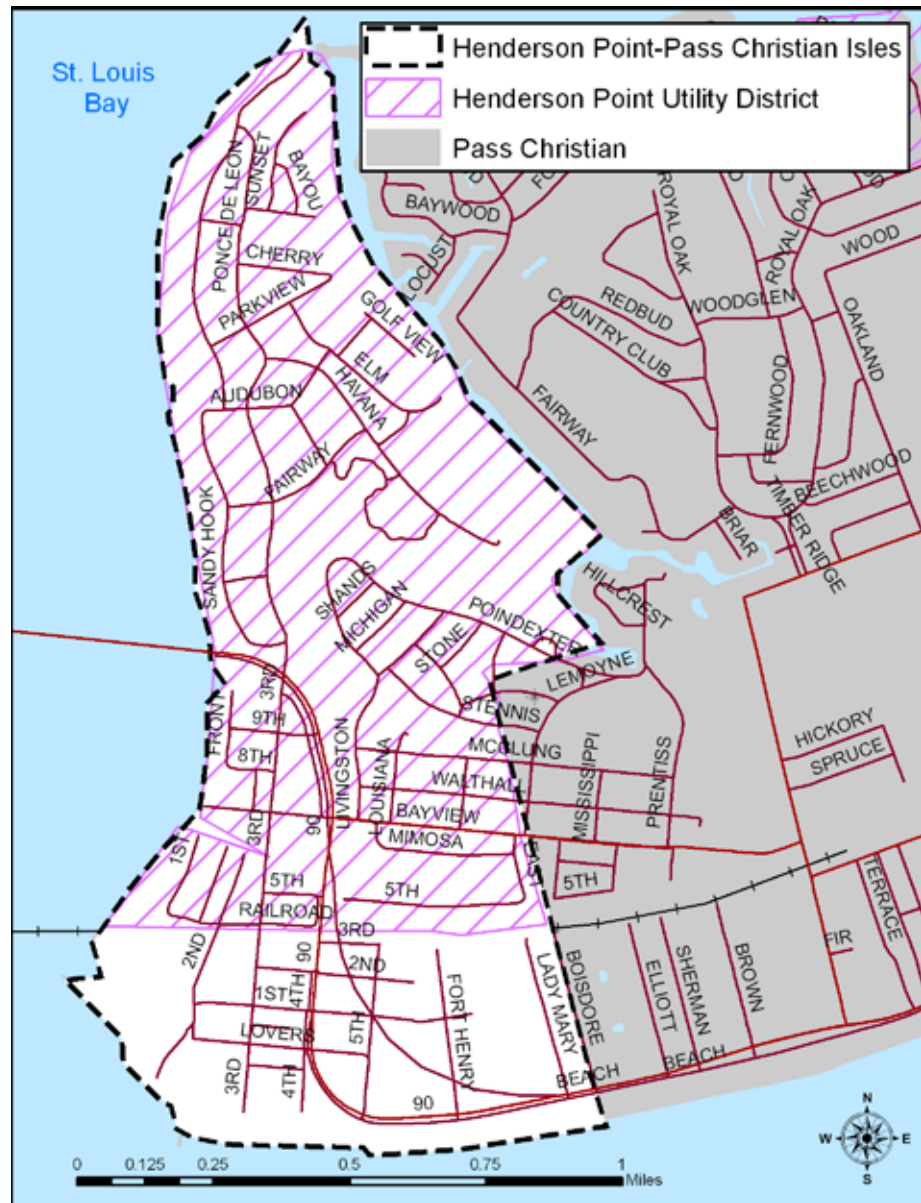
Water Service

The northern three quarters of Henderson Point-Pass Christian Isles was serviced by the county water service area. The lower quarter was serviced both by Pass Christian’s water service provider and personal wells on private property. The water provider has pipes ready to serve all of its previous service area. However, service has been intermittent as a result of damage to lines as property owners clear their land.

Elevation

The base elevation in the town center at Henderson Point is between zero and ten feet. Until the Flood Insurance Rate Maps (FIRM) are adopted the County requires that any new construction be four feet above the 1988 Base Flood Elevation. Where no base flood elevation was designated, the current ABFE requirements must be followed.

Map 18 shows the Advisory Base Flood Elevations for

Map 17. Henderson Point Utility District.

Source: Southern Mississippi Planning and Development District

Henderson Point. The height of ABFE—Highest Land Elevation results in a required building height of no less than 18 feet. The new FIRM's are expected to be released during 2007.

Flood Protection

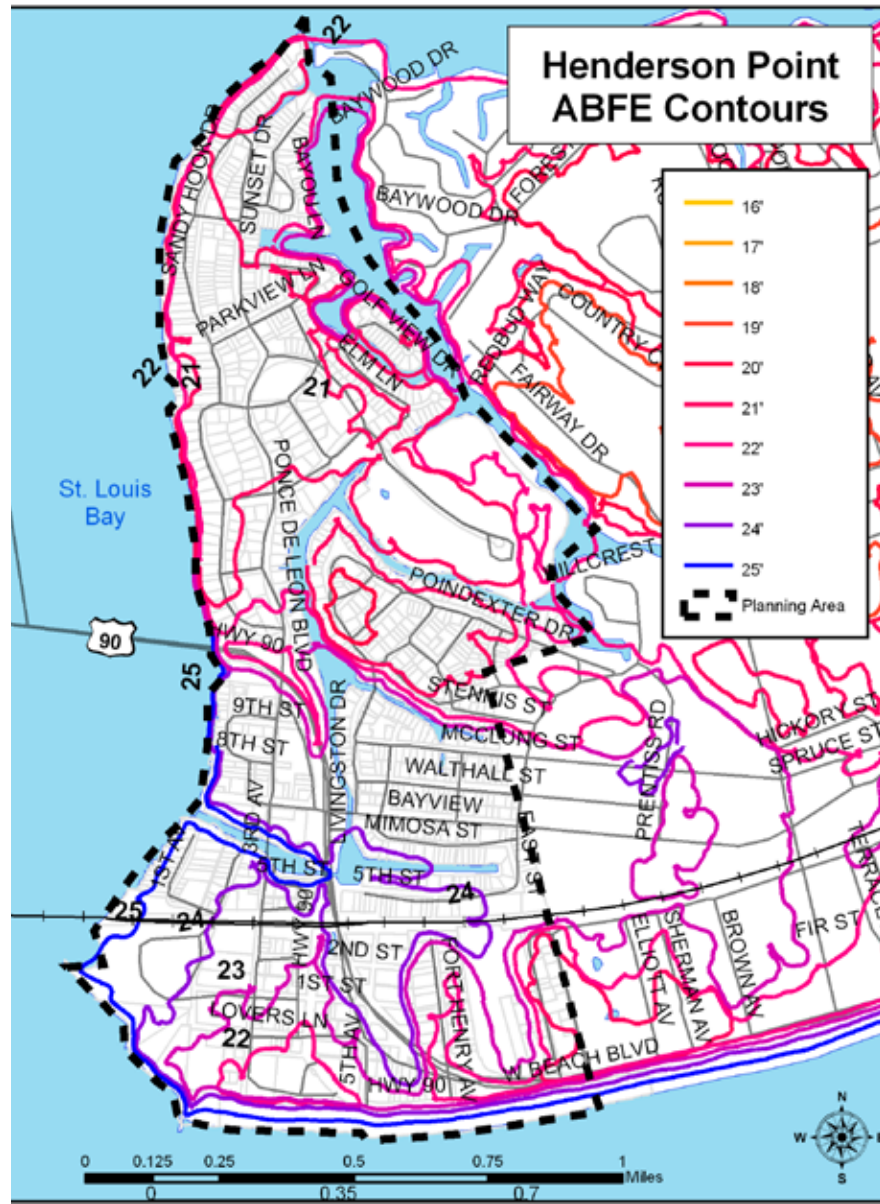
The Army Corps of Engineering has prepared an interim report for hurricane protection along the Mississippi coast. The report recommends four lines of defense, including improving the barrier islands, sea wall, flood wall, and levees.

These recommendations would impact the Henderson Point-Pass Christian Isles community. The recommendations include building sand dunes along the public beach, raising US Highway 90, and building up the railroad levy. Outside of the community, the plan calls for returning the barrier islands to the pre-Camille conditions. The report is designed to be implemented alongside any existing rebuilding plans, such as this one. These recommendations will be finalized by the end of 2007.⁶⁹

Figure 71. Some of the homes in Henderson Point-Pass Christian Isles are being rebuilt.



Source: Jennifer Cowley

Map 18. Advisory Base Flood Elevations.

Source: Federal Emergency Management Agency

Figure 72. Many homes were elevated before Hurricane Katrina. The ABFE recommendations would require homeowners to elevate higher than before the storm, as shown in these images.



Source: Angela Beer

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Appendix B. *Citizen Involvement*

Citizens were invited to provide their input throughout the community planning process. Citizens participated in surveys and provided written and verbal comments. The feedback from the citizens of Henderson Point-Pass Christian Isles directly impacted the content of this plan. The community came together to make decisions about their future. Citizen comments are documents in this appendix.

CITIZEN SURVEY

During the Town Hall Meeting, Henderson Point-Pass Christian Isles citizens were asked to answer a written survey. Due to the tremendous turnout at the town hall meeting, surveys were sent electronically and in paper format to those providing current addresses. The following is a summary of the results of the survey.

Two sets of results are shown for Likert-type scale questions warranting a response based on varying degrees of opinion toward a topic. The first set of results is “disaggregated” which means that averages were calculated for each of the possible response opinions. The second set of results is “aggregated” which means that the responses of opinions of similar sentiment were added together to become one generalized combined group and then averaged as a whole. For example, non-aggregated response choices would include “strongly agree,” “agree,” “neutral,” “disagree” and “strongly disagree” while aggregated response choices for the same question would include “agree” (the combination of “strongly agree” and “agree”), “neutral,” and “disagree” (the combination of “disagree” and “strongly disagree”). This aided in interpretation because it is useful to understand the general sentiment of the respondents toward a topic.

Some questions offered a response option of “other.” Respondents were prompted to write their response if it was not listed as a possible choice. These comments are included below. Minor differences occurred between the written survey and the online version. All differences are noted where applicable. This summary of results includes responses received as of October 31, 2006.

Question 1.				
Where did you live before Hurricane Katrina and where do you live now?				
	Prior to Hurricane Katrina		Since Hurricane Katrina	
	Percentage	Total Responses	Percentage	Total Responses
Biloxi	2.2%	3	2.4%	3
D'Iberville	0.0%	0	0.0%	0
Gulfport	0.0%	0	3.2%	4
Long Beach	0.0%	0	1.6%	2
Pass Christian	30.3%	42	12.7%	16
Unincorp. Harrison Co.	58.3%	81	19.0%	24
Elsewhere*	9.4%	13	61.1%	77

Question 1.

Before Hurricane Katrina, where did you live?

Unincorporated Harrison County (58.3%):

- Village at Henderson Point (1 response)
- Pass Christian Isles (13 responses)
- Henderson Point (15 responses)
- Diamondhead (1 response)

Elsewhere (9.4%):

- New Orleans (14 responses)
- Do not presently live there, just own a vacant lot

Figure 73. Many homes in Henderson Point-Pass Christian Isles had access to water.



Source: Susan Guidry

Question 1.

Since Hurricane Katrina, where do you live?

Unincorporated Harrison County (19.0%):

- DeLisle (2 responses)
- Pass Christian Isles (5 responses)
- Henderson Point (5 responses)
- Diamondhead (1 response)

Elsewhere (61.1%):

- Hattiesburg (6 responses)
- New Orleans (24 responses)
- Harvey, LA (1 response)
- Gretna, LA (1 response)
- Lafayette, LA (2 responses)
- Metairie, LA (4 responses)
- Mandeville, LA (1 response)
- Missouri (2 responses)
- Waveland (1 response)
- Bay St. Louis (2 responses)
- Picayune (1 response)
- Algiers, LA (1 response)
- Diamondhead (1 response)
- Covington, LA (1 response)
- Slidell, LA (1 response)

Question 2.		
How long have you lived in Harrison County?		
	Percentage	Total Responses
Less than one year	2.9%	4
One to five years	17.3%	24
Six to ten years	15.1%	21
Eleven to twenty years	22.3%	31
More than twenty years	42.4%	59

Figure 74. The majority of residents lived in single-family housing before the storm.



Source: Susan Guidry

Question 3.				
What type of housing did you live in before Hurricane Katrina and what type of housing do you live in today?				
	Housing Before Hurricane Katrina		Currently Live In	
	Percentage	Total Responses	Percentage	Total Responses
Own	97.2%	137	79.1%	91
Rent	2.8%	4	20.9%	24
	Percentage	Total Responses	Percentage	Total Responses
Single-family home	88.0%	110	68.0%	83
Modular home	0.0%	0	0.8%	1
Manufactured home	0.0%	0	0.0%	0
Duplex/Fourplex	0.0%	0	0.8%	1
Apartment	0.8%	1	5.7%	7
Condominium	8.8%	11	1.6%	2
With family or friends	2.4%	3	4.1%	5
FEMA camper on my property	n/a	n/a	11.5%	14
FEMA camper on someone else's property	n/a	n/a	5.7%	7
FEMA trailer park	n/a	n/a	0.8%	1
FEMA manufactured home park	n/a	n/a	0.8%	1

Question 5a.				
Which types of growth policies should be pursued in Harrison County? (aggregated)				
	Agree	Neutral	Disagree	Total Responses
Revitalize existing residential areas	98.6%	1.4%	0.0%	139
Encourage the construction of new housing	87.6%	6.6%	5.8%	137
Revitalize existing commercial areas and main streets	90.6%	7.2%	2.2%	138
Encourage construction of new shopping centers	59.3%	18.5%	22.2%	135
Encourage construction of new office and industrial parks	34.9%	24.8%	13.9%	429
Revitalize older office areas and industrial sites	57.5%	25.4%	17.1%	134

Figure 76. Residents travelled from across the United States to attend the Town Hall Meeting held on December 9, 2006. This Town Hall Meeting was an opportunity for community members to share their thoughts on the draft community plan.



Source: Jung-Chen Huang

Question 5b.						
Which type of growth policies should be pursued in Harrison County? (disaggregated)						
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Total Responses
Revitalize existing residential areas	88.5%	10.1%	1.4%	0.0%	0.0%	134
Encourage the construction of new housing	65.0%	22.6%	6.6%	2.9%	2.9%	132
Revitalize existing commercial areas and main streets	71.0%	19.6%	7.2%	0.0%	2.2%	133
Encourage construction of new shopping centers	39.3%	20.0	18.5%	11.1%	11.1%	130
Encourage construction of new office and industrial parts	21.75	13.2%	24.8%	10.1%	30.2%	124
Revitalize older office areas and industrial sites	29.9%	27.6%	25.4%	6.7%	10.45	129

Question 6.						
Before and after the hurricane, how responsive was your local government to the needs of the citizens?						
	Very Responsive	Somewhat Responsive	Neutral	Somewhat Unresponsive	Very Unresponsive	Total Responses
Prior to Hurricane Katrina	36.8%	34.6%	16.9%	8.8%	3.9%	136
Since Hurricane Katrina	15.7%	32.3%	26.0%	16.5%	8.7%	127

Figure 77. Many residents attended the first Henderson Point-Pass Christian Isles Town Hall Meeting and provided valuable input for the planning process, as shown in these images.



Source: Jung-Chen Huang

Question 7.						
Please indicate how well you think the government agencies in Harrison County are addressing the following issues? (disaggregated)						
	Excellent	Good	Neutral	Fair	Poor	Total Responses
Providing affordable housing	2.5%	13.4%	49.6%	8.4%	26.1%	119
Addressing the needs of low income residents	7.6%	5.95%	55.5%	13.4%	17.6%	119
Encourage local business development	4.3%	19.7%	42.7%	20.5%	12.8%	117
Encouraging growth of quality jobs	1.0%	28.7%	40.6%	14.9%	14.9%	101
Keeping neighborhoods safe	14.2%	31.0%	26.5%	14.2%	14.2%	113
Improving the attractiveness of the community	3.6%	16.2%	36.9%	17.1%	26.1%	111
Revitalizing older neighborhoods	1.0%	10.8%	36.3%	26.5%	25.5%	102
Controlling traffic congestion	4.6%	25.9%	42.6%	16.7%	10.2%	108
Providing public transportation	0.0%	9.3%	43.0%	14.0%	33.6%	107
Providing water, sewer and storm water facilities	5.3%	21.1%	25.4%	15.8%	32.5%	114
Providing parks and recreational facilities	1.0%	17.6%	42.4%	14.7%	24.5%	102
Preserving open space/natural areas	4.3%	20.7%	42.4%	18.5%	14.1%	92
Controlling environmental problems	1.3%	22.1%	42.9%	20.8%	13.0%	77

Question 8.													
This questions asked people where they work and how far they commute. Because people have temporarily relocated the answers provided do not provide an accurate picture of what commuting patterns will be like after rebuilding and so answers have been excluded.													

Question 9.													
Which of the following communities do you think share similar concerns and needs as your community? (more than one answer possible)													
	Bay St. Louis	Biloxi	D'Liberville	Gautier	Gulfport	Long Beach	Moss Point	Ocean Springs	Pasca-goula	Pass Christian	Waveland	Unincorporated Harrison County	Other
	77.9%	8.1%	6.7%	8.1%	12.1%	45.6%	5.4%	12.8%	5.4%	75.2%	67.1%	48.3%	3.4%
Total Responses	116	12	10	12	18	68	8	19	8	112	100	72	5

Question 10.

What other suggestions do you have for how Harrison County can plan for the future? Please explain.

- Expedite utilities to the areas that are trying to redevelop. Keep HP/PCI quaint and good looking. Tourism is still important to support many small businesses and our location is better than most along the coast. It could be a fantastic community.
- Provide affordable utilities; do not raise rates beyond small increases to cover cost of rebuilding. Bond the cost over a large number of years.
- Independent grocery stores
- Clean-up
- Bike path
- Keep casinos out/no casinos (2 responses)
- Make owners clean and clear their property if not yet done, Including cutting and removing trees
- Sewer and water drainage
- Clean all waterways, help yacht club and golf course
- More structurally sound buildings required, unfortunately more cement and less wood that are open at the bottom to let surge through (save our tax dollars in the long run)
- We want it like it was- a quiet, mainly simple, residential bedroom community. No tourists, no town centers, a quiet fishing village
- Encourage property owners with incentives such as tax decreases to care for their property, including clean up of all debris before January 07, keep weeds to a minimum, at some point demand that properties be cleaned up and kept up via code violations by January 08; plan entertainment and shopping areas, not casinos.
- Keep up with the rest of the coast. We need revenue from businesses, but there is very little support for new commercial. We need to grow, not be a snobby rich community keeping others out.
- Better communication (5 responses)
- Please set standards for fire protection to PCI. Insurance increased 50% because there is no fire station within 5 miles. There is a fire station within 5 miles, but they are not our primary responders.
- Gated community in PCI
- Move railroad tracks
- No high-rise condos (2 responses)
- Keep it simple; Back to slow living
- No multi-family housing
- Keep it simple, no high-density development; the ferry is a bad idea. Let it all be trees, don't do anything to change what we had- 1 restaurant, 1 small store, 1 lumberyard, 1 lounge, 1 place to pay sewer bill, 1 marina, no condominiums. Single Family dwelling only! It wasn't broken- we don't need to fix it, just restore it. Nothing more.
- Adopt FEMA heights, restore sewerage to PCI & HP
- Have a plan for removal and post these for all residents to see so we can plan on what we can do for ourselves and where to take things and how the county is going to address all the H2O needs, sewer, infrastructure needs. It seems to be what ever goes.

- Would like to see the removal of debris from right of ways. Would very much like to see the county keeping up with the grass cutting on the sides of roads. This would help with the general overall appearance of the area. All the overgrown lots need to be addressed. We liked our community the way it was. A few ideas for improvement: sidewalks, landscaping, parks etc. Would like to see Bayview Street resurfaced.
- Let us build back just the way we were. I am not opposed to growth but I loved my community and its residence just the way it was.
- TECH.... TECH.....TECH..... Showcase state of the art tech. Fiber, ultra high speed Internet access. Things that will bring small high tech start-up (not manufacturing) to the area.
- Get Wal-mart, Lowe's, and Home Depot built and grocery stores in Pass Christian and along Highway 90 to develop growth so the homeowners can think about rebuilding - right now, we either have to go to Bay St. Louis or Gulfport for building material
- Make bike lanes and wheel chair friendly sidewalks on both sides of Bayview Street, Lamoyne Ave., Poindexter Drive and 3rd Ave. Make c-3 zone for music and culture allowing clubs to locate next door to each other on 3rd Ave.
- Let Henderson Point and Pass Christian come back the way it was.
- Sidewalks in neighborhoods...
- Let us rebuild as we were before the storm. Don't make changes we do not want. We are a small area and like the way we were before the storm. We do not want all the changes you think are good for this area. Go home. Let us rebuild like we want. No offense
- Shopping, law enforcement, retired citizens
- Strongly prefer a rebuild primarily similar to the preexisting conditions in the Henderson Point area. We bought into that type and quality of lifestyle. We do not want any significant changes
- Rebuild schools. No schools means no young people. Rebuild churches, especially St. Paul and Holy Trinity. We need groceries, especially the Wal-Mart. Restaurants to accommodate full time residents as well as encourage visitors.
- Support residents and try to work with FEMA to keep reasonable building heights for new structures. We must have residents and homes for the area to prosper.
- There has to be an authoritative 'go to' person or department for people trying to rebuild homes and those who want to start businesses. Getting reliable information has been extraordinarily difficult.
- Henderson Point should have affiliated with Pass Christian many years ago. The ideas are similar and Henderson Point needs the facilities and amenities that Pass Christian can and has provided in the past. Although Henderson Point was residential, the quality of residences varied. I lived on a pretty street with mostly new homes. There were areas around me that were not so nice. The point itself was expensive homes and these were the people who headed the push to stay in the county. We are the last place that Harrison County has been concerned about. They cannot see that they are so stupid. My present lot is 1/2 in the county and 1/2 in Pass Christian city limits. A real odd place to be, for sure. I don't see how you can get these people to connect to the city, but I know that the majority don't want high rises, whether they be condominiums, apartments, businesses or casinos. I have been to the Pass Christian and the DeLisle Meetings. Pass Christian and Henderson Point people want the same things. I just cannot see why they can't get together.
- I think that including the residents in the planning process is a good thing.

- Attract retirees and retirement communities, possibly further away from the beach but within a short drive. What happened to the Discovery Bay development planned in the 1960s, close to DeLisle that never got off the ground. It could have been a thriving community like Diamondhead in Hancock County.
- Lighting on streets, removal of debris in the Isles, bait shop to resume fishing, gas station in marina to go boating, removal of cars on property in Isles, garbage collection, garbage cans
- Improve the grant program- it's way too slow
- Do we rebuild or sell?
- Please do not rebuild the boardwalk along Highway 90. It mowed down everything in its path on scenic drive. Put it anywhere but in front of the homes on scenic drive.
- We want it back the way it was!!!!
- Don't get crazy with new development - this will be fought. Let the people come back & let things grow naturally.
- The county should support the re-development of the beach area at Henderson Point. There are two proposed rebuilding efforts in the planning stages. Expansion of the height restrictions of those complexes from four to seven stories would attract
- Let's not lose a beautiful family way of life in our hurry to return.
- Enforce building restrictions contained in Pass Christian Isles Deed Restrictions
- Restore PCI infrastructure, provide lighting and security so that homeowners can rebuild. The OHIO process has people wary of rebuilding. Many like myself may not rebuild if the OHIO GROUP gets changes made through their 'process.'

Figure 78. During the second Town Hall Meeting residents discussed development alternatives and then voted on those that are most appropriate for the community.



Source: Jung-Chen Huang

- How about attracting retirees or a retirement community - possibly further away from the beach, but within a short drive. Why is Discovery Bay still undeveloped? It should be a thriving community (like Diamondhead).
- Lower property taxes for non-domicile homeowners allowing them the funds needed to rebuild. The Gulf Coast has and always be supported by out of state homeowners (weekend homes) as long as the area supports them.
- Work with the people who have been living here. Don't try to come in a take over and change everything about our communities that we love and are so happy with. Work better with zoning and all board needed to rebuild and stop throwing obstacles in our way, with ridiculous requirements. We are intelligent enough to do a good job. Help us when it's needed. Be like a good parent-love us and let us go.
- Do not include insurance procedure in all ?? Tax base. We are considering rebuilding. This makes us hesitate.
- Encourage affordable housing for family with joint income between 40 & 60 thousand dollars - 1,400 to 1,800 sq ft heated. These people cannot pay \$250,000 for single-family homes.
- Provide adequate emergency shelters. Provide transportation when needed. Force removal of wrecked autos on private property. Create mobile home communities, well-planned, underground utilities, recessed garbage receptacles, etc
- Not so much high rise condos - think about our rural future: water, sewer, police, fire* issues to deal with
- Lower building elevations

Question 11.

What roads would you consider to be the geographic boundaries of Henderson Point and the Pass Christian Isles?

- | | |
|--|--|
| •Prentiss-Sandy Hook, End of Bayview at Gulf - 5th St | •Old Highway 90 |
| •Hwy 90 to Bay - Henderson Point, Hwy 90 to Bay & bayous - PCI | •Why? The beach to the west and south, Boisdore Ave to the east |
| •Pass Christian line | •Bayview |
| •West and South of 90 | •Cedar, North and 90 |
| •Lemoyne to Bay St. Louis | •Cedar and Hwy 90 |
| •E. East street, West the bay, S. Gulf, N. Bay | •Hwy 90 & Cedar & 3rd Ave & Bayview |
| •East- from Gulf Street on a line North to the Bay, West to the Bay, South to the Gulf | •Hwy 90 & Cedar |
| •Bayou Malini, St. Louis Bay, Mississippi Sound, Highway 90 | •Hwy 90 & Cedar |
| •2nd street and 90 | •Hwy 90 |
| •Highway 90 | •Hwy. 90 - Bay St. Louis - Gulf of Mexico - Mallini Bayou |
| •St. Louis Bay and Menge | •West Beach Road - Malline Bayou - Boisdore Avenue |
| •90, 3rd, Sandy Hook | •Pass Christian City Limits to St. Louis Bay - Bridge - North to End of Ponce de Leon - East to Cedar Street |
| •Bay St. Louis, MS Sound, 90 | •Bayview and Hwy 90 |
| •90 and North St. | •Us 90-Ft. Henry-Malini Bayou |
| •90 and Bayview | •Hwy 90/ft Henry/Bayview/Bay St. Louis |
| •90 | |

- Hyw 90/Cedar&3rd/Bay
- St. Louis Bay, Gulf of Mexico, Pass Christian Wal-Mart
- As shown in planning area
- West of Highway 90, North and South of Bayview (north of tracks), West of Lady Mary
- North
- Henderson St, Sandy Hook, St. Louis Bay, Mississippi Sound
- Hwy 90, Bayview
- Ceder Ave, Highway 90
- Bay St. Louis, Bayou Malini, Hwy 90 to East, Mississippi Sound

- Highway 90
- Highway 90
- Bay view and 3rd Avenue
- Bayview and 3rd
- West of Cedar to foot of Bay Bridge
- Mississippi Sound, Bay St. Louis, Bayou Malini
- Hwy 90 & Sandy Hook south to Gulf, Bay to Hwy90 intersecting with Bayview
- On the north: 9th St; McClung St; on the East, the Pass Christian city limits; on the west & south, the beach and water

Question 12.

What building, intersection or other landmark do you consider to be the center of Henderson Point and the Pass Christian Isles?

- Annie's/Malini's
- Bayview
- No center, but maybe Annie's at Bayview
- Annie's Restaurant (25 responses)
- Bayview and 3rd (11 responses)
- 3rd and Highway 90 (1 response)
- Lumberyard
- Bayview and Highway 90 (25 responses)
- RR and Bay St. Louis Bridge
- Point Lumber
- Ponce de Leon
- Bay St. Louis Bridge (3 responses)
- 90 and Annie's
- 90 and Livingston
- Bayview and 3rd, Highway 90
- Malini's Point
- Annie's - Highway 90 and Bayview (4 responses)
- Annie's, Lumberyard, Boat Storage
- Highway 90
- Annie's and Malini's
- 3rd and R/R Ave

- Annie's/Highway 90 & Bayview
- Davis Ave-Pass Christian
- None
- Sylvester Pagano bridge over Bayou
- Restaurant, bar, lumberyard, corner store
- Bayview @ Annie's
- The bend in 90
- Annie's or Mallinis or the first beachfront Old Highway 90 after the train bridge
- 4 way stop by Annie's Restaurant
- Bayview West of 90
- marine
- Where the Village and/or Pelican Cove was
- The lumberyard/Highway 90 and Bayview
- Annie's, Malini Area, Bayview & 3rd
- PCI Golf Club
- The marina
- Highway 90 and Ponce de Leon
- Annie's, Point Lumber, Boat Launch
- I have lived there for 40 years and don't have a clue
- Bayview, Annie's restaurant, Mallini, Point Lumber, Marina

Question 13.				
What do you think about the pace of land development, since 2000, in Henderson Point and the Pass Christian Isles?				
Too fast	Just right	Too slow	Don't know	Total Responses
15.0%	53.6%	22.1%	9.3%	140

Question 14a.						
To what degree do you support or oppose each of the following? (disaggregated)						
	Strongly Support	Support	Neutral	Oppose	Strongly Oppose	Total Responses
Growth of retail and restaurant at Bayview and 3rd	52.1%	28.2%	12.7%	4.2%	2.8%	142
Growth of office uses and Bayview and 3rd	27.5%	25.4%	23.2%	15.5%	8.5%	142
Growth of residences above businesses at Bayview and 3rd*	16.1%	25.3%	28.7%	13.8%	16.1%	87
Development of a community park under U.S. 90	36.2%	20.6%	19.1%	9.9%	14.2%	141
Make the commercial area at Bayview and 3rd larger	20.4%	28.5%	21.2%	19.0%	10.9%	137
Creating a public marina near the Bay and Bayview	54.6%	23.4%	14.9%	3.5%	3.5%	141
Establishing commercial zoning on U.S. Highway 90 west of Malini Bayou	13.0%	23.2%	27.5%	15.2%	21.0%	138
Growth of commercial area along u.s. Highway 90 between the lumberyard and the Bay	13.9%	30.7%	20.4%	16.1%	19.0%	137
Redevelop single -family housing in the Isles and Henderson Point	75.7%	11.1%	8.3%	2.8%	2.1%	144
Growth of mulit-family housing at Henderson Point	18.1%	13.8%	12.1%	17.2%	38.8%	116
Growth of high-rise condos along U.S. Highway 90*	5.8%	5.8%	10.9%	14.5%	63.0%	138
Growth of mid-rise condos along U.S. Highway 90**	9.9%	14.1%	20.4%	16.2%	39.4%	142
Building a casino in Henderson Point	7.0%	4.2%	4.9%	9.8%	74.1%	143

**This question was not included in the online survey*

***In the online version of the community survey, these question did not include the text "U.S. Highway 90" and was phrased as "Growth of high-rise condos" and "Growth of mid-rise condos".*

Question 14b.				
To what degree do you support or oppose each of the following? (aggregated)				
	Support	Neutral	Oppose	Total Responses
Growth of retail and restaurant at Bayview and 3rd	79.4%	12.7%	7.0%	142
Growth of office uses and Bayview and 3rd	52.9%	23.2%	24.0%	142
Growth of residences above businesses at Bayview and 3rd*	41.4%	28.7%	29.9%	87
Development of a community park under U.S. 90	56.8%	19.1%	24.1%	141
Make the commercial area at Bayview and 3rd larger	48.9%	21.2%	29.9%	137
Creating a public marina near the Bay and Bayview	78.8%	14.9%	7.0%	141
Establishing commercial zoning on U.S. Highway 90 west of Malini Bayou	36.2%	27.5%	36.2%	138
Growth of commercial area along u.s. Highway 90 between the lumberyard and the Bay	44.6%	20.4%	35.1%	137
Redevelop single -family housing in the Isles and Henderson Point	86.8%	8.3%	4.9%	144
Growth of multi-family housing at Henderson Point	31.9%	12.1%	55.4%	116
Growth of high-rise condos along U.S. Highway 90*	11.6%	10.9%	77.5%	138
Growth of mid-rise condos along U.S. Highway 90**	24.0%	20.4%	55.6%	142
Building a casino in Henderson Point	11.2%	4.9%	85.9%	143

**This question was not included in the online survey*

***In the online version of the community survey, these question did not include the text "U.S. Highway 90" and were phrased as "Growth of high-rise condos" and "Growth of mid-rise condos".*

Question 15.		
Does the bridge affect your decision to rebuild?		
Yes	No	Total Responses
49.1%	50.9%	108

Question 15b. If yes, how?

- Make the Bayous bridges accessible by boat
- Raising of the bridge at 3rd street on Bayou to the Bay is important
- A need for access to shopping and highway to the West
- Location, height and appearance
- Timing and access
- Need access to other side of the Bay
- Traveling time, shopping, restaurants, friends and businesses
- Wasted time moving around
- Accessibility
- Access and Bay St. Louis, shopping and medicine, New Orleans airport.
- Most of my friends and business contacts are west of the Isles
- Need to access Bay St. Louis community
- Access to Waveland and Bay St. Louis

- Need Connection to Bay St. Louis and Waveland
- Without bridge western MS areas are not very accessible which is very important for hospital, Dr.s and shopping needs
- Access to shopping, family, friends, school adventures w/grandkids, church, restaurant, medical facilities
- We need the connection to BSL and Waveland
- Closer to BSL where family lives and grandchildren
- Access from New Orleans to the Pass, Relatives in the Bay
- Concerned about effect new bridge will have on quality of life: noise, view, traffic
- Can't stand high rise design
- Bridge is absolutely necessary. Don't like the height but it is done.
- In order for me to rebuild, there must be a bridge between Pass Christian and Bay St. Louis.
- I am one of few that live back in my home that I rent on Michigan Street. I intend to build in the near future on my property on the corner of Shands and Poindexter. The bridge will just ease my gas bill since I have to drive the long way now to get m
- What about the bridge? I don't understand. The Railroad Bridge or the Bay Bridge?
- I live in the Isles and am upset with the lack of visual landscaping that I think is desperately needed to make our entrance acceptable- we look like a cast off to the area that is long forgotten and the new bridge has killed many lots values at the entrance to the isles because of the lack of trees etc. Would love to see the sides of bridge made into family friendly parks- like they have at memorial park in pass christian downtown.
- Yes. It must be done rapidly. It will be a positive to have the bridge completed.
- Yes, need the access.
- Yes. It will make access to PCI-HP much easier
- The bridge is being rebuilt. Moot question
- Yes. I anticipate that it will be complete sometime in 2007. Do not plan to rebuild prior to that.
- We are far enough from the bridge that it will not affect our decision. The bridge itself is monstrous. It is truly a shame for those next to Hwy. 90.
- Yes, it is too inconvenient without the bridge.
- I intend to rebuild as soon as the hwy 90 bridge is completed.
- The sooner it's finished the easier it will be to get contractor's and supplies in.
- If the bridge is too high, yes, because I'm only about two blocks away. I am one of the people who believes that we should be part of Pass Christian. They have already made decisions about type of housing and height of business and multi-family housing. It should not be above the tree line.
- If there is commercial development around the bridge that will adversely affect the area. We fill that there is no need for any more commercial than what was existing prior to Hurricane Katrina. If the area is developed more we will most likely not rebuild.
- Don't know yet except it will be brighter and noisier and I hope they don't allow huge lit up bill boards along it as I live on Ft Henry and so many of the tree blockage is gone
- As long as there is a bridge I'll be back
- It towers over my property and even has mound of dirt to over flow in any rain. My property needs to be zoned commercial and I need to get rid of it. The bridge will directly tower over my land.
- Don't know yet
- Won't rebuild without bridge
- Mostly because of lack of access to the hospital. And also the retail areas of Bay St Louis

- Provides easy access to Bay St. Louis for shopping, groceries, medical facilities, etc.
- Because it is a necessary amenity to promote commerce and rebuilding to the area
- No transporting of materials right now!
- Very close to our property, so noise and privacy will be concerns.
- It is necessary to the rebuilding of our area.
- People need to cross the bay for business and commuting to New Orleans, etc
- We will still build, however access to the bridge is more difficult
- Without the bridge, we feel trapped

Question 16a.		
Which of the following open space/recreation areas would you consider supporting?		
	Percentage Supporting	Total Responses for this option
Community parks	60.4%	87
Walking trails	74.3%	107
Picnic areas	46.5%	67
Bike path	75.0%	108
Boat launch	84.7%	122
Marina	78.5%	113

Question 16b.			
If new space/recreation areas were added, how would you consider supporting maintenance?			
County maintenance	Homeowners Association maintance	Additional tax or fee for maintenance	Total Responses
73.2%	12.8%	8.7%	141

TABLE 17.			
Does your community need...*			
	Yes	No	Totoal Responses
Medical Facilities	42.5%	57.5%	80
Small neighborhood businesses	80.0%	20.0%	95
Other(see below)			

**This question was not included in the online survey, instead the question read :“What types of business would you like to see in Henderson Point?” Responses are included with the Question 17 (next page)*

Question 17. Responses for other included the following suggestions:

- Single-family housing only
- Sewer and gas
- Restaurants, a bar, and shopping
- Grocery, pharmacy, restaurants
- Dinning, a bar, a gas station, and light retail
- Small mom and pop stores
- Retails stores for artists and craftsmen like in old town Bay St. Louis; gift stores; coffee shops; small cafes.
- Marina docks and restaurants
- Gas pumps for the marina/boaters/fishermen and weekenders to enjoy
- Specialty shops, boat facilities, restaurants
- Mid-rise condos on the beach that existed before the storm must be allowed to rebuild
- Restaurants, entertainment, boat sales, small offices
- Retail and gift shops like Bay St. Louis
- Convenience stores, retail shops, restaurants
- Retail, restaurants
- Mom and pop-type restaurants and retail; Snoball stands, corner stores, etc; No chain restaurants or retail; Keep it small and quaint; We can drive to Pass Christian or Bay St. Louis.
- resteraunts,marina with slips&storage, boat brokers,art,gift, etc shops.
- Shops, Marina, Bars, cafes, restaurants, ect.
- Annie's, Mallini's, Lacoco's store, Point Lumber, boat storage, and a bait shop
- Grocery/convenience store, restaurant
- Small businesses, Annie's, Mallini's bar, perhaps a coffee house, a small grocery
- A very limited amount of small businesses similar to the Bay's Beach Road area
- Marina, small convenience stores with gas pumps, two or three small restaurants, hardware/building products
- Small town retail, restaurant, tourist-oriented, and boating-ori-

ented facilitites

- Small mom and pop stores
- Porches
- Walking, bicycle and jogging paths.
- Post office, coffee shop café, gas station, general store, ice cream shop, beauty shop, boutique
- Any low-key business, including restaurants, service-oriented businesses (gas stations, repair, etc.), grocery stores, shopping areas, art-oriented business, etc.
- Any low-key business, including restaurants, service-oriented businesses (gas stations, repair, etc.), grocery stores, shopping areas, art-oriented business, etc.
- Offices, Doctors, pharmacy, Small grocery, restaurants, lumber yard, hardware,
- No bars unless associated with a restaurant (businesses that do not entice disturbing the peace and excessive traffic at night)
- A grocery store, gas station, post office substation, dollar store, small shops or even Wal-mart to give us a shopping center; convenience stores nearby are needed to bring back the economy; even a marina with restaurant with a dock to bring your boat and eat; excursion tours with a boat to go eat or gamble from the hollywood casino like other gambling cities would be enjoyable; a bait shop is necessary; boat rentals like Destin, Florida
- Small food store, bait shop
- Fire station
- Convenience Store, restaurant, marine service, marina
- Upscale restaurants, art boutiques, upscale retail, marina
- Commercial restaurant, shops, boutiques and tax generating entities that would support the county and add revenue to help rebuild the infrastructure
- Small family types of businesses
- A playground, with a softball and baseball team
- A community handy shop or store where crafts and other skills could be taught to all ages.

Question 18.		
Would you support a tax increase for medical facilities?*		
Yes	No	Total Responses
24.1%	75.9%	79

**This question was not included in the online survey.*

Question 19.			
Do you plan to rebuild?			
Yes	No	Not Sure	Total Responses
63.1%	4.1%	32.8%	122

Question 19a. If not sure, why?

- It may be too long before services are provided
- Financial- insurance
- Development, utilities, clean up
- Insurance company will not pay- need funding
- Bay bridge
- The area is an eyesore; if the area gets cleaned up and other people choose to rebuild, then I will come back
- Water – although I love it, the property is too low
- We do not want to live in a “Carmel” development area
- I am too old
- Insurance and building costs
- Height and insurance
- Water well, sewer
- Insurance rates
- Depends on decisions made about area by local government
- Bridge
- Other new development

Figure 79. The majority of residents plan to rebuild. Residents have identified that they have concerns about the bridge, insurance, and clean-up that will impact their decision to rebuild.



Source: Angela Beer

- Right now, it is not very attractive to rebuild
- FEMA elevations are too high
- No finalized height requirements from FEMA; lack of fire station; no access to medical building
- Want to see more clean-up
- Katrina. 3 strikes, I'm out!
- Elevation requirements, insurance availability, cost of insurance, cost of rebuilding
- Waiting to make sure, if people return, if area will stay single family homes; cleanup of canals; locating a builder, cost; also insurance costs, still dealing with insurance company; hoping to qualify for some grant money
- Waiting to see how the county handles property taxes and insurance needs for those on water-front property
- Slow return of infrastructure; concern about insurance being available and affordable
- Insurance company has not paid anything; no grant funds!

Question 20.		
Would you support a property buyout?		
Yes	No	Total Responses
31.0%	69.0%	126

Question 21.			
Do any environmental hazards exist in your neighborhood?*			
Yes	No	Not Sure	Total Responses
14.8%	40.9%	44.3%	88

**This question was not included in the online survey.*

Question 21a.

If yes, please explain the type of environmental hazard.

- Swimming pools
- Ditches
- Clean up utilities
- Standing water in ditches
- Dead limbs over streets
- Polluted water body
- Dumping area
- Railroad transport of hazardous materials
- Old boat repair facility at Bayview and 90
- Debris on Baptist property
- Debris in water
- Dupont disposing of hazardous waste

Question 22.	
The Federal Emergency Management Agency (FEMA) has issued revised advisory base flood elevation maps for the Gulf Coast. It may take up to a year for these Flood Insurance Rate Maps (FIRM) to be finalized and adopted. What are your opinions regarding development in flood prone areas?	
Rebuilding should be permitted without restrictions	34.6%
Rebuilding in advisory flood zones should be allowed as long as structures are elevated to meet or exceed the advisory height requirements	53.6%
Rebuilding in advisory flood zones should be limited to temporary structures until the final Flood Insurance Rate Maps are issued by FEMA	5.9%
Rebuilding in advisory flood zones should be delayed until the final Flood Insurance Rate Maps are issued by FEMA	5.2%
Rebuilding should be prohibited entirely in advisory flood zones	0.7%
Total Responses	153

PHONE AND ONLINE COMMENTS

Members of the Henderson Point-Pass Christian Isles community were included in the discussion of planning issues facing their community and Harrison County, Mississippi. Citizens were invited to use a toll free 1-800 number and online discussion forum to voice their input on the planning process.

The discussion board was most commonly used to communicate about the current rebuilding and establishment of infrastructure and basic services. Participants believed that the Town Center should be developed as an attractive pedestrian friendly business center. Henderson Point-Pass Christian Isles area residents would like a center with a small town, mom-and-pop atmosphere where they can meet their daily

needs. Residents also expressed a strong desire for a rebuilt fire station. Comments generally reflected those received in the written survey and heard at the Town Hall Meeting.

Many expressed appreciation for this process and the invitation to participate. Overall, it has had a positive response; those who have posted comments expressed that they are glad to participate. This has allowed the planning team to have a continued presence in the community, albeit virtually.

The following comments were from residents, property and business owners in the Henderson Point-Pass Christian Isles area.

Figure 80. Residents of Henderson Point-Pass Christian Isles shared their thoughts about the rebuilding of their community. Community members also shared their photographs of the community before the storm, illustrating how the community likes to come together to enjoy the great outdoors, as shown in these images.



Source: Francesca Koerner and Louis Reuther

Comments on residential rebuilding

- Plans to rebuild a full-time residence in about a year or after the bridge is complete.
- Hope to start rebuilding in about six months.
- Currently rebuilding her home; hopes to be done soon.
- Planning to rebuild immediately, but have been waiting on a survey for several months.
- Property on Sandy Hook has been in my family for decades; we also lost our home at the same location in Hurricane Camille in 1969 and re-built.
- We have decided not to rebuild. We thought about this decision thoroughly for the last year. We decided that we did not want to take the risk of having our home destroyed again by another storm.
- We are planning to keep our lot for a bit longer and list it for sale in the near future.
- Pass Christian Isles, Henderson Point Heights and Henderson Point with the exception of the west end of Highway 90, should be re-built as single family residential.
- It is going to be rough to try and replace what we had due to insurance.
- Because I didn't get enough insurance to start any rebuilding right now I need to earn it. I figure it would be good to keep tabs on the area and reconsider my options in about 3 years.
- At this time, I have no plans to rebuild; I will most likely sell my lots in the near future.
- I would like to see if we could explore the possibility of a gated community for [Pass Christian Isles]. I have spoken to another property owner that feels the same way; I just do not know how to pursue this.
- Interested to see if a modular house would suit our needs.
- I am sure we will re-build but it may take some time.
- We, unfortunately, like many others, have found out that modular home prices have doubled since January.
- Would like to see something like what you see in Florida—planned communities: consistency of mailboxes; underground utilities; nice street-lights; a gated entrance with electronic access; a park that is a showpiece with nice landscaping, walking trails and fountains. For homes that do not have water access, a marina for the community could be created on the bayou.

Comments on condominiums and/or multi-family housing

- Condos are fine in parts of HP. It wouldn't be a bad thing to add more condos.
- I would hope that with good zoning oversized condos would not happen.
- Do not want to see any additional multi-family over what was there before.
- Unlike most of our neighbors, we are in favor of condominiums.
- Steadfastly against any high-rise condominium projects in the area. If you've seen the Village plans, you know that this has been avoided in this development. The Association board has been working to make sure a new development is built that conforms to the local community.
- I vote to keep the multi family as it was, same density and not larger. I also would consider the idea of allowing small multi family structures to be built along the main streets by the town center. I definitely am against allowing condos to be built at the Baptist area, or any other area that did not have condos before the storm.

Comments on commercial/business area

- Would like to see the community become more upscale in the commercial area.
- A town center by the water is a good idea.
- Some of the ideas for the development of “downtown” Henderson Point were quite interesting. We would like to see an attractive, walkable, mixed use area that would provide some amenities, such as shops and restaurants, close to home. We are also interested in avoiding “big box” commercial developments on Highway 90. Part of the pre-storm charm of Henderson Point was the absence of that type of commercial development, so prevalent in other areas of the Gulf Coast.
- Would like to see small businesses come to 3rd and Bayview, but in a more thought out way.
- Would like to see a small art colony with a walkable town center.
- Appreciates the town center idea; would love to make the area more accessible by boat allowing for restaurants and artisans, though one concern is about the feasibility of raising the bridges.
- Would like more convenience so one doesn’t need to drive to the Pass and Long Beach for basic services.
- I think it would be an economic boost for Henderson Point to develop according to the proposals.
- We hope to rebuild as soon as feasible; I was covered for flood, but am dealing with insurance for wind.
- The town-center development concept, if completed, should be centered at the waterfront near the bayou.
- In terms of commercial development, it would be great to have a nice small marina again, but it could certainly incorporate both a snack bar/luncheonette type place, along with a restaurant. We loved having our small corner grocery, where you could buy the newspapers and milk. A small commercial cluster would be fine, but again, low rise and not much more than a few stores.
- An improved business area on Bayview west of Highway 90 would be a favorable addition.
- We loved the [Sandy Hook area], but found most of our evening social activities were in Old Town Bay St Louis. Second Saturday was one our favorite outings. So, when the plans for developing a HP-PCI town center were presented at the town hall meeting, I started imagining walking down a nice bike/walking path to attend our own Second Saturday.
- The area doesn’t need the additional tax base that high-density residential or commercial development would provide.
- I would like to see the entire area south of the new Bay Bridge to the RR Bridge become a commercial/government/entertainment/recreational area, including a 100+ slip marina, shops, restaurants, and music venues. These buildings should be located in such a way as not to obstruct the view of the Bay and/or Gulf. Part of the area should be dedicated for government use; police, city, or county offices with a public use meeting area.

Comments about single family housing

- Want to see the return of single family housing; existing condos could be rebuilt, but not additional condo units.
- General thoughts are that Pass Christian Isles, Henderson Point Heights and Henderson Point with the exception of the west end of Highway 90, should be re-built as single family residential.

Comments on casinos

- Like most of our neighbors, we would not like to see a casino in HP/PCI.

Comments on the character of the area

- The beauty and character of the Point is so special (there literally is nothing else like it from Texas to the east coast of Alabama), that we feel it is essential to preserve the low-density residential nature that existed Pre-Katrina.
- The rebuilt Point could be a model for the rest of the coast.
- Most will agree that Henderson Point is probably one of the most attractive areas on the entire Gulf Coast. The view from the southwest tip to the marina is spectacular.
- The expectations and acceptable building heights, retail development, etc are quite different between Henderson Point and Pass Christian Isles. PCI is all residential, low density, low height, and I think everyone there wants to keep it that way. Henderson Point was primarily condos and a few small commercial ventures, and I think most folks are fine with HP being rebuilt to a similar scale and density.
- We would love to see the area come back to life with small businesses and homes.
- So much of what we liked was our community, our friends, the trees, the town; at this point, we are still hoping to rebuild. My feeling is that since ours is a second, not primary, home, we should not hog any of the builders, plumbers, electricians, or building supplies that should really go first to full time residents.
- It would be most desirable for Henderson Point to remain only as densely populated and the buildings no taller than existed previously.
- Most of the locals seem to want things as they were pre-Katrina. I think that is very short sighted. You have to generate revenue to provide all the area services and improvements people are demanding.
- Condos on the beach are currently being held up due absence of a ladder truck. Is Harrison County going to spring for a million dollar piece of fire equipment just for Henderson Point? This ladder truck will also be an asset due to the height many of our homes will now have to be.

Comments about Highway 90/vehicular access and bicycle and pedestrian paths

- Old highway 90 should be used as a recreational area for the community but still leave access to Hwy 90 from the Point (no overnight parking, please).
- Although sparse traffic on the outside of the curve made pedestrian use minimally hazardous, it would be great to have some pedestrian/bicycle venues throughout the Point.
- Would like to see walking/hiking areas that offer connections into the forested areas.

Natural Environment

- Sincerely hope that the peaceful beauty of the area will be retained, especially around Henderson Point beach; it's a special place. Is there any hope of making it a state or national park to stop the vultures from destroying it? (No buildings, no gates, just sand, sky and sunsets?)
- Would like to see the area beside the RR tracks on the bay redeveloped as a natural beach.

Public amenities

- A public pier into the Bay similar to Waveland and Bay St Louis.
- I would like to have the utilities underground and bring in some upscale street lighting.

Comments from condominium owners

- Anxious for the return of a private pier at The Village; it was a focal point for many of us— the sunset and a cocktail at the end of the pier was a ritual.
- Owned a condominium at Inn by the Sea; currently used for vacation/rental, but hoped to retire their someday. Plan to rebuild along with most of the members of the association, but most immediate need, as is the case everywhere, is infrastructure (water service, fire protection, etc.)
- Rebuilding to meet current codes will mean that our development will be much more expensive than the original. It would be nice to be able to add a few units that we could sell to help with the rebuilding costs. However, I got the sense at the recent meeting that there is a significant hostility toward any condominium developments, so I am not optimistic about that prospect.

Comments regarding annexation

- The fight to keep the Pass from annexing us now seems regrettable. Annexation would (maybe) allow the community to have larger water lines to actually draw from in the event of a fire. The prior means were “dry hydrants”, shuttling water, and drawing from a bayou as the community lines were too small.
- Because we are so small geographically, I would hope that we could be a part of the city. We would finally get 24/7 police and fire protection. We have struggled over the years to get better police and fire protection. Our volunteer firefighters have done a good job but they are only available when their job and other commitments allow them to be.

General Comments

- Grants that are available for rebuilding are very confusing.
- I hope as we rebuild our community it becomes more wellness conscious by creating bike lanes, walking parks, areas for organic growing, the use of green energy and working homes. I think we have an opportunity to create an energy responsible community.
- Are there better ways to build back with washable construction that is designed to get wet every now and then? Concerned that a dangerous situation is being created and that the new housing will be more susceptible to wind damage because of their elevation.
- I would like to see the adoption of neighborhood ordinances (similar to what they have in Diamondhead with their Property Owners Association) and enforce these ordinances.
- I would like to see any structures be required to be built architecturally within the keeping of our community.
- We don't want to see the “New Orleans” crowd determining the future of the area. They have always been the most vocal and have the monetary reserves. Many in the area were moderate income; we hope they will return.
- Some lots on Sandy Hook were designated as “parks”, allowing water access for property owners across the street. Some waterfront property owners pre-Katrina were “adopting” these parks as an extension to their own property. This cut off access for others. We would like these lots to become parks again (maintained by the county), and not claimed by adjacent property owners. (Examples: where Audubon Lane meets

Sandy Hook & where Magnolia meets Sandy Hook.)

- The bridge on 3rd Street and the bayou going to Annie's should be elevated to allow boat traffic into that area.
- Will FEMA do any further clearing of the property in Pass Christian Isles? Our property has been cleared once, but there are still a lot of dead trees, a boat and other debris on [the] property. Also, a nearby property owner did not approve FEMA clearing his land. Will the County will require that he clear it himself?
- With regard to ordinances, I would like to see some requirements for property owners (whether they live at the property full time, or not) to maintain their properties at all times, i.e. cutting grass, general maintenance, trash removal, etc. I would like to see a reasonable noise ordinance in place. I know that in Diamondhead property owners are fined for violating any ordinance.
- I would like to see our neighborhood, and all of the surrounding building to be "upscale coastal". I do not want to see "fish camps" next to million dollar homes as we had before.
- We are coming back, but the question is when. I envision a new looking HP and Isles much improved. I would like to see bike paths with green areas and places that visitors to the beach can park and walk to the beach. No overnight campers.
- I definitely want HP-PCI to come back bigger and better with maybe some more commercial shops, coffee shops, small restaurants, walking paths, and places to visit and enjoy all the artists' talents along the gulf coast. Also want to see waterfront restaurants and gas pumps so we can all enjoy waterspouts and have family outings on the water. Need a nice place to launch boats so we can take advantage of the fishing. I am very concerned what they are going to do to the entrance to the isles.
- Our volunteer police and fire departments have done a terrific job but they are volunteers! This means when they are earning a living or doing personal obligations, they often not available. Our area is not covered by paid personal 24 hours a day, 7 days a week. I feel that in most cases we will get as good and probably better response, even if there was no station in HP/PCI. Yes, it would cost more, and it would not be a 'cake walk'. All of us have a number of challenges before us.
- The wild card for us is cost. We considered modular housing but the costs have almost doubled in most cases. The elevation is another issue and those costs are escalating. It is sad to be priced out of an area you thought was the best place on earth to live.
- Insurance is another matter. We were informed that the rates, which are high now, are going to be higher next and succeeding years.
- We fear that the "middle class" will not be able to build and return to the community. This will dramatically change the character of the area. I envision a community of "McMansions" and town homes, manicured and sterile lawns, and no soul. Of course, the County will like the tax revenue. I won't be surprised if the zoning will change.
- As far as the fire station, what is important is that it be built soon. Forget about the style, think about function. I'm sure a lot of wealthy people would like the building to look like Hilton Head, Martha's Vineyard, and other upscale areas but a staffed station ASAP is more important. Also only three of the volunteers are in the area. It is difficult to find members who are willing to go through the training and spend the time day and night on call to answer emergencies.

Summary of Feedback on Community Discussion Pieces

Citizens were provided with the opportunity to comment and discuss a series of community discussion pieces on issues critical to the community. These discussion pieces covered immediate and long-term rebuilding issues. The comments received from citizens are documented on the following pages.

Gulfshore Baptist Assembly

- On the Baptist land, I would love to see a State Park. It could be a great bird watching area! Maybe even get some marine wildlife programs from universities involved. Single family or double units would be nice there also, but no high-rises or huge developments.
- Either the whole Baptist Assembly land could be a State Park, or sell some of the lots for single family housing (not multi-family) and put some of the profits towards buying more land for a Park; the rest would have to be donated and/or acquired through grants. I'm actually very excited by the idea of a State Park at Henderson Point....one with trails through the natural landscape. I think that this would be a huge step forward for the area!
- Either the whole Baptist Assembly land could be a State Park, or sell some of the lots for single family housing. Put some of the profits towards buying more land for a Park; the rest would have to be donated and/or acquired through grants. I'm actually very excited by the idea of a STATE PARK at Henderson Point....one with trails through the natural landscape. I think that this would be a huge step forward for the area!

US Highway 90

- I like the community park idea with some parking and a boat launch. I also like the idea of having the bridge be architecturally and visually pleasing, such as the Glasgow and Sinapore bridges.
- The elevated bridge is already changing the look of our community from both sides of the St. Louis Bay. It isn't exactly what I envision for our community, but I'm glad that measures are being taken to mitigate damage from future storms. I think all of the scenarios could be used to ease the visual burden of the bridge. However, I don't picture multifamily housing as the gateway to my community. I don't oppose multifamily housing in the community, but I'd rather not see it lining the highway. I strongly support all considerations of Scenario A, especially Consideration 3; it's important to pass our lessons and spirit to future generations. I would support a park and/or boat launch, if plans include proper safety regulations and enforcement. I worry that open spaces under the bridge may attract unwanted visitors to our community. Whether or not a park is established under the bridge, the community is going to need pedestrian and bicycle connections. Without them, the bicycle and pedestrian path on the bridge seems pointless. In addition, if the public boat launches near the marina remain accessible, I don't think an additional boat launch would be needed.
- If the Henderson Point boat ramp is to remain, then we see no need for one to be constructed under the bridge. Instead, we recommend it to be a small park with possibly a playground that can connect bike and walkway paths with other parts of the community. We also like the idea of using landscape and local art to enhance/soften the look of the overpass. We do not recommend "enhanced/unique" lighting for the bridge. This may fit well for casino row in Biloxi but not for the coastal Pass. A sunset viewing area would be a wonderful feature to add if possible.

- I like the idea of having the bridge be architecturally and visually pleasing.

Housing Alternatives

- I sit here, in tears, appalled that anyone would even suggest that I replace my HOME with a camp house! Asking us to raise a family in a 400-1000 sq ft home, surrender our standard of living, and give up our dream is a slap in the face to our slow-moving recovery effort. My home was not a camp before Katrina, and it won't be a camp after Katrina. For a community so worried about condos obscuring views and what the firehouse will look like, I can imagine the outrage if I tried to put something that...looks like a travel trailer on stilts [on my lot].

Bicycle Path

- If a park, bike paths and recreational facilities are being planned I hope someone gives thought to parking for those who will use these facilities.
- I agree that parking has to be part of a plan for recreational areas under the bridge; parking lot regulations and enforcement of the regulations are part of my safety concerns. Personally, I would walk or bike to the recreational facilities; one thing I miss most about home are my bike rides through the community. However, I am aware that not everyone enjoys walking and biking as much as I do; therefore, parking would be necessary. Take the “park” on Ponce de Leon in the block between Audubon and Havana, for example. It was a beautiful area with a lot of potential for community block parties, family gatherings, etc., but it was never used. I think a lack of parking led to a lack of use.
- I am very much for bicycle paths. We had somewhat narrow streets and it would be good to have bicycle paths throughout the area, particularly leading into the waterside areas.
- I also love the idea of Bicycle and Pedestrian Paths, but would the bike paths go along Bay St. Louis on private land? I didn't see this aspect addressed. I would love to see a visual of the route.
- I think a bike path is a great idea and maybe a little park under the bridge where it hits land, but then again you will have the problem with crime and that will have to be addressed.
- This sounds like a wonderful way to interconnect our community and a huge selling point to support future residents of our community. That being said, there seems to be many challenges to accomplish this. Is there enough right-of-way to exercise this option or will this land need to be purchased? Regarding the material, although gravel and dirt is the most economical, what potential does it offer for users? It is not a safe surface for bikers, joggers and elderly walkers. To put this plan into action, we think you need to consider the re-development of Audubon Park. This has HUGE potential for our community but it needs to be properly developed: parking, restrooms, picnic tables, and other passive use areas. This could be the future site of a HP-PCI playground! There are many organizations that donate material to build playgrounds, all the community needs is to provide is the labor and tools.
- We had somewhat narrow streets and it would be good to have bicycle paths throughout the area, particularly leading into the waterside areas.
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Neighborhood Center

- I like the idea of a combination of commercial development, interspersed with residential units, green space, and a neighborhood center building.
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- We support a neighborhood center focused at 3rd and Bayview and extending toward the bay with a mixed use building option. The boat ramp should remain and if the marina does not plan to rebuild, then consideration would have to be made regarding boat trailer parking and a fuel pier.

Gated Community

- I am not in favor of this proposal.
- We are not in favor of this suggestion. There is not enough traffic or trouble back in PCI to overcome all the disadvantages of establishing a gated community.

Natural Resources

- I believe we need to get grants to plant live oaks and other long lasting hardwoods throughout the community – hopefully in designated parks but also in right of ways with residents having the
- This is imperative. Trees are very important, keeping the beautiful wildlife natural corridor along the railroad would be a huge benefit. The green building ideas are great if people would go for them.
- Keep the beautiful wildlife natural corridor along the railroad.
- The green building ideas are great if people would go for them.
- Get grants to plant live oaks and other long lasting hardwoods throughout the community—hopefully in designated parks but also in right of ways with residents having the opportunity to obtain young trees at a reasonable price. This is imperative, trees are very important.
- We are in favor of adopting some sort of Tree Preservation Ordinance.

Condominiums

- I vote to keep the multi family condominium as it was, same density and not larger. I also would consider the idea of allowing small

multi-family structures to be built along the main streets by the town center. I definitely am against the idea of allowing condos to be built at the Baptist Assembly area, or any other area that did not have condos before the storm.

- I have no objection to multi-family housing in the previous areas and other areas as long as they are centralized. There are two levels of homes in this area, one more expensive level near the water and the cheaper homes in the Heights. I don't think there is any problem with the expensive homes.
- It's my area [of the Heights] that I am concerned about. This could be a great subdivision—most of the other subdivisions in the Pass are very expensive. We need a moderately priced subdivision where builders can get started building moderately priced homes as they are doing in Waveland and Bay St. Louis. There seems to be a need for low income housing – multifamily but there are areas already developing – I guess we just don't want some developer coming in and developing low-income multifamily housing at the expense of the property values of the rest of the neighborhood. I may have to live in such housing – I'm not being a snob, but I think we need to know what they have in mind with multifamily not just how it looks.
- We don't have an issue with supporting multi-family (duplexes, four-plexes, mid-rise condos) development in community agreed zoned areas. This will help to increase the tax basis and bring in more permanent families which we want and need in order to re-stabilize our community. View protections and public easements should be a huge consideration.
- I wanted you to know that I have no objection to multi-family housing in the previous areas and other areas as long as they are centralized.

Fire Station

- We need to rebuild the fire station ASAP. Although it would be nice have the station moved to the community center, I think the move should be sacrificed to expedite the rebuilding effort. It's a great idea to have the station serve as a community meeting space and post for the Sheriff's deputies. Furthermore, I would like to see the station have a coastal architectural style but feel that this consideration should also be sacrificed if the time and financial expenses are too large. Making up the difference between the FEMA

Figure 81. Most residents support the rebuilding of the existing condominium projects, such as the Village at Henderson Point.



Source: Charles Moore

funds and the exterior improvements could take quite a while, especially if it requires raising funds in the community. The longer we go without a station, the more difficult it is going to be for residents to return home.

- The primary objective must be to have an operational fire station ASAP. It would be nice if meeting space and a law enforcement office could be included in plans, but they should be considered secondary and not hold up construction.
- Perhaps the fire station could be built in to phases. First, put up the metal building with the FEMA dollars. Then, as members of the community return, the other avenues of funding seem more practical, and phase two (improving the facade) can be completed.
- Restoring fire protection is the most important issue for us and any one else considering to build/re-build. We recommend doing whatever it takes in order to restore fire protection to our community. The aesthetics of the fire house can be modified later to support the community's desires. We recommend approaching it in 2 phases: Phase 1 – Build a fire station that satisfies the basic requirements to get us to a lower fire rating, and Phase 2 – Aesthetics, town meeting area, etc.
- The firehouse should be built ASAP. Once completed, it can be modified for attractiveness.

Figure 82. Preserving views of the waterfront is important to the residents of Henderson Point-Pass Christian Isles.



Source: Steve and Patrice Gonzales

Boat Launch

- I am opposed to a launch under US 90 as there are several houses in the immediate area. Noise from the launch could disturb those homeowners. The current location at the end of Bayview is not near that many residences. It is/was also a public area per Katrina. In addition, prior to Katrina, the public used that area (under the US 90 Bridge over Bayou Malini) for fishing. The area was constantly covered with trash left by those visitors, which would blow into the bayou or float into it with a high tide.
- I like the community park idea with some parking and a boat launch.
- I am opposed to a launch under US 90 as there are several houses in the immediate area. Noise from the launch could disturb those homeowners. The current location at the end of Bayview is not near that many residences. It is/was also a public area per Katrina. In addition, prior to Katrina, the public used that area (under the US 90 Bridge over Bayou Malini) for fishing. The area was constantly covered with trash left by those visitors, which would blow into the bayou or float into it with a high tide.

Cost of Construction

- There are two levels of homes in this area, one more expensive level near the water and the cheaper homes in the Heights.
- Need a moderately priced subdivision where builders can get started building moderately priced homes as they are doing in Waveland and Bay St. Louis, but don't want some developer coming in and developing low-income multifamily housing at the expense of the property values of the rest of the neighborhood. I may have to live in such housing.
- Good news for those interested, although building material prices increased dramatically after K, from our personal experience and that of our builder (we are 3 months into construction on our house in PCI), the cost of materials has gone down quite a bit so far (although far from pre-K prices). Regarding the construction of our pile foundation, since we hit hard clay at approx 6 inches and continued only 4 feet down into the hard packed clay, we did not spend near what is quoted in the discussion table for foundation costs. Regarding modular housing, the community may want to consider placing some sort of guidance on the approved style(s). There is a modular house that recently went up across the bay from us and it looks like a mobile home on stilts.

Elevation of Housing

- It seems that we are being mis-led again by raising the elevations for the only beneficiaries, the insurance companies. It would make more aesthetic and financial sense to build a rock house at ground level (concrete or equal frame); carry insurance on the contents only (if available), and replace the skin and contents after future storms pass, in lieu of setting the house so high, and let it blow away, (with no insurance payment-outs after the storm event, even though we have a "hurricane deductible"). Also, it seems that many universities and agencies are reporting and studying what is happening before and after the storms, but not during the storm event. A publicly owned surveillance system at intervals along the coast would remove the wind/water insurance issues from insurance policies. This system could observe houses and buildings during the storm and have battery back-ups for periods when the electricity fails. Apparently some new thinking may be required to even consider new approaches to hurricanes. Higher and higher elevations are not the answer along the coast.

Summary of Development Scenario Voting

On December 9, 2006 a Town Hall Meeting for Henderson Point-Pass Christian Isles' residents was held at the Pineville Elementary School. Approximately 140 citizens attended this meeting. This meeting provided an opportunity for the citizens of Henderson Point-Pass Christian Isles to provide feedback on the draft community plan and assist in clarifying what the community desires for its future. Approximately 140 citizens participated in electronic voting on development scenarios

Henderson Point-Pass Christian Isles residents were first asked to indicate whether or not they had participated in the September Town Hall Meeting. Seventy-two percent of participants indicated that they had also attended the initial meeting.

Residents were presented with a series of questions pertaining to development scenarios and land use in selected areas of Henderson Point. Questions and subsequent voting focused on southeast Henderson Point, the Gulfshore Baptist Assembly land, and the neighborhood center. Later in the presentation, additional questions regarding infrastructure and policies were presented. Residents voted on their preferences for a boat launch and policies regarding both the architectural character of the community and the protection of trees. Voting results are shown below.

For development that is NOT single-family, would you support developing an ordinance requiring standards for development, such as controlling shadows, protecting views, and building height?

	Number Responding	Percent Responding
Yes	112	81.8%
No	25	18.3%

Figure 83. Community members discussed alternative development scenarios during the December Town Hall Meeting.



Source: Jung-Chen Huang

Figure 84. Supervisor Ladner provided the community with updates on the recovery of public services and debris removal at the December Town Hall Meeting.



Source: Jung-Chen Huang

Would you support additional multifamily beyond what is already zoned and developed?

	Number Responding	Percent Responding
Yes	75	55.2%
No	61	44.8%

What would be the MAXIMUM height you would be willing to support for development at Gulfshore?

	Number Responding	Percent Responding
2 stories	45	34.6%
3 stories	34	26.2%
4 stories	29	22.3%
5 stories	5	3.9%
6 stories	17	13.0%

Would you support mixed-use development in the neighborhood center?

	Number Responding	Percent Responding
Yes	109	78.4%
No	30	21.6%

Would you support an enlarged neighborhood center with additional commercial services?

	Number Responding	Percent Responding
Yes	88	66.2%
No	42	33.8%

Figure 85. Approximately 200 Henderson Point-Pass Christian Isles residents participated in the December 9th Town Hall Meeting.*Source: Jung-Chen Huang***Figure 86.** Community residents listened as the planning team presented the draft community plan in December.*Source: Jung-Chen Huang*

Would you support redevelopment in a manner similar to pre-Katrina?

	Number Responding	Percent Responding
Yes	112	83.6%
No	22	16.4%

Would you support the development of green space in the neighborhood center?

	Number Responding	Percent Responding
Yes	121	89.0%
No	22	11.0%

Would you support a new boat launch near the US Highway 90 bridge?

	Number Responding	Percent Responding
Yes	77	62.1%
No	47	37.9%

Would you support keeping the community's boat launch at Bayview?

	Number Responding	Percent Responding
Yes	103	81.8%
No	23	18.2%

Would you support exploring the possibility of architectural standards or guidelines for your community?

	Number Responding	Percent Responding
Yes	89	71.8%
No	35	28.2%

Would you support the adoption of an ordinance protecting live oak trees?

	Number Responding	Percent Responding
Yes	117	92.1%
No	10	7.9%

Appendix C. *Principles Of New Urbanism*

The Charter of the New Urbanism forms the basis for the recommendations to the Mississippi Renewal Forum. The plan integrates many of the principles identified in the portion of the Charter pertaining to the regional scale. The following principles, from the Charter, should guide public policy, development, and design in Henderson Point-Pass Christian Isles.

1. Metropolitan regions are finite places with geographic boundaries derived from topography, watersheds, coastlines, farmlands, regional parks, and river basins. The metropolis is made of multiple centers that are cities, towns, and villages, each with its own identifiable center and edges.
2. The metropolitan region is a fundamental economic unit of the contemporary world. Governmental cooperation, public policy, physical planning, and economic strategies must reflect this new reality.
3. The metropolis has a necessary and fragile relationship to its agrarian hinterland and natural landscapes. The relationship is environmental, economic, and cultural. Farmland and nature are as important to the metropolis as the garden is to the house.
4. Development patterns should not blur or eradicate the edges of the metropolis. Infill development within existing urban areas conserves environmental resources, economic investment, and social fabric, while reclaiming marginal and abandoned areas. Metropolitan regions should develop strategies to encourage such infill development over peripheral expansion.
5. The development and redevelopment of towns and cities should respect historical patterns, precedents, and boundaries.
6. The physical organization of the region should be supported by a framework of transportation alternatives. Transit, pedestrian, and bicycle systems should maximize access and mobility throughout the region while reducing dependence upon the automobile.
7. Revenues and resources can be shared more cooperatively among the municipalities and centers within regions to avoid destructive competition for tax base and to promote rational coordination of transportation, recreation, public services, housing, and community institutions.
8. Many activities of daily living should occur within walking distance, allowing independence to those who do not drive, especially the elderly and the young. Interconnected networks of streets should be designed to encourage walking, reduce the number and length of automobile trips, and conserve energy.
9. Within neighborhoods, a broad range of housing types and price levels can bring people of diverse ages, races, and incomes into daily interaction, strengthening the personal and civic bonds essential to an authentic community.
10. Civic buildings and public gathering places require important sites to reinforce community identity and the culture of democracy. They deserve distinctive form, because their role is different from that of other buildings and places that constitute the fabric of the city.

Appendix D. *POTENTIAL GRANT SOURCES*

Funding Agency	Name of Funding Program	Description	Website
Community Development			
US Department of Agriculture	Rural Community Development Initiative	Provides grant funding for technical assistance in the areas of housing, community facilities, and community and economic development.	http://www.rurdev.usda.gov/rhs/rcdi/index.htm
US Economic Development Administration	Public Works and Economic Adjustment Program	This program assists distressed areas with grants to revitalize, expand, and upgrade physical infrastructure to attract new industry, encourage expansion and generate and retain private sector jobs and investment.	http://www.eda.gov
Housing			
FEMA	Flood Mitigation Assistance Program	Provides funding to assist communities in implementing measures to reduce or eliminate the long-term risk of flood damage to buildings.	http://www.fema.gov/fima/fma.shtm
FEMA	Increased Cost of Compliance Program	This program helps homeowners cover the cost of meeting flood hazard mitigation requirements for all new and renewed Standard Flood Insurance Policies. Flood insurance policyholders in Special Flood Hazard Areas, can get up to \$30,000 to help pay the costs to bring their home or business into compliance with their community's floodplain ordinance. The funds can cover costs related to elevation, relocation, or demolition of flood-damaged structures.	http://www.fema.gov/business/nfip/icc.shtm
Mississippi Home Corporation	HB530 Construction Loan Fund Mississippi Affordable Housing Development Fund	This fund provides financing for the construction of low-to-moderate income single-family housing units.	http://www.mshomecorp.com

US Department of Agriculture	Mutual Self-Help Loans Housing Repair and Rehabilitation Loan Rural Housing Guaranteed Loans	This fund provides financing for the construction of low-to-moderate income single-family housing units. Provides loans for homeowners and for communities to build and repair homes and provide water and sewer service.	http://www.rurdev.usda.gov/rhs/sfh/brief_repairgrant.htm
Infrastructure Improvements			
Mississippi Development Authority	Capital Improvements Revolving Loan Fund	Provides loans for the establishment and expansion of capital improvements, such as water and sewer.	http://www.mississippi.org
Mississippi Department of Environmental Quality	Drinking Water Systems Improvements Revolving Fund Loan Program	Provides loan funds to public agencies to improve drinking water systems.	http://www.deq.state.ms.us
Natural Resources			
Mississippi Department of Marine Resources	Coastal Preserves Program	This program provides funds for the acquisition, protection, and management of coastal wetland habitats.	http://www.dmr.state.ms.us/
Mississippi Department of Marine Resources	Aquatic Resources Trust Fund	This fund allocates at least 15 percent of the revenues collected from the taxes on the sale of fishing equipment, pleasure boats, and motorboat fuel sales to the creation and expansion of boating access.	
Mississippi Department of Marine Resources	Tidelands Trust Fund	This program provides funds for tidelands management, such as conservation, reclamation, preservation, acquisition, and education.	http://www.dmr.state.ms.us/tidelands/tidelands.htm
Mississippi Department of Wildlife, Fisheries, and Parks	Land and Water Conservation Fund	This program provides funds for the development of recreational sites and facilities. Funding for the program is provided largely from Outer Continental Shelf mineral receipts, with additional income from the Motorboat Fuels Tax, recreation user fees, and through the sales of federal surplus property.	http://www.mdwfp.com

Mississippi Forestry Commission	Urban and Community Forestry Assistance Challenge Grant	Provides funds for the development of community forestry programs.	http://www.mfc.state.ms.us/urban/uf3.html
National Arbor Day Foundation	National Arbor Day Tree Planting Program	This program provides ten flowering or oak trees six to 12 inches tall for members.	http://www.nationalarborday.org
National Tree Trust	Seeds and Roots Grant Programs	Provides funding for the development and operation of community forestry programs.	http://www.nationaltreetrust.org
US Army Corp of Engineers	Aquatic Ecosystem Restoration	This program provides funds to restore and protect aquatic ecosystems if the project will improve the environment.	http://www.usace.army.mil/
Parks and Recreation			
Mississippi Department of Marine Resources	Boat Access Fund	Provides funds for the development of boat access facilities.	http://www.dmr.state.ms.us/sport-fish/Boat_Access.htm
Mississippi Department of Marine Resources	Tidelands Trust Fund	This program provides funds for enhancement of public access to the public trust tidelands or public improvement projects as they relate to those lands.	http://www.dmr.state.ms.us/tidelands/tidelands.htm
KaBoom	Operation Playground	Provides design expertise and donation of playground equipment.	http://www.kaboom.org
Mississippi Department of Transportation	Transportation Enhancement Funds	Funds may assist the development of the bicycle paths near state highways.	http://www.dmr.state.ms.us/tidelands/tidelands.htm
Mississippi Department of Wildlife, Fisheries and Parks	Land and Water Conservation Fund	Funds the acquisition and development of land for recreational development, such as sports fields and picnic facilities.	http://www.mdwfp.com/level1/lwcf.asp
US Department of Transportation Federal Highway Administration	Recreational Trails Program	Funds may be used for all kinds of trail projects (motorized, non-motorized, and diverse). 23 USC Section 206	http://www.fhwa.dot.gov/environment/bikeped/bp-broch.htm
US Department of Transportation Federal Highway Administration	Federal Lands Highway Program	Funding for trails along roads, highways, and parkways. Agency or Tribal government. 23 USC Section 204	http://www.fhwa.dot.gov/environment/bikeped/bp-broch.htm

US Department of Transportation Federal Highway Administration	National Scenic Byways Program	Funds may be used for construction along a scenic byway of a facility for pedestrians and bicyclists. 23 USC Section 162 (c)(4)	http://www.fhwa.dot.gov/environment/bikeped/bp-broch.htm
US Department of Transportation Federal Highway Administration	Transit Enhancement Activity	Funds may be used for construction along a scenic byway of a facility for pedestrians and bicyclists. 23 USC Section 162 (c)(4)	http://www.fhwa.dot.gov/environment/bikeped/bp-broch.htm