

the community's plan

for the Turkey Creek and North Gulfport Neighborhoods



Prepared under the direction of Turkey Creek Community Initiatives
and North Gulfport Community Land Trust

Technical planning assistance and document production by MIG, Inc.

the turkey creek watershed

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For more background on Turkey Creek and the North Gulfport Neighborhoods: www.turkey-creek.org and www.ngclt.org



The Turkey Creek and North Gulfport communities have a long history of survival and recovery, standing up and moving forward when circumstances knock them down. It is their strength and strong vision for a wonderful future that has led them to develop this document. (Community member photos at left and right by Lolita Parker; center photo courtesy of Pascagoula River Audubon Society.)

ONE: COMMUNITY VISIONING PROCESS

turkey creek watershed

turkey creek and north gulfport neighborhoods



Community members gather after Hurricane Katrina in the Turkey Creek neighborhood to begin their recovery and begin establishing a vision for the future of the Turkey Creek and North Gulfport neighborhoods.

ONE: COMMUNITY VISIONING PROCESS

1.0 project purpose

The communities of Turkey Creek and North Gulfport* are physically and culturally significant neighborhoods with a strong sense of history, fortunate to be defined by strong community ties, historic homes, well-known landmarks, and the open space corridor along Turkey Creek. Because these neighborhoods are situated at the key entry points to the Turkey Creek Watershed—by land via Interstate 10, by air via the Gulfport-Biloxi International Airport, and by rail via the Kansas City Southern Railway—they essentially comprise the “gateway” to the Gulf Coast. To preserve and build on their assets, as well as benefit from improved city services and economic development opportunities, these neighborhoods have engaged in a community planning effort. In 2006, the community’s efforts resulted in a document known as the “2006 Action Plan.” The purpose of this project is to update that original plan.

1.1 previous planning efforts

Community planning efforts began in 2003 with a desire to create a greenway that would highlight Turkey Creek, considered the neighborhoods’ chief environmental asset. With support and funding from County Supervisor William Martin, the Land Trust for the Mississippi Coastal Plain (LTMCP), and EPA Region 4, the community began a process of community development and renewal that continued through 2005. On August 29, 2005, this process was temporarily interrupted by Hurricane Katrina. Due to Hurricane Katrina’s devastation, hurricane relief efforts in both communities took precedence over ongoing cultural and environmental con-

* References to North Gulfport include the adjacent neighborhoods of Forest Heights, Rolling Meadows, Villa Del Ray, Edgewood Manor, and L.C. Jones subsidized housing.



The initial planning workshop to determine priorities was held in the Turkey Creek neighborhood two months after Katrina.

servation, restoration, education and community planning efforts. Like nothing before it, however, Katrina dramatized and heightened the need for such work in the Turkey Creek watershed and across the entire Gulf Coast.

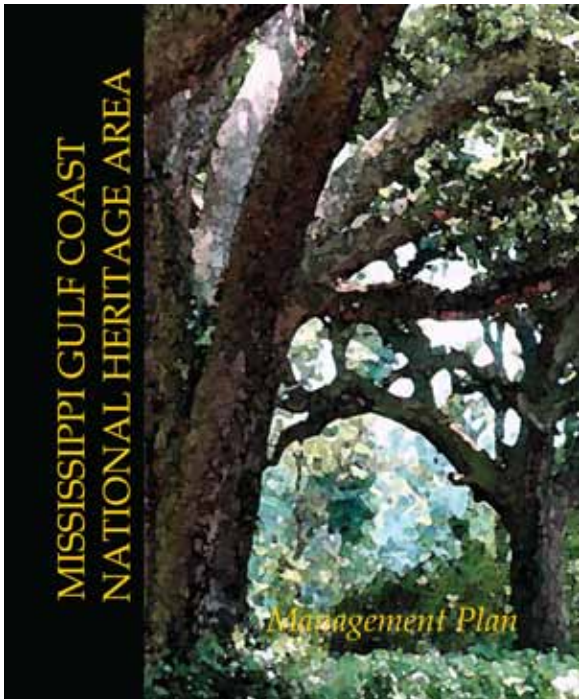
The Turkey Creek and North Gulfport community planning process was first launched when Turkey Creek Community Initiatives (TCCI) and the North Gulfport Community Land Trust (NGCLT) invited residents of Turkey Creek and North Gulfport, City and County staff and state representatives to meet in October 2005 to propose a shared vision for the future of the lower Turkey Creek Basin, including the Turkey Creek and North Gulfport neighborhoods. Facilitated by the planning consultant firm, MIG, Inc., this group identified goals and strategies to help preserve local heritage



Community development consultant Gus Newport participates as community members share their ideas and concerns for the future of the Turkey Creek and North Gulfport neighborhoods.

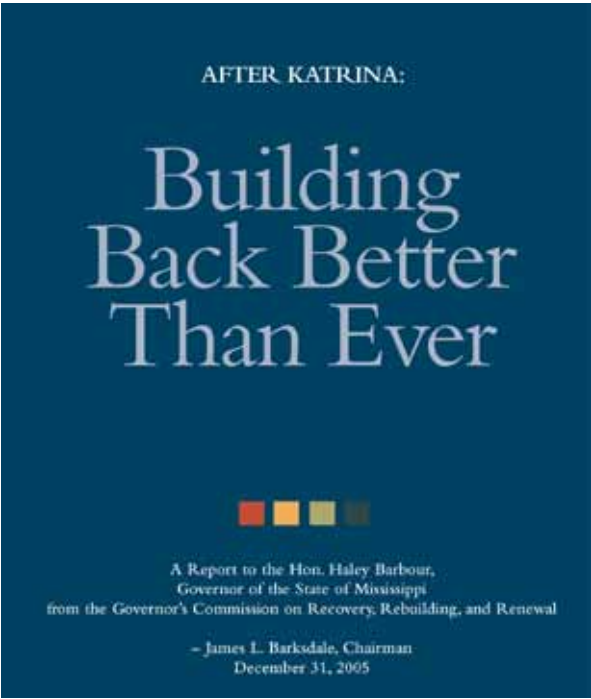
and assets. The consultant team used the outcome of this meeting as the building blocks of a community plan and began initial steps of analysis and research for the area in order to return to the community with a refined set of goals and objectives.

In January 2006, MIG returned to facilitate a community-wide workshop. The goal of this workshop was to present possible strategies for revitalizing these communities and get feedback from residents and stakeholders. Over 150 people attended the community meeting held at the Good Deeds Community Center in North Gulfport, including Mayor Brent Warr, County Supervisor William Martin, State Representative Frances Fredericks, City Councilwoman Ella Holmes-Hines, Gulfport Planning Director George Carbo, the Gulfport-Biloxi International Airport,



the Mississippi Regional Housing Authority, the Mississippi Department of Marine Resources, the Mississippi Department of Environmental Quality, the Governor’s Commission on Rebuilding, Recovery and Renewal, South Mississippi Regional Housing Authority, the *Sun Herald*, and many community members from neighborhoods within the Turkey Creek Watershed. This planning effort resulted in the “2006 Action Plan.”

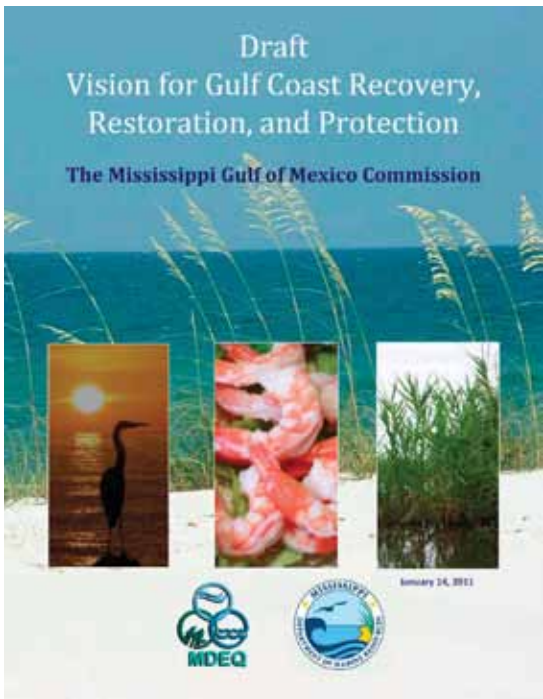
Alongside the Turkey Creek and North Gulfport community planning efforts, planning has been underway throughout the region by numerous local, regional, state, or national entities. The Deep-water Horizon BP Oil spill of 2010, deepened the 2005 devastation of Hurricane Katrina, calling further attention to this area’s environmental, social, and economic value, as well as the difficult challenge of growing a sustainable economy while at the same time sustaining a vital social and ecological environment. Over the next decade, as the cities, towns, organizations, and agencies make decisions about



their future, this area could well become a model for the regeneration of an entire region. The paragraphs that follow comprise a selection of some of the major, ongoing planning efforts underway that have significance to the Turkey Creek Watershed.

The Mississippi Department of Marine Resources (MDMR) leads an ongoing interagency planning effort known as the *Comprehensive Resource Management Plan*, which focuses on sustaining Mississippi’s coastal resources and providing a healthy economy for the coastal area. Before Katrina, the MDMR began developing the *Mississippi Gulf Coast National Heritage Area Plan*, finishing it in the aftermath of Katrina. This plan emphasizes the need to identify and conserve the heritage resources of Coastal Mississippi and ensure that heritage-related issues are part of the larger planning process to rebuild the Gulf Coast.

Immediately following Hurricane Katrina, the Mississippi



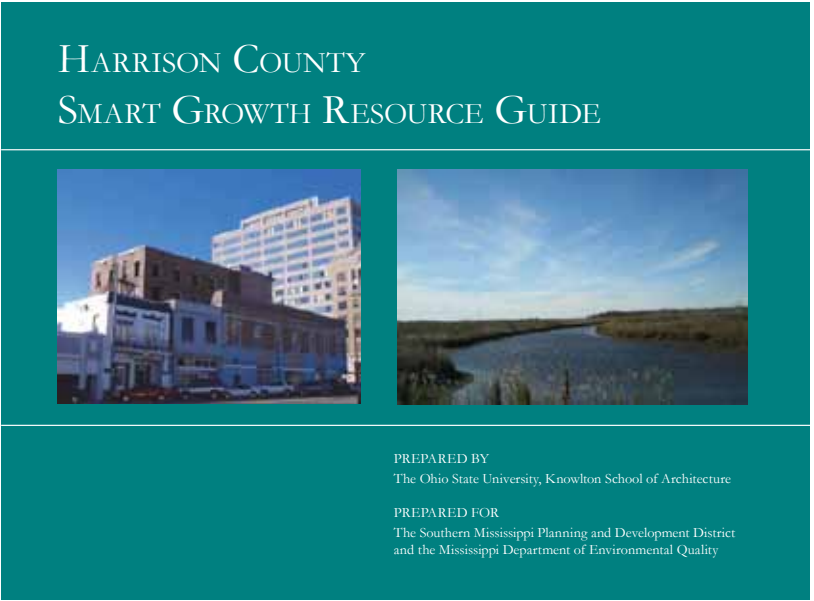
Governor’s commission on recovery and renewal produced *Building Back Better Than Ever*. Written with input from hundreds of experts in land use, housing, education, agriculture, transportation, and other key planning areas, this document summarizes lessons learned and provides a variety of recommendations for recovering from the disaster and rebuilding an improved Gulf Coast.

Another regional planning effort is the Mississippi Gulf of Mexico Commission’s (MSGOMC’s) *Vision for Gulf Coast Recovery, Restoration, and Protection*. Charged by Governor Haley Barbour in response to a request from the U.S. Secretary of the Navy, the MSGOMC has prepared this plan as the State’s contribution to the development of a restoration framework for the entire Gulf Coast. This plan as it specifically pertains to Mississippi is intended as a comprehensive road map for the implementation of major economic and environmental restoration, and coastal protection initiatives. A draft of this plan was released in early 2011.



The *Mississippi Coastal Improvements Program: A Comprehensive Plan for Coastal Resilience* (MsCIP) is administered by the Army Corps of Engineers, Mobile District. It is a \$1.2 billion comprehensive program for the three Mississippi coastal counties, which comprises structural, non-structural, and environmental project elements.

The Mississippi Development Authority (MDA) is the State of Mississippi's lead economic and community development agency. Through the Port of Gulfport Restoration Program, it has provided funding to the Mississippi State Port Authority (MSPA) to facilitate the restoration of public infrastructure and facilities destroyed by Hurricane Katrina, and also to provide for the Port's long-term economic recovery. In August 2010, the MSPA announced an agreement with the Panama Canal Authority, affirming their commitment to mutual growth and cooperation to increase economic growth for the Port of Gulfport. Information regarding the Port's restoration

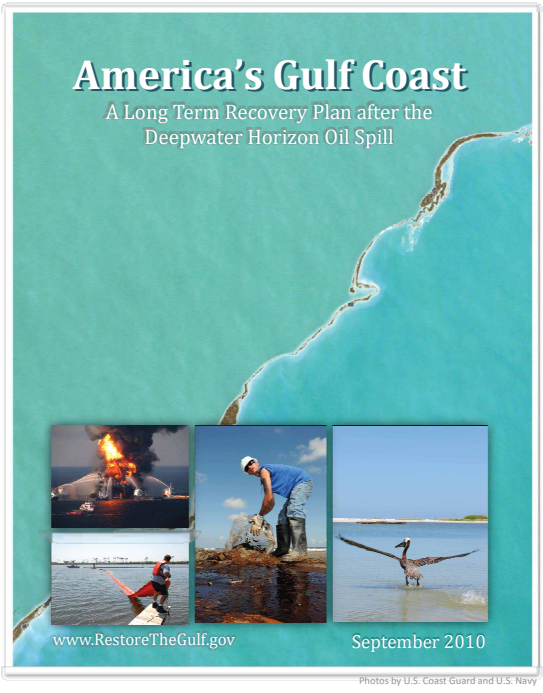


and expansion can be found at www.portofthefuture.com.

The *Long Beach, Mississippi Comprehensive Plan: Planning for a Brighter Future*, is currently being considered for adoption. Its primary purpose is to establish goals to fulfill the community's vision and develop a series of strategies to achieve these goals. It provides policy and direction regarding infrastructure improvement investment, as well as how and where new development should occur.

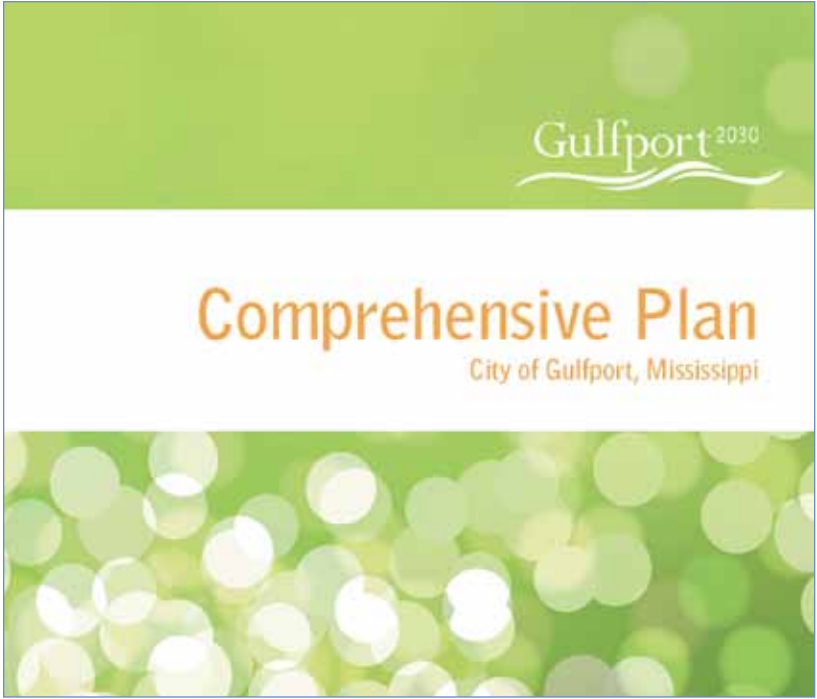
Completed in 2008, the *2030 Harrison County Comprehensive Plan* updates the County's previous 1999 plan and establishes a road map to accomplish the County's vision. This plan was developed with assistance from Criterion, Inc., Ohio State University, the Southern Mississippi Planning and Development District, and the Gulf Regional Planning Commission.

The *Harrison County Smart Growth Resource Guide* was prepared in 2007 by Ohio State University's Knowlton School of Architecture



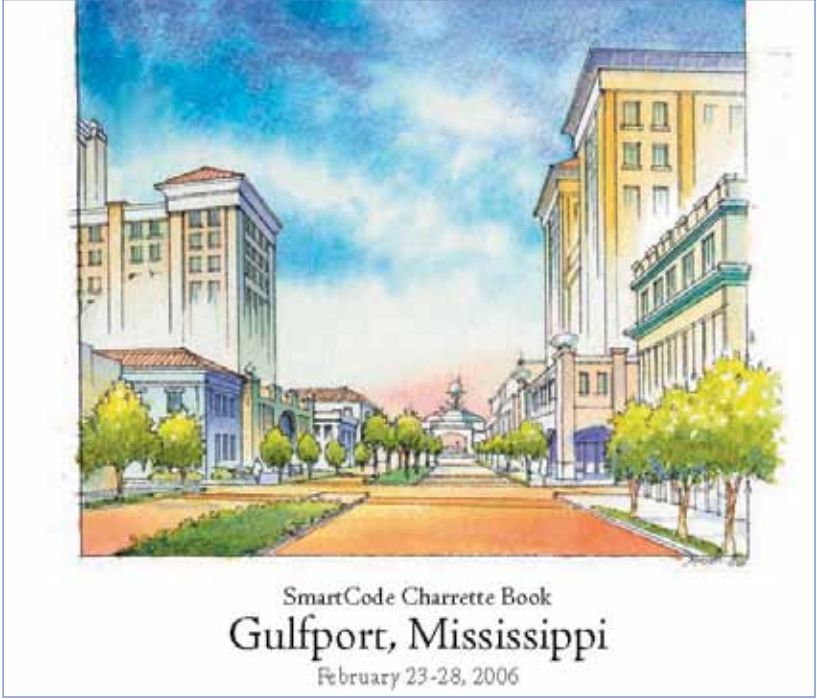
for the Southern Mississippi Planning and Development District (SMPDD) and the Mississippi Department of Environmental Quality. It is intended as a resource for government officials, planners, developers, and citizens, helping to increase understanding of the role of Smart Growth principles in achieving the community's vision and land use goals.

Additional planning efforts have resulted from the 2010 Deepwater Horizon-BP Oil Spill, which devastated the Gulf of Mexico and its coastal communities in 2010. Produced in response to a charge from President Obama, *America's Gulf Coast: A Long Term Recovery Plan after the Deepwater Horizon Oil Spill* addresses the long-term environmental, economic, and social impacts of the spill. It is intended to put local plans and development priorities together with state and federal assistance programs. Also, the President has established the Gulf Coast Ecosystem Restoration Task Force, which will coordinate restoration programs and projects in the Gulf region.



Three key local planning entities are the Land Trust for the Mississippi Coastal Plain (LTMCP), the City of Gulfport, and the Gulf Regional Planning Commission. The LTMCP began preparation of the *Turkey Creek Watershed Implementation Plan* in October 2005 with funding assistance from the EPA. The plan’s goals include resource protection, community education and empowerment, restoration of ecological functions and natural headwater connection, increasing non-vehicular connectivity between community destinations, and coordinating funding to provide maximum public benefit. A draft update to this plan was released in January 2010, and the final updated plan is expected to be complete by the end of 2011.

In spring of 2010, the City of Gulfport released a draft of its *Gulfport 2030 Comprehensive Plan*. While this document has not yet been finalized and adopted, it indicates the City’s desires



for the future. Key elements in this vision are “Vital Centers and Corridors,” “Strong and Sustainable Neighborhoods,” and “Connected Places.” In addition, the City of Gulfport has led or participated in the following planning efforts:

- Redevelopment Master Plan Charrette Book, October 2005
- SmartCode Ordinance, 2007
- SmartCode Community Plans, 2007-2009
- Hazard Mitigation & Flood Protection Plan Update, 2007

The Gulf Regional Planning Commission has also continued its efforts to plan for the Gulf Coast region. In February of this year, it released the draft of the *Mississippi Gulf Coast Area Transportation Study: 2035 Long-Range Transportation Plan*. In accordance with federal requirements, this document describes the parameters, goals, and objectives for regional transportation



improvements. The plans goals include enhancing transportation mobility, accessibility, and quality; enhancing connectivity, economic viability, and public safety; protecting environmental quality, and supporting regional sustainability and local values.

Turkey Creek and North Gulfport community members have participated actively in these planning efforts, as well as other regional planning meetings and workshops regarding trails, transportation, coastal resources management plans, the Mississippi Coastal Improvement Plan, historic preservation, sustainability, and watershed planning.



Community members voice their opinions during the May evening workshop.



1.2 current planning process

In the years following the release of the 2006 Action Plan, the Turkey Creek and North Gulfport communities have strengthened their resolve, garnered additional local, state, and national support, and have made steady progress toward reaching their vision of healthy, prosperous and vibrant neighborhoods. In 2010, the community’s needs and sustained planning and improvement efforts came to the attention of the Partnership for Sustainable Communities (PSC), a federal interagency effort to collaborate on community-based projects. The PSC comprises the U.S. Department of Housing and Urban Development (HED), the U.S. Department of Transportation (DOT), and the U.S. Environmental Protection Agency (EPA). With the PSC’s support, it was the Turkey Creek and North Gulfport communities’ strong desire to update their initial Action Plan, reestablishing their vision and updating their priorities. The result is the current planning process.

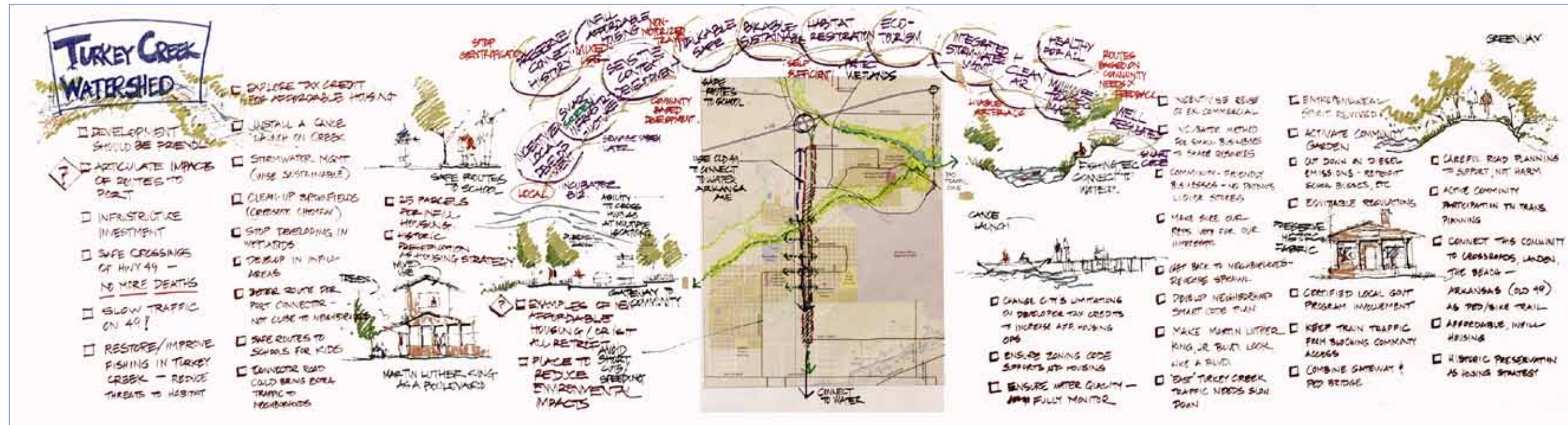
In March of 2011, the Turkey Creek and North Gulfport neighborhoods participated in two days of visioning exercises held in three

sessions at the Good Deeds Community Center. MIG facilitated the first session, in which community members reviewed the progress made since the 2006 Action Plan in the areas of community organization, housing, environmental quality, capital improvements, economic development, and transportation; confirmed their priorities for moving forward; and shared their concerns, ideas, and vision for the future of their neighborhoods.

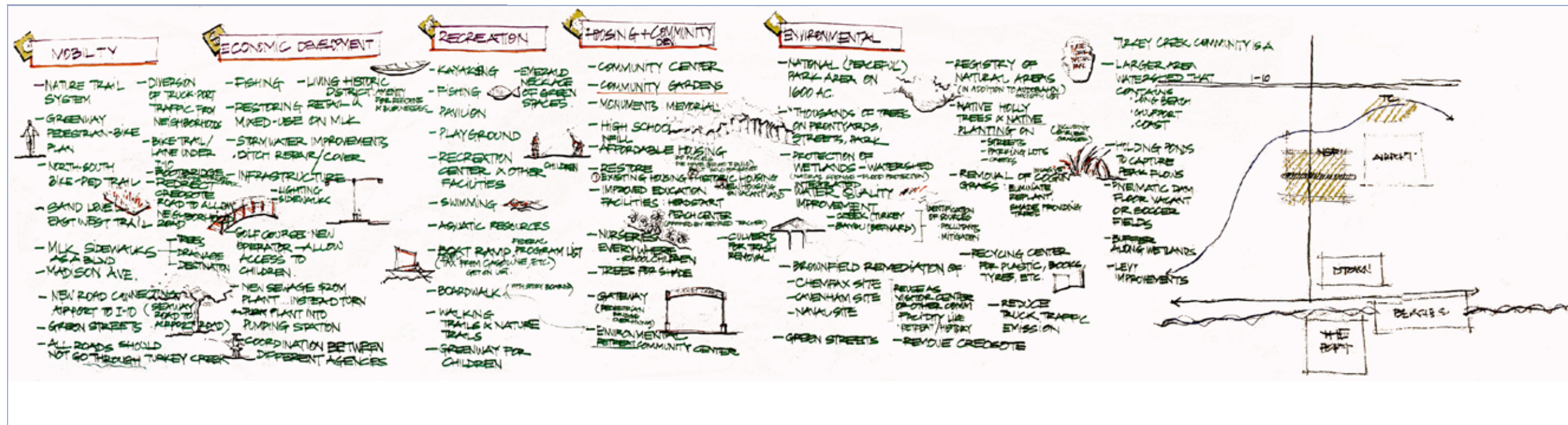
These meetings were well-attended by the Turkey Creek and North Gulfport community. Local government leaders in attendance were Mayor George Schloegel, Councilwoman Ella Holmes-Hines, and County Supervisor William Martin. In addition there were several representatives from local, regional, and national organizations who have continued to support the Turkey Creek and North Gulfport neighborhood planning efforts. Following is a list of some of these organizations:

- Center for Environmental and Economic Justice
- Center for Fair Housing
- Federal Highway Administration (FHWA)

- Gulf Regional Planning Commission (GRPC)
- Gulfport Regional Airport
- Harrison County Community Work Center
- Heritage Trails Partnership
- Immaculate Heart Community Development Corporation
- Land Trust for the Mississippi Coastal Plain (LTMCP)
- Lawyers Committee for Civil Rights
- Mississippi Center for Justice
- Mississippi Chapter of Sierra Club
- Mississippi Department of Archives and History (MDAH)
- Mississippi Department of Environmental Quality (MDEQ)
- Mississippi Department of Transportation, District 6 (MDOT)
- Mississippi Museum of Natural Science
- National Audubon Society, Pascagoula River Audubon Center
- National Resources Conservation Service
- University of Southern Mississippi (USM)
- U.S. Environmental Protection Agency, Region 4



Graphic recording of Turkey Creek and North Gulfport community members' vision and priorities, May 21, 2011



Graphic recording of Turkey Creek and North Gulfport community members' vision and priorities, May 22, 2011



Community members gather in small groups as they draw their neighborhood visions.



Community members choose elements to add to their “Vision to Action” collages.



Turkey Creek natives Warren and Flowers White explain their vision to the group.

Following the first evening meeting, community members returned the next day to participate in two “Vision to Action” sessions led by the Army Corps of Engineers. Community members used the Army Corps’ visualization method to help “see” their own individual neighborhood vision and portray that on paper. Everyone participated in small group discussions while they drew their own ideas, and then created individual collages, combining their own drawings with example concept drawings provided by an artist. Individual community members then presented their vision to the whole group, while MIG recorded their ideas on a wallgraphic (see image at bottom right).



Group photo from the May 22nd morning “Vision to Action” session .



A Community Member and Mayor George Schloegel work side-by-side in the afternoon session as they draw their neighborhood visions.



Community member Lettie Caldwell-Evans speaks passionately about her "Vision to Action" collage.



Detail view of two Community Member's Visions for their neighborhood.



Group photo from the May 22nd afternoon "Vision to Action" session .

the community's goals:



economic
social
environmental } justice

1.3 the community's goals and principles

The Turkey Creek and North Gulfport neighborhoods have expressed clear goals and principles to guide the planning for their community and their neighborhoods. The community's goal is simple: achieve Economic, Social, and Environmental Justice for all. Following is a description of the planning principles the community supports in order to achieve this goal:

ECONOMIC JUSTICE

To ensure all community members have access to economic prosperity, emphasize local business development, local hiring, and local job training. When regional, national or international companies locate in Gulfport, their business model should include local job training and hiring.

SOCIAL JUSTICE

To ensure all community members have equal access to the basic cultural foundation that comprises their neighborhoods, emphasize neighborhood protection, improved housing, and culturally-sensi-

tive design. Protecting the neighborhoods is key to maintaining a sense of community. Consistent and high quality housing is important to give community members a sense of equal footing with other neighborhoods. Architectural and landscape design that reflects the community's culture is essential to provide neighbors with a sense of their distinctness within the larger city.

ENVIRONMENTAL JUSTICE

To ensure all community members have equal access to a thriving natural environment, safe drinking water, and clean air, emphasize wetlands protection, sustainable and healthy development, as well as natural resource access.

These goals and principles are the compass by which the Turkey Creek and North Gulfport neighborhoods have found their way to a vision for their future.

1.4 the community's vision

The Turkey Creek and North Gulfport neighborhoods are integral to the health, vitality, and prosperity of the larger City of Gulfport. As stated in the City’s 2030 Comprehensive Plan, strong and sustainable neighborhoods play a key roll in strong cities, so it is essential that Turkey Creek and North Gulfport achieve the same high quality of life desired for all of Gulfport. Quality of life is a key factor in determining long-term prosperity for any community.

The March community meeting and visioning sessions highlighted the many successes over the past several years, which were made through the community’s persistent efforts, which have also been supported by the wider local, state, and national community. These successes have moved the community closer to achieving the quality of life they envision for their neighborhoods. The community expressed a clear vision for the Turkey Creek and North Gulfport Neighborhoods as community-friendly, environmentally healthy, economically prosperous, and culturally vibrant places—strong and resilient threads in the larger community fabric. They also showed the community’s commitment to a continuing and focused effort to achieve their vision.

The graphic on the following page encapsulates the community’s vision for the Turkey Creek and North Gulfport neighborhoods. It illustrates the transformative strategies identified in the visioning sessions, which will move the community toward accomplishing their ultimate vision. The transformative strategies are as follows:

- A. Circulation and Connectivity
- B. Economic Development
- C. Distinctive Community Design
- D. Housing
- E. Environmental Health
- F. Education
- G. Recreation



Recently the NGCLT sponsored the implementation of this mural on a store building on Martin Luther King, Jr. Blvd. It symbolizes the community’s vision of a vibrant and prosperous future.

Each of these strategies plays an important role in creating the conditions that produce a high quality of life.

The following three sections of this document provide a detailed description of the existing conditions within the neighborhoods, the strategies and associated action steps to transform those conditions, and the key steps, issues and projects to guide implementation.



A healthy Turkey Creek, water glistening and dappled by the shade of the native trees and shrubs that enliven its banks—this is a glimpse of the community’s desired vision for all of Turkey Creek.



Neighborhood main streets, shaded by native trees and made friendly and functional by sidewalks and site furnishings, display a vision of economic prosperity that is the community’s goal.

the community's vision

community friendly

culturally vibrant environmentally healthy

economically prosperous

TRANSFORMATIVE STRATEGIES



Strategy A

Improve **Circulation and Connectivity** to ensure safe vehicular and non-vehicular access to local and regional amenities and commerce.



Strategy B

Stimulate **Economic Development** opportunities to ensure long term neighborhood prosperity.



Strategy C

Implement **Distinctive Community Design** to communicate a strong sense of African American history and culture and create an attractive environment for both community members and visitors.



Strategy D

Restore and rejuvenate **Housing** to support the existing community and attract new community members.



Strategy E

Establish and protect **Environmental Health** to provide clean air and water, flooding protection; healthy, locally grown food; and a native landscape for the benefit of future generations.



Strategy F

Provide **Education** that helps youth and adults attain the skills needed to support the neighborhoods' vision.



Strategy G

Increase **Recreation** resources to improve community health, strengthen social connections, and increase business opportunities.

Note: See Section Three for detailed strategies in each category.



A healthy Turkey Creek represents the environmental health of the Turkey Creek and North Gulfport neighborhoods.



This young community member represents the community friendly and culturally vibrant future. (Photo by Lolita Parker.)



The recently renovated “Monroe House” represents an economically prosperous community. (Photo courtesy of the North Gulfport Community Land Trust.)

TWO: CURRENT CONDITIONS

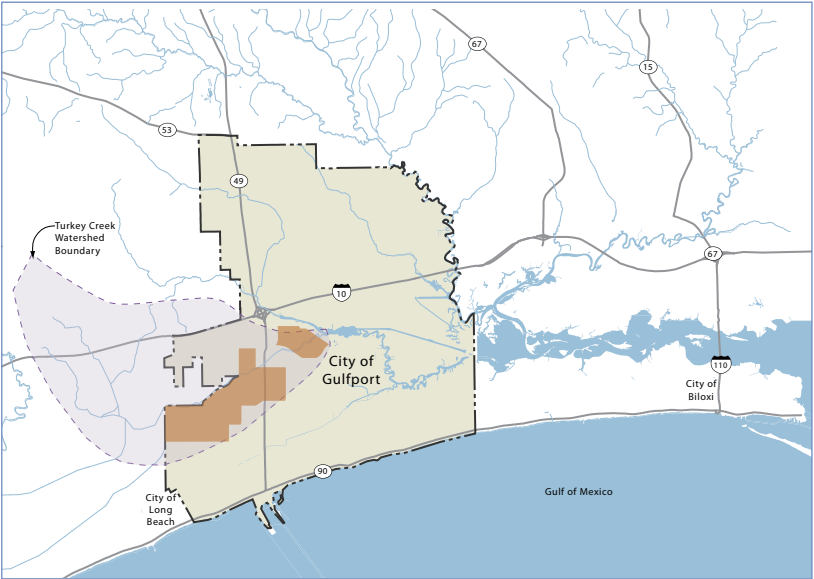
turkey creek watershed

turkey creek and north gulfport neighborhoods

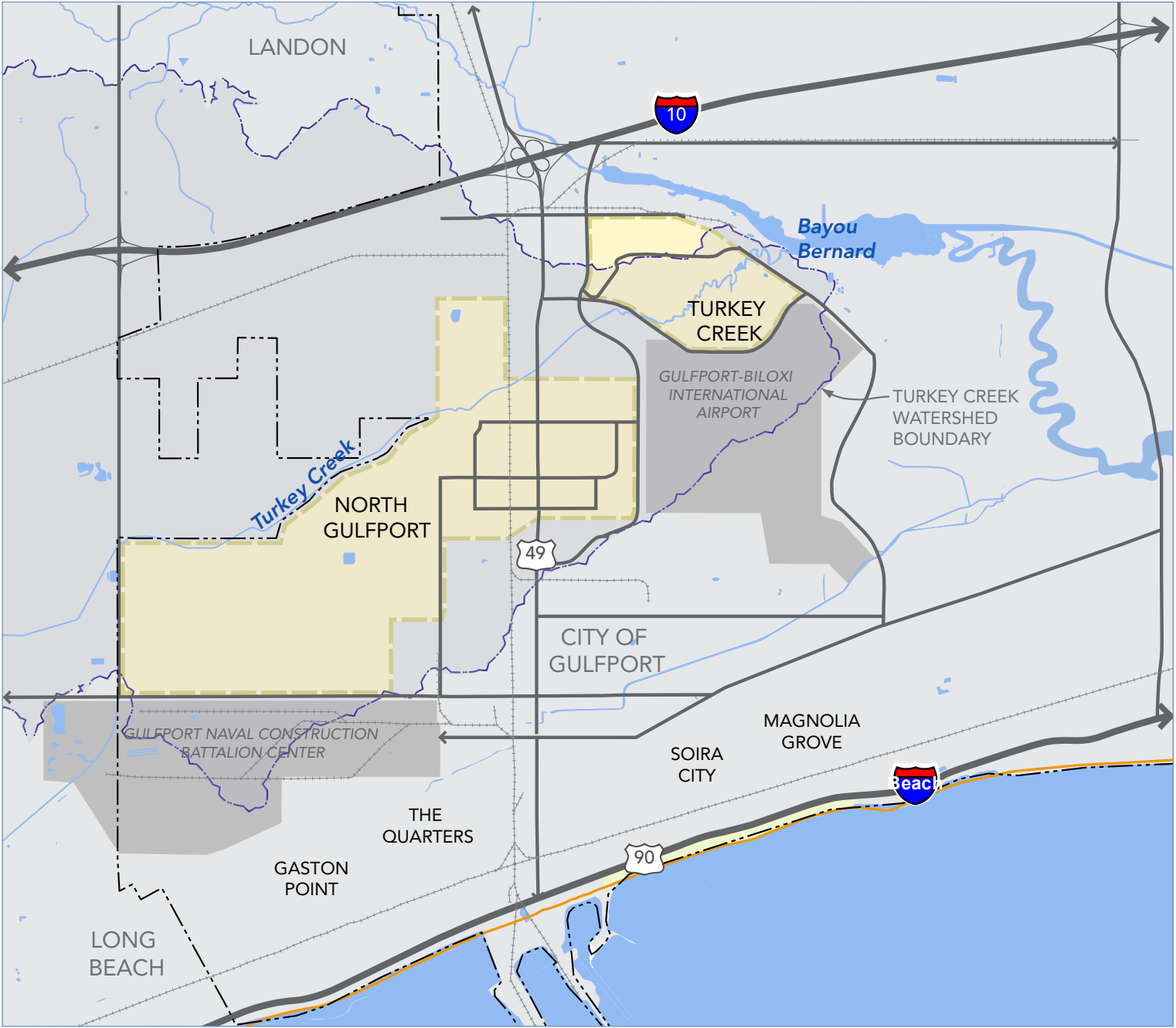
TWO: CURRENT CONDITIONS

2.0 regional context

The communities of Turkey Creek and North Gulfport are incorporated neighborhoods within the City of Gulfport. Bordered to the north by Bayou Bernard, the east by Airport Road and Washington Avenue, the south by 28th Street and the west by Canal Road, the planning area is situated in the heart of Gulfport. As seen in the map at right, the planning area made up of these two neighborhoods has an extended area of influence. The region’s major shopping areas and freight shipping points are connected by routes through the middle of the planning area. These neighborhoods sit immediately adjacent to the Gulfport-Biloxi International Airport



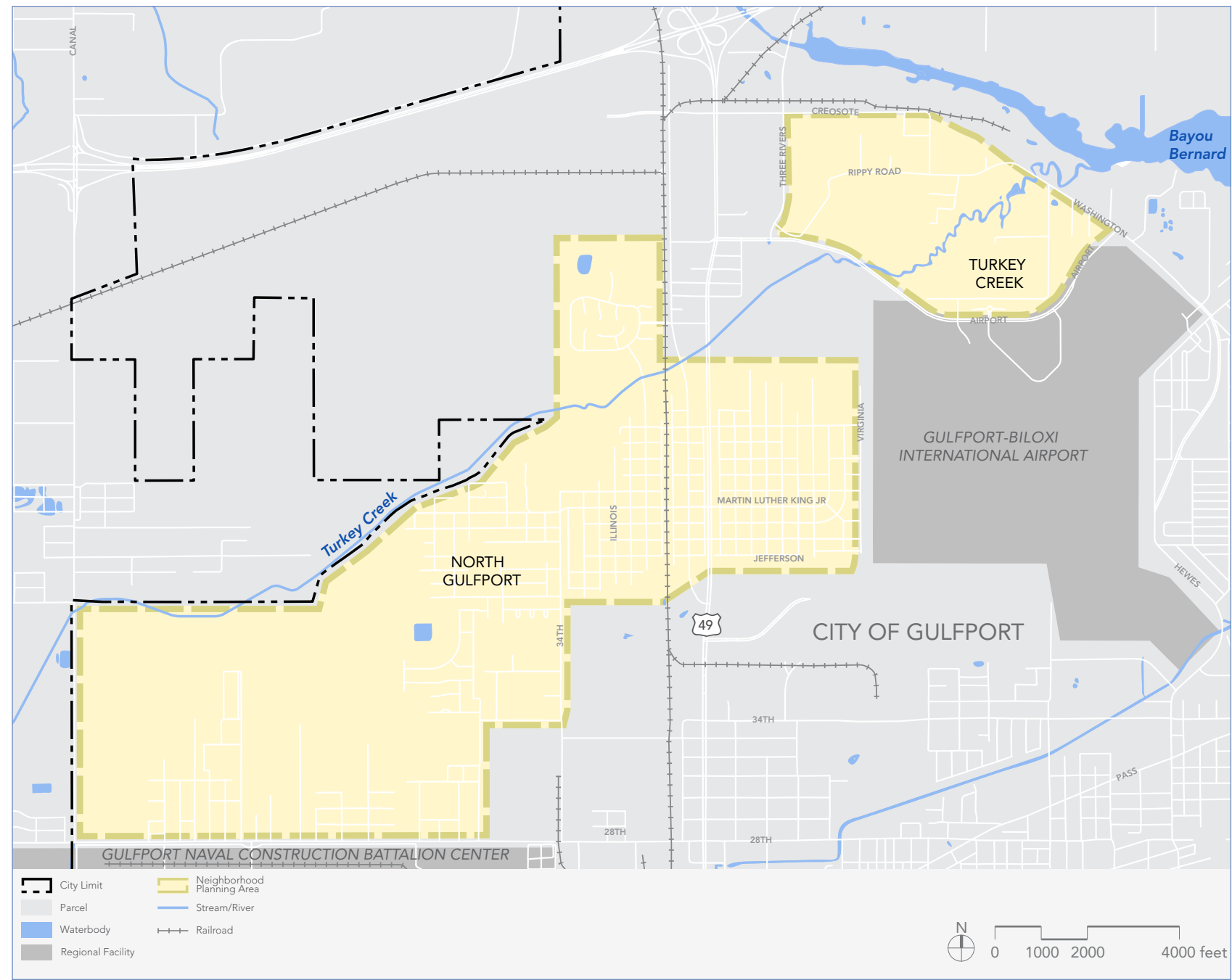
The regional map above outlines the City of Gulfport’s boundary (dashed line), the regional highways and interstates and the planning area (brown) within the regional context. The map at right indicates the mutual areas of influence occupied by the Turkey Creek and North Gulfport neighborhoods.



and just south of Interstate 10, and they are bisected by Highway 49. Increasingly, these major circulation routes significantly impact these two residential neighborhoods, which existed long before these roads were constructed.

Likewise, the health of Turkey Creek itself is connected to the environmental health of the adjacent areas. The creek captures run-off from a wide drainage area, which then flows into both Bayou Bernard and the Gulf of Mexico. Any contaminants that make their way to Turkey Creek will eventually become contaminants for Bayou Bernard and the Gulf.

The map at right shows the planning area for the Turkey Creek and North Gulfport neighborhoods in closer detail.



2.1 circulation and connectivity

The Turkey Creek and North Gulfport neighborhoods are surrounded by regional and state-wide vehicular thoroughfares. Both neighborhoods are bisected by regional traffic that poses safety threats to the community and makes connections within the area difficult by any means other than the car. These regional pressures threaten the quality of life for residents, as well as the integrity and character of the residential neighborhoods.

Just south of I-10, Creosote Road filters east-west traffic off of Highway 49 directly through the heart of historic and residential Turkey Creek. Strategies to redirect this traffic are a high priority for the community. A new east-west connection is needed to take heavy through traffic off of the two-lane Rippy Road. A key issue is supporting the need to move commerce truck traffic without negatively impacting the neighborhood’s residential property owners.

Highway 49 bisects North Gulfport into east and west districts. The community places a high priority on implementing strategies to create a safe method for pedestrian and bike traffic to cross Highway 49, while at the same time providing identity and a sense of neighborhood. The City’s draft 2030 Comprehensive Plan proposes reconfiguring Hwy. 49 as a multi-way boulevard where it passes through North Gulfport. A multi-way boulevard combines facilities to serve pedestrians, bicycles, transit and motor vehicles, without significant capacity loss, and typically features wide landscaped medians, shade trees, bike and local access lanes. This new configuration would greatly improve quality of life for the North Gulfport neighborhood. (See Circulation and Connectivity in Section 3, Transformative Strategies for a description of likely benefits.) Improvements currently underway to connect Three Rivers Road to John Hill Boulevard will provide an additional north-south traffic route with potential to take some vehicles off of Highway 49.

Additional proposed projects included in the GRPC’s 2035 plan have the potential to further improve north-south travel, and therefore allow for more local and slower traffic on Highway 49 (See

Circulation and Connectivity in Section 3). These projects include a proposed connection from Airport Road to Seaway Road and Interstate 10, as well as the Interstate 310 Port Connector, which is slated to traverse the Turkey Creek watershed diagonally from Canal Road in the northwest to 28th Street/31st Avenue in the southeast. With each of these projects there is great potential to create negative impacts, including noise and air pollution, as well as debilitating effects to existing and future land use and development. A key concern for the community is ensuring that any new roadways such as these do not adversely impact either the neighborhoods or the Turkey Creek wetlands.

The recent relocation of the 28th Street School to a site in the far west part of North Gulfport adjacent to the future I-310 Port Connector, has already created a challenge for construction of this new connector. The health and safety of school children so close to a freeway is a major concern. Noise and air pollution, as well as the fast moving, heavy traffic, could pose a high risk for children attending this school. The school’s location also highlights the issue of connectivity, since its location in the far west of North Gulfport results in children travelling further to get to school.

The east-west commercial corridor in North Gulfport is Martin Luther King, Jr. Boulevard. The boulevard lacks adequate infrastructure, including continuous sidewalks, lighting, stormwater treatment, and pedestrian amenities. It is currently a poor reflection of the great historic figure that is its namesake. Currently, the GRPC has available funding that could support streetscape improvements, and the community strongly supports pursuing this funding.

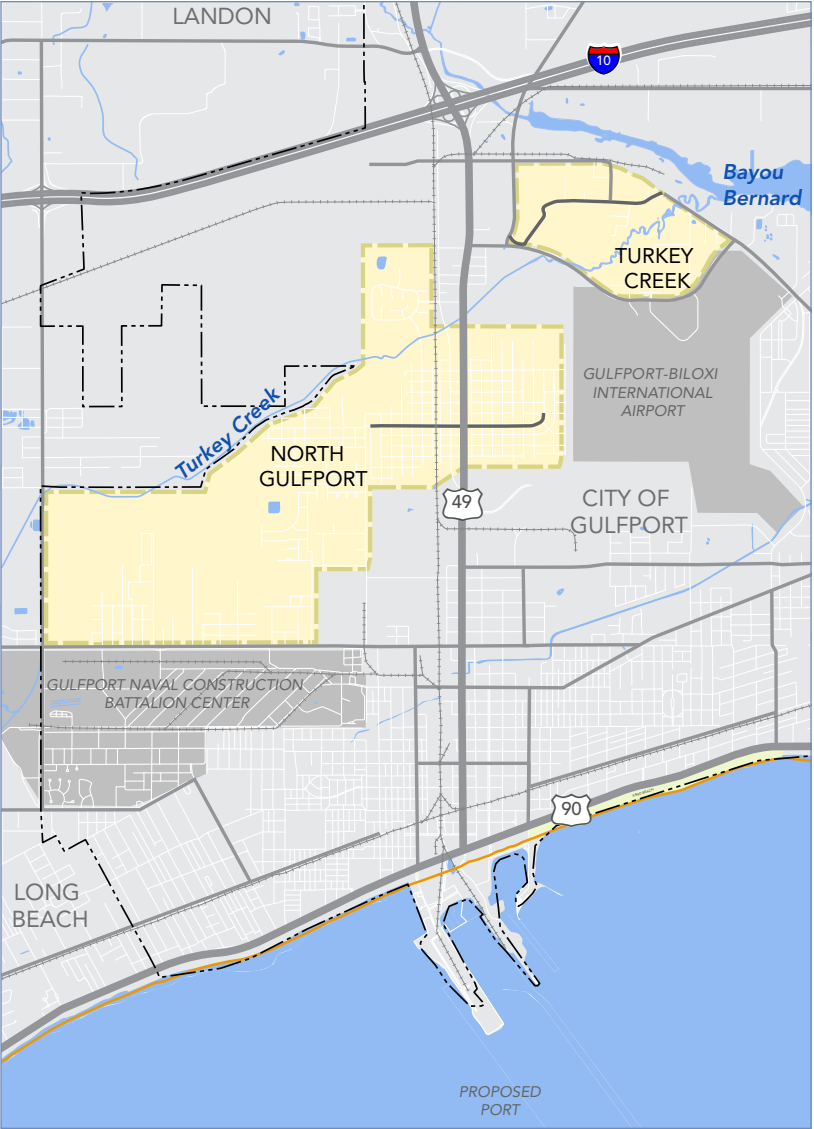
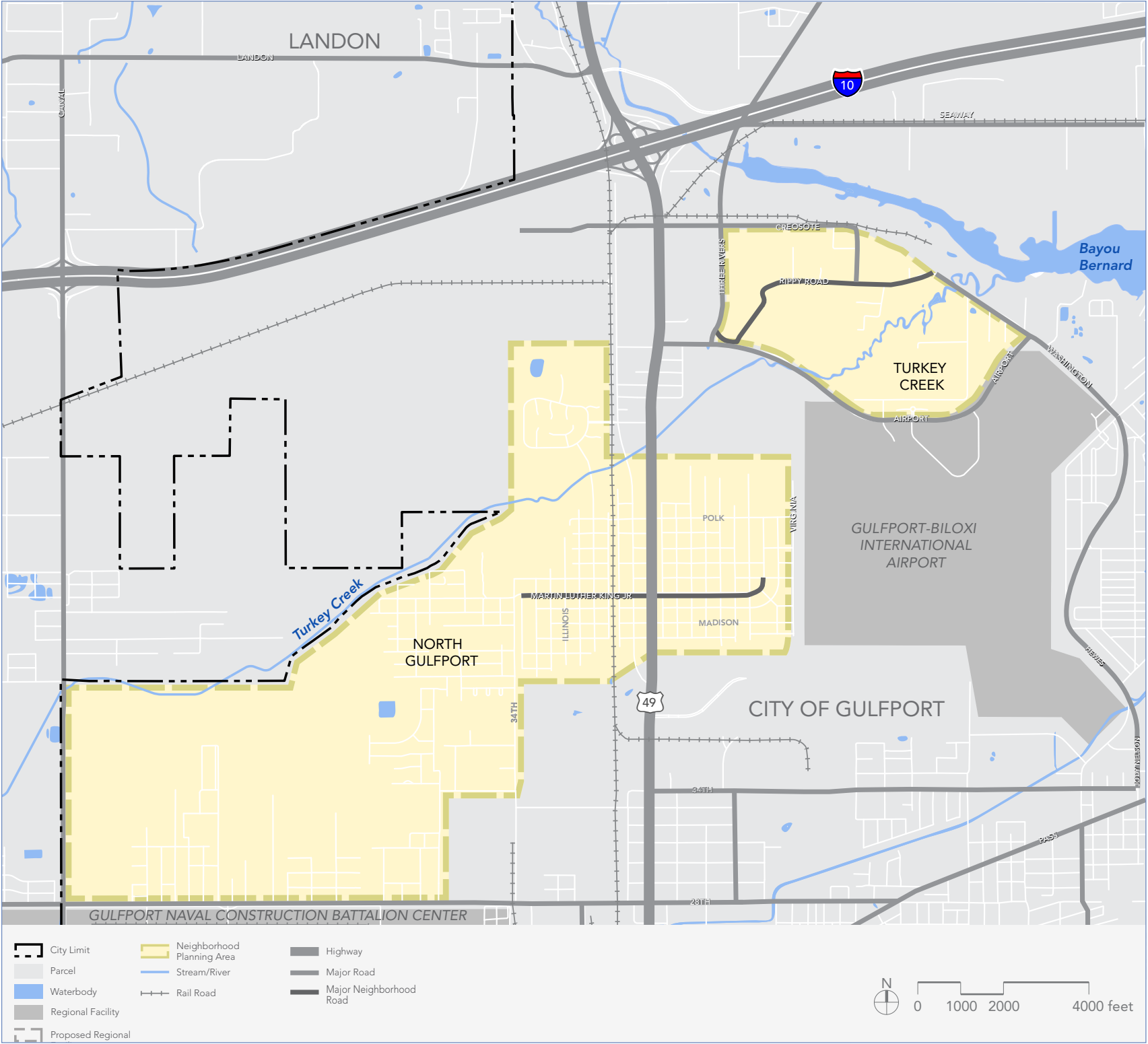
Since Katrina, several projects have been completed to improve North Gulfport’s road infrastructure, including repaving many streets, Louisiana Ave. outfall improvements, and the Illinois Avenue Drainage Project. However, streets are still inadequately lighted, lack sidewalks and other streetscape amenities, and storm water drainage channels are exposed and unmaintained. Sustainable and attractive solutions for these residential streets continue to be a high priority for the neighborhood.



Highway 49 provides north-south access between I-10 and the coast. Six lanes of fast-moving traffic bisect North Gulfport.



Airport Road separates the historic residential and environmental character of Turkey Creek from the Airport to its south.



The map above shows the existing overall connectivity of the Turkey Creek and North Gulfport neighborhoods within the regional context. The neighborhood connectivity map at left provides a detailed view of the neighborhoods' existing circulation network. The proposed roadways in the GRPC's 2035 Transportation Plan are not reflected in these maps.

2.2 flood zone, wetlands, and watershed

Much of the Turkey Creek neighborhood borders Turkey Creek and falls within or adjacent to the 100-year flood zone. Similarly, the northern most section of North Gulfport and all of Forest Heights are within close proximity to the creek and its flood zone. Prior to Hurricane Katrina, the creek had not flooded these neighborhoods in the lifetime of current residents.

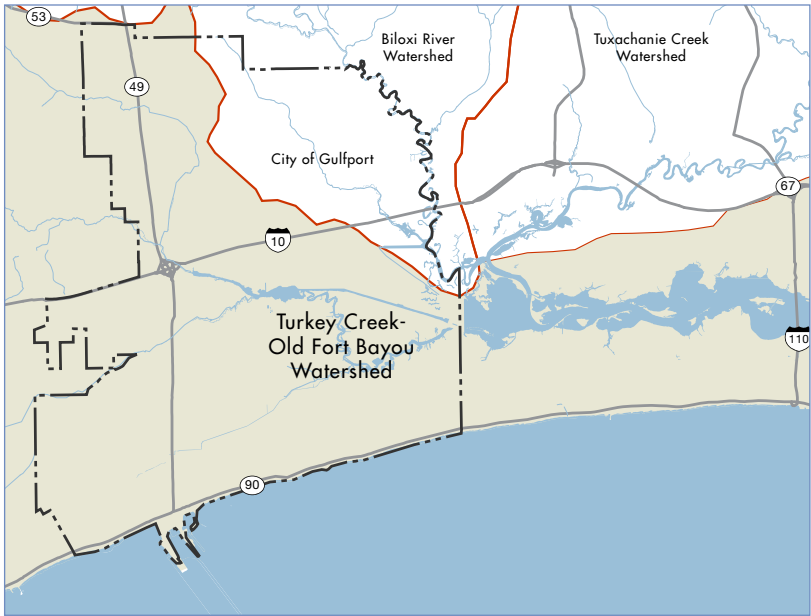
Given the area’s original designation as “swamp land”, it is not surprising that a significant portion of land within both neighborhoods are low-lying wetlands. Together, the wetlands and flood zone have required both communities to be aware of their area’s environmental sensitivity. Primarily, the communities of North Gulfport and Turkey Creek recognize the creek and wetlands as:

- Culturally significant
- Sources for flooding and erosion protection
- Ecologically valuable for the protection of local plant and animal species
- Contributors to public health by filtering air and water pollutants
- Undesirable for sprawl and over-development

Over the last decades of development, these residential neighborhoods have experienced challenges resulting from development pressure. Some of this new development threatens the quality of the area’s natural systems.

Threats to the quality of the natural environment include:

- Major infrastructure development
- Industrial pollution
- Human pollution
- Reduction of stream buffer
- Loss of tree cover
- Increased runoff
- Harmful non-native plant species, especially Cogon Grass



The watershed diagram above shows the Turkey Creek-Old Fort Bayou Watershed boundary in relation to the city of Gulfport, the coast and the Biloxi River and Tuxachanie Creek watersheds to the north.

Since 2006, progress has been made toward efforts to minimize these threats as follows:

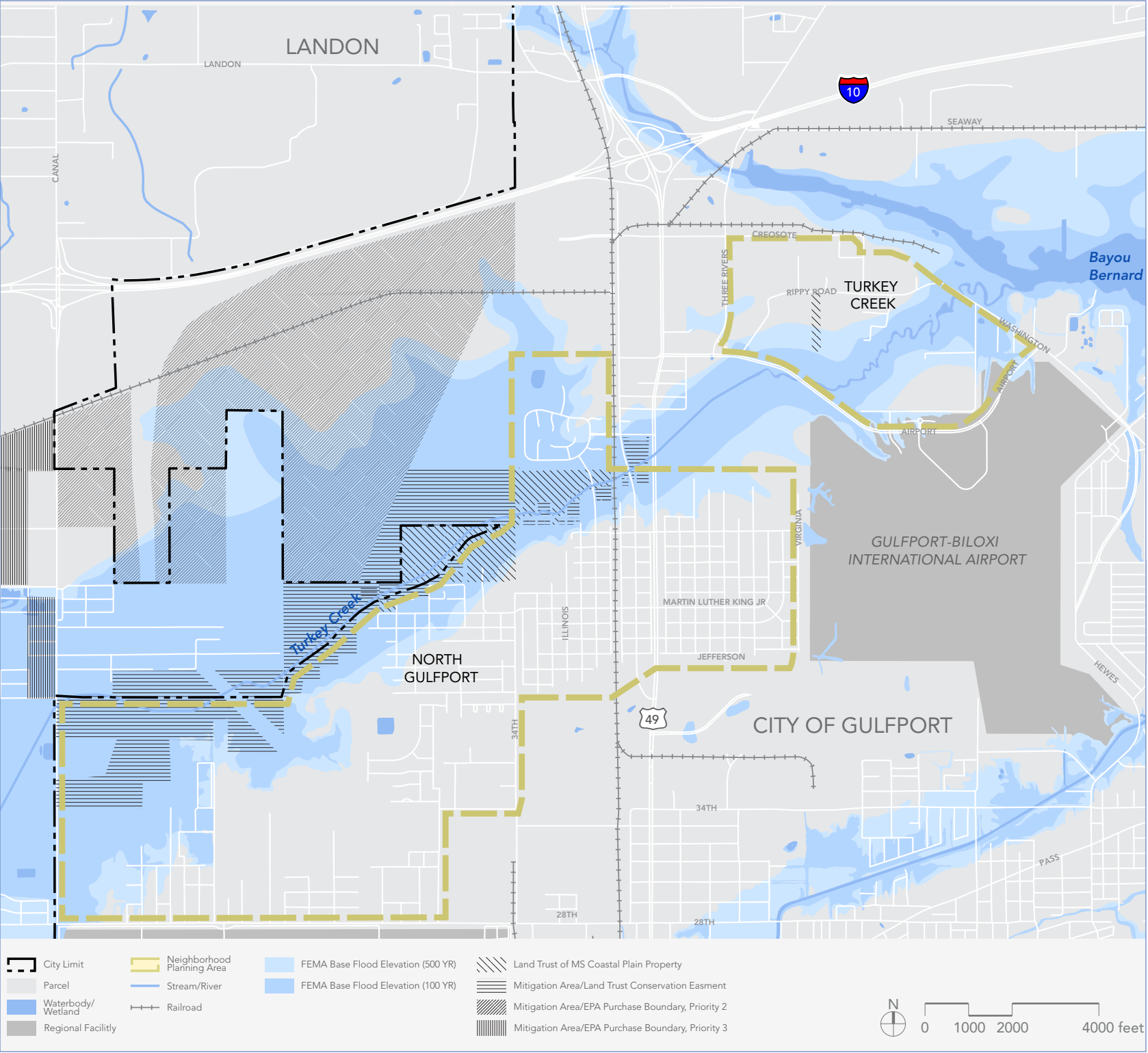
- Numerous “Creek Sweep,” Earth Day, and other volunteer clean-up efforts have removed debris throughout Turkey Creek, including thousands of tires and tons of trash
- Gulfport International Airport and the USDA-NRCS have collaborated on elimination of some Cogan grass
- A Creek pathogen study was completed
- With volunteers from VISIONS Service Adventures, Boy Scouts of America, and AmeriCorps, some greenway sites have undergone improvements such as a wooden footbridge, nature trail construction, and outdoor classroom construction
- Turkey Creek’s usage classification was raised to allow primary contact recreation
- Active outdoor learning programs have been implemented through various providers, including Audubon Mississippi



Turkey Creek was historically used for baptisms and fishing. Today many residents and experts propose improved public access and enjoyment.

- The LTMCP has acquired over 400 acres of land abutting Turkey Creek, including land donated by the City of Gulfport and local landowners, as well as land purchased with a \$425,000 grant awarded by the Mississippi Department of Environmental Quality
- Reaching an agreement with federal agencies, MDOT will purchase 1600 acres of land south of I-10 and along Turkey Creek, which will be turned over to state and non-profit groups for permanent conservation. This agreement allows MDOT to proceed with construction of the I-310 port connector road in the alignment shown on the previous page, which while key to the success of the port expansion, will destroy 160 acres of wetlands. The Mississippi Department of Marine Resources will own the land, but about 447 acres on both sides of Turkey Creek are planned to be managed by the Land Trust for the Mississippi Coastal Plain.

While these successes are extremely positive and beneficial for the community, there is much more work to be done.



This map shows the Turkey Creek flood zone area in relation to the Turkey Creek and North Gulfport neighborhoods. Notice the LTMCP acquired properties (identified by the patterns in shades of gray), which are to be used to establish a protected restoration buffer and recreation area along Turkey Creek.

2.3 cultural and community resources

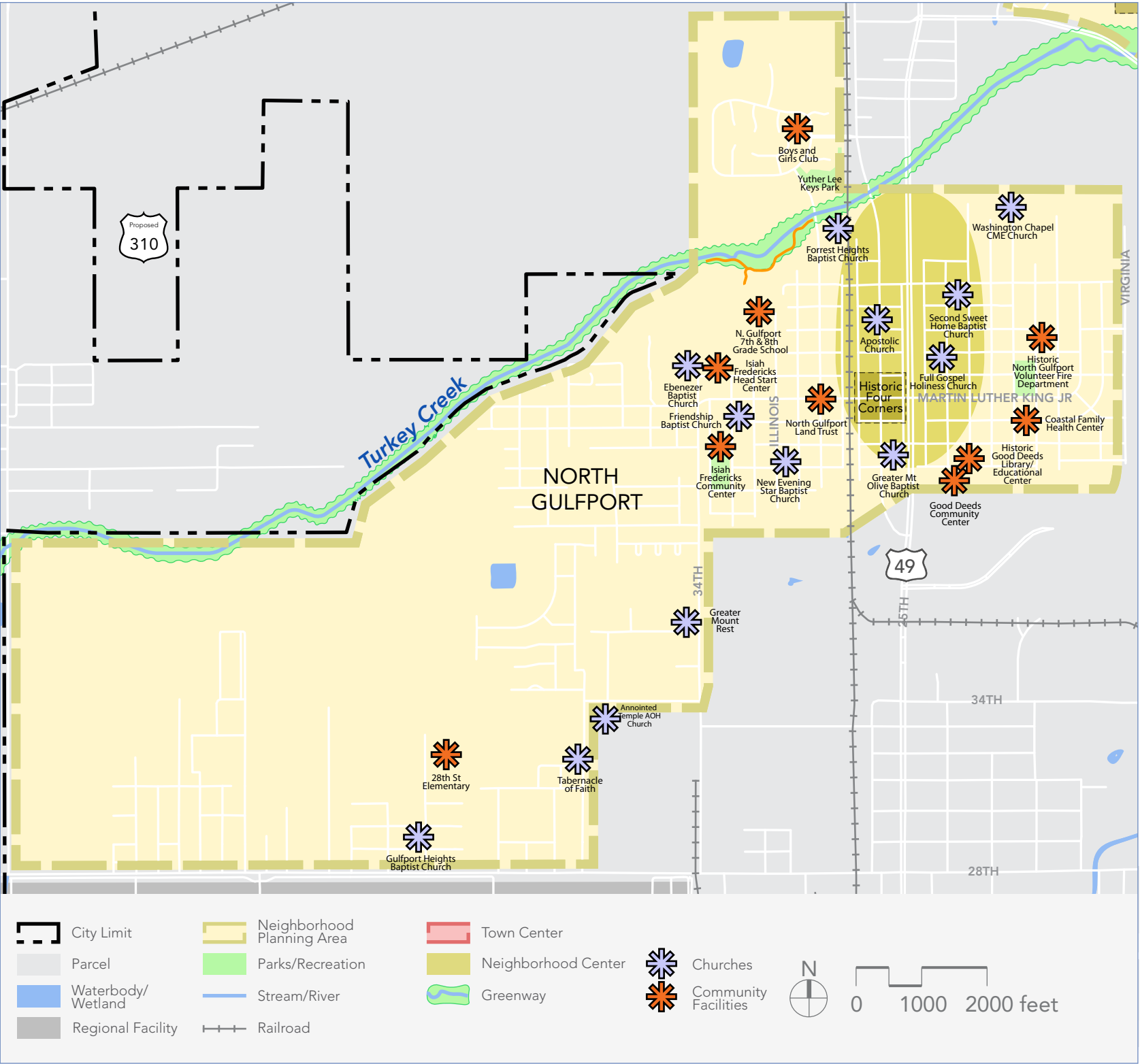
Born of the mid-nineteenth century federal legislation, the entire area described as Section 22 of Range 11 West in Township 7 South first entered Harrison County’s land records as an uninhabited and undeveloped “Swamp Land.” Stemming from a popular push in the 1840’s to increase the acreage of arable land in the southern states, an 1850 Act of Congress enabled the 1858 transfer of Section 22 from the US Department of the Interior to the State of Mississippi.

In 1866, a small group of recently emancipated African-Americans exercised their newly acquired rights of citizenship, property-ownership and self-determination to purchase and settle the 320 acres or “eight forties” that came to be known as the Turkey Creek community. The land they acquired comprised the entire northern half of section 22. Named for both a brackish stream flowing north-east towards Bayou Bernard and an abundance of wild turkeys in the area, the Turkey Creek community found itself nestled in one of North America’s most diversified natural habitats. Turkey Creek



Many of the historic homes were constructed in the early 1900s and have been passed down generation after generation to current residents.





and the surrounding communities were quickly transformed into vibrant, self-sufficient African-American neighborhoods, replete with farms, homesteads and the first African-American school in the Gulfport region. Since 2006, the Turkey Creek Historic District has been added to the National Historic Register, and many historic Turkey Creek homes damaged by Katrina, including the Benton house have been fully restored with the help of the Mississippi Department of Archives and History. Others are still waiting for funding.

The region known today as North Gulfport was first documented in 1875 as “Griffen,” after a prominent family that settled in the area shortly after the Civil War. By 1900, approximately 15 families had settled in North Gulfport. In 1902 the Gulfport harbor was opened, and the city developed as an important lumber-shipping center. With the depletion of timber resources, Gulfport extended its shipping facilities and turned to manufacturing and a growing tourist trade. A lucrative resort development grew along the Gulf Coast which banned African-Americans from the coastlines and divided the area into two distinct communities, North Gulfport and the lucrative City of Gulfport. Segregated Gulfport stretched out along the coast, while the African-American community settled just a few miles north along the creek – near the commercial intersection of Highway 49 and Interstate 10.

During the historic “wade in” of 1969, Gulfport residents broke the color barrier by marching into the Gulf of Mexico. Even after Jim Crow, the neighborhoods of North Gulfport and Turkey Creek remained isolated from the mostly white City of Gulfport. While city services extended to other outlying communities, North Gulfport residents were left to fend for themselves. The neighborhood suffered from a lack of basic infrastructure, contaminated drinking water, and chronic flooding. In response, a group of concerned citizens brought a successful challenge to the City’s gerrymandered



Newly renovated North Gulfport Education Center (Photo courtesy North Gulfport Community Land Trust.)

annexation district, which curved around North Gulfport and Turkey Creek to capture the predominately white population of Orange Grove. In December 1994 the City annexed 33 square miles north of Gulfport making it the second largest city in Mississippi with a land area of 62.37 square miles and a population in excess of 70,000. Today, North Gulfport has 11.9 sq km of land and over 4966 residents as of the 1990 census.

North Gulfport and Turkey Creek are among the few neighborhoods in coastal Mississippi with a strong sense of history that have survived the destruction of Hurricane Katrina. The community is still pursuing historic status for the North Gulfport neighborhood. This pursuit is a community priority, since according to the Mississippi Department of Archives and History (MDAH) this is the only method to ensure that a neighborhood is protected from encroaching development and incompatible land use.



New Forest Heights Boys and Girls Club designed by New York based architect Daniel Libeskind.

In addition to their historic character, both Turkey Creek and North Gulfport have a number of community resources, and many of these have benefitted from improvements since 2006. North Gulfport has two schools—Harrison County Middle School and the 28th Street Elementary School—and the historic Turkey Creek school now houses a Head Start Center. Although the 28th Street School was completely rebuilt after Katrina, it’s new location creates health and safety concerns for school children (see Circulation and Connectivity). Other new buildings include the Isiah Fredericks Head Start Center (which also has a new location), and also the Forest Heights Boys and Girls Club. The NGCLT has renovated the historic Good Deeds Library, which now houses the new North Gulfport Education Center, where local children are provided access to a computer lab and experienced teachers to help them with their studies after school. The adjacent historic swimming pool was damaged beyond repair, so the NGCLT has installed a community garden in its place.



Mount Pleasant United Methodist Church, Turkey Creek

Churches are central to both the Turkey Creek and North Gulfport neighborhoods, and there are several to serve the community, including Turkey Creek’s Mount Pleasant United Methodist Church and North Gulfport’s Shiloh Missionary Baptist Church. Additional community resources are the Harrison County Good Deeds Community Center, the Isiah Fredericks Community Center and Park, the John Knox Fire Station, and the Coastal Family Health Center.



One of many North Gulfport Community Land Trust-owned Properties

2.4 vacant land

Given their proximity to the flood zone and wetlands, both communities have historically been sensitive to development constraints, which has resulted in a significant amount of vacant land. However, in addition to this ecologically sensitive land, both neighborhoods have vacant parcels that can and should be developed to provide much needed housing, while strengthening neighborhood character. North Gulfport in particular has an abundance of vacant sites owned by absentee landlords. Typically, these lots are unmaintained and considered “hold-outs” until land values increase to warrant development. Martin Luther King, Jr. Boulevard in particular is a priority corridor where residential and commercial development could take place.



Vacant land in the Turkey Creek and North Gulfport neighborhoods is clearly visible in an aerial photo.



The “Red House” at 2817 Martin Luther King, Jr. Boulevard



Model “Healthy” home built in partnership with Unity Homes is now the home of the North Gulfport Community Land Trust.



The “Yellow House” at 2806 Monroe

Since Katrina, the NGCLT has acquired at least 60 properties, and has installed three new homes. One home is the “Red House,” which is a historic home that the NGCLT relocated to save it after Katrina. Another is a model “healthy” home built in partnership with Unity Housing, which has become the NGCLT offices. The last is known as the “yellow house” and was built in the historic character detailed in the 2006 Action Plan. Plans are also underway to develop much needed housing for the North Gulfport neighborhood. The NGCLT is also currently pursuing Community Housing Development Organization status, which will improve their access to project funding.

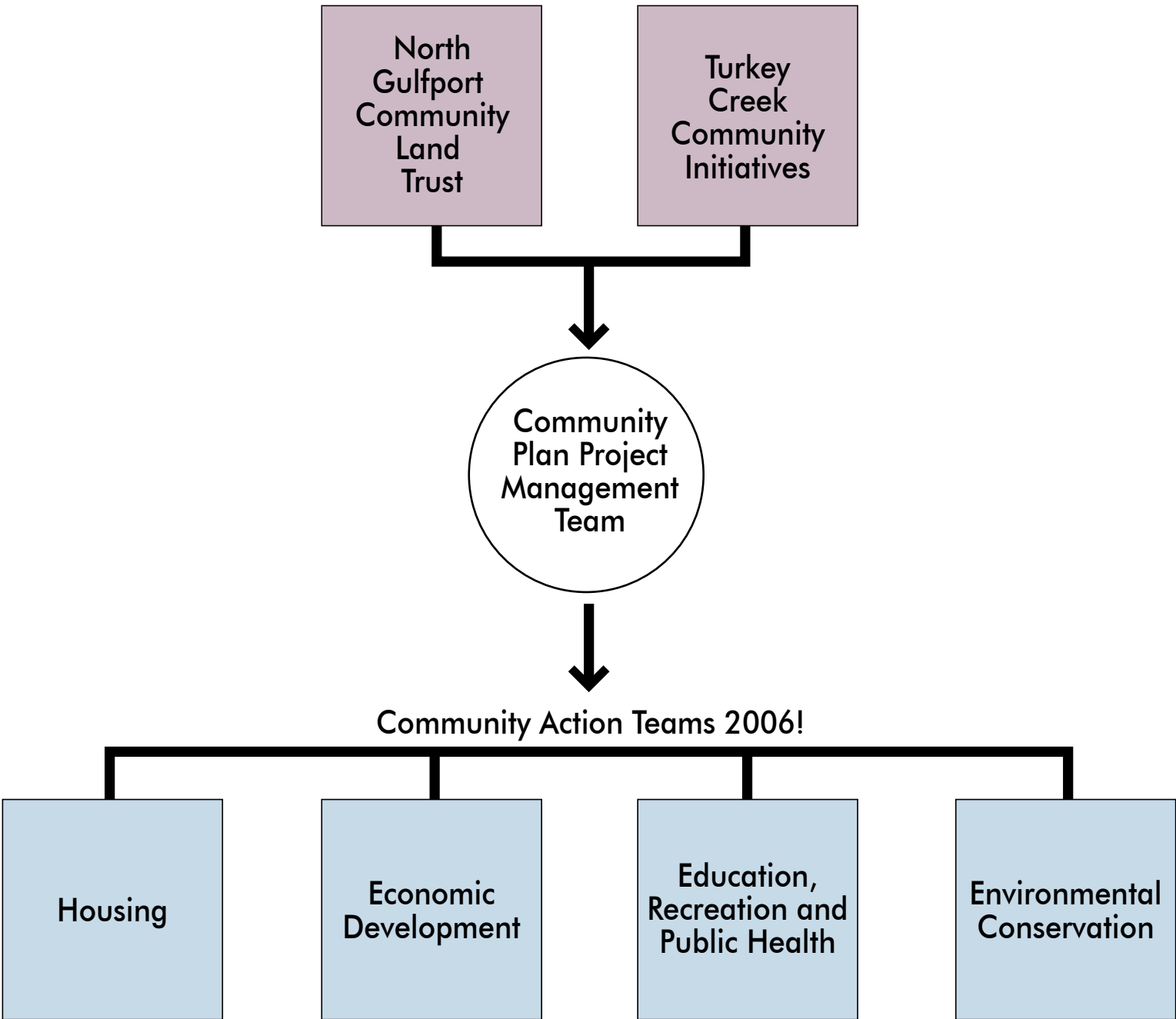
TURKEY CREEK AND NORTH GULFPORT NEIGHBORHOODS 2006 COMMUNITY PLAN ORGANIZATION



NGCLT's Rose Johnson leads a community meeting.

2.5 communication and organization

Any community planning process is more successful when there is a high degree of participation from community members, and when there is strong communication and organization among the leadership. The 2006 Action Plan put forth a community organizing strategy for the Turkey Creek and North Gulfport neighborhoods (see chart at right). Building on this framework, the community has worked hard to stay active and involved with planning for their community. The North Gulfport Community Land Trust and Turkey Creek Community Innitiatives have continued to work together to lead planning efforts. They have also developed new relationships and partnerships with stakeholders, government leaders, residents, and neighbors. The list of partners has grown, and includes local, state, and national foundations, universities, non-profit organizations, government agencies, small businesses, and corporations.





The Forest Heights Boys and Girls Club shows off their haul after Creek Sweep Watershed Clean-up Day, September 2006 (Photo courtesy of Turkey Creek Community Innitiatives.)



Community Action Team planning session in progress following the 2006 Action Plan. (Photo courtesy of Turkey Creek Community Innitiatives.)



The North Gulfport Community Youth Council takes on projects throughout the community. (Photo courtesy of the North Gulfport Communtiy Land Trust.)



Organized by the North Gulfport Land Trust, community members worked with volunteers from Vision Service Adventures to construct the North Gulfport Community Garden. (Photo courtesy of North Gulfport Community Land Trust.)

THREE: TRANSFORMATIVE STRATEGIES

turkey creek watershed

turkey creek and north gulfport neighborhoods

from vision . . .

THREE: TRANSFORMATIVE STRATEGIES

3.0 transformative strategies

The community has identified a number of effective strategies that will transform the Turkey Creek and North Gulfport neighborhoods to meet the community’s vision. The adjacent chart lists these overarching strategies, as well as a series of numbered action steps to put these strategies into play. The following pages elaborate on each action step, and also provide illustrations to help visualize the various concepts. These action steps comprise a combination of both policies and projects.



Strategy A

Improve **CIRCULATION AND CONNECTIVITY** to ensure safe vehicular and non-vehicular access to local and regional amenities and commerce.

- A1. Pedestrian & Bicycle Connections
- A2. Walkable and Safe Streets
- A3. Protection from Truck Traffic
- A4. Neighborhood Main Streets
- A5. Crosswalks
- A6. Meet ADA Requirements
- A7. Major Destination Connections
- A8. Greenway Trail System
- A9. Pedestrian-Friendly Street Furnishings (eg. benches, lighting, bus shelters, etc.)
- A10. Install Bike Racks at Destinations
- A11. Wayfinding and Signage System
- A12. Safe Ped./Bike Crossing at Hwy. 49



Strategy B

Stimulate **ECONOMIC DEVELOPMENT** opportunities to ensure long term neighborhood prosperity.

- B1. Small Business on MLK, Jr. Blvd.
- B2. Urban Agriculture
- B3. Prohibit Paydays, Liquor Stores
- B4. Eco- and Cultural Tourism
- B5. Small Business Incubators
- B6. Historic Building Preservation
- B7. Building Renovation and Reuse Incentives
- B8. City Permit Incentives for Small Vendors
- B9. Local Hiring and Training
- B10. Conference/Visitor Center Development
- B11. Location for Special Events and Markets



Strategy C

Implement **DISTINCTIVE COMMUNITY DESIGN** to communicate a strong sense of African American history and culture and create an attractive environment for both community members and visitors.

- C1. Cultural Identity and Design for Highway 49
- C2. Materials, Forms, and Colors that Reflect Culture
- C3. Wayfinding Signage with Neighborhood Identity
- C4. Landscape Curb Appeal
- C5. Native Plants for Local Identity
- C6. Pedestrian-friendly Development
- C7. Gateway Features
- C8. Tree Planting Program
- C9. Historic and Culturally Sensitive Design Standards and Guidelines

...to action!



Strategy D

Restore and rejuvenate HOUSING to support the existing community and attract new community members.

- D1. Affordable Infill Housing
- D2. High Quality Housing
- D3. Clustered Infill Housing for Impact
- D4. Varied Housing Types
- D5. Best Construction Practices for Environmental Health
- D6. Best Practices to Handle Flooding
- D7. Partnerships to Support “Healthy Home” Ownership
- D8. Home Repair and Rehabilitation
- D9. Developer Tax Credits
- D10. Historic Home Design Standards & Guidelines
- D11. Affordable Housing Zoning Support



Strategy E

Establish and protect ENVIRONMENTAL HEALTH to provide clean air and water, flooding protection; healthy, locally grown food; and a native landscape for the benefit of future generations.

- E1. Prevent Degradation & Support Restoration
- E2. Land Acquisition for Buffer
- E3. Sustainable Brownfield Development
- E4. Recycling & Reuse
- E5. Permeable Paving Use
- E6. Vibrant Landscapes Throughout
- E7. Air Quality Improvement
- E8. Sustainable Design for Existing Retailers
- E9. Pollution Mitigation
- E10. Stormwater Management Program
- E11. Sustainable Development Guidelines



Strategy F

Provide EDUCATION that helps youth and adults attain the skills needed to support the neighborhoods’ vision.

- F1. Environmental Education Curriculum
- F2. Outdoor Experience in Curriculum, including Water Safety
- F3. Business and Entrepreneurship Curriculum
- F4. Architectural History & Construction Curriculum
- F5. Outdoor Learning Environment at Harrison County 7th & 8th Grade School



Strategy G

Increase RECREATION resources to improve community health, strengthen social connections, and increase business opportunities.

- G1. Recreational Opportunities
- G2. Recreation for All Ages
- G3. Recreation Access Partnering
- G4. Park & Open Space Maintenance & Renovation
- G5. Playground Safety Inspections
- G6. Blueway Map, Signage, and Attraction Development
- G7. Greenway Map and Destination Development
- G8. Swimming Pool

STRATEGY A: CIRCULATION AND CONNECTIVITY

Improve circulation and connectivity to ensure safe vehicular and non-vehicular access to local and regional amenities and commerce, and to reinforce the neighborhood’s distinctive character.

- A1 Provide safe pedestrian and bicycle connectivity between Turkey Creek and community destinations, while preserving wetlands and native landscape as much as possible.
- A2 Make streets walkable, safe, and attractive for all age groups.
- A3 Protect and preserve Turkey Creek and North Gulfport neighborhoods from regional and interstate truck traffic.
- A4 Establish Martin Luther King Blvd. and Rippy Road as “Neighborhood Main Streets” that support small business development and incorporate distinctive cultural elements that promote a sense of place.
- A5 Encourage the use of crosswalks and mid-block crossings to increase pedestrian safety on “Neighborhood Main Streets.”
- A6 Require that all walkways have a clear and unobstructed path that meets ADA requirements for accessibility.
- A7 Develop multi-modal pathways connecting to major neighborhood community destinations— schools, churches, parks, services, and retail—as well as Town Centers and major attractions (eg. Crossroads, Downtown, the Beach, and the Gulfport Sports Complex). Consider locating the main north-south route along Arkansas (Old Hwy. 49).
- A8 Develop a greenway trail system along Turkey Creek. Use pedestrian-only nature trails as much as possible to preserve large areas of native landscape. Reserve multi-modal paths for more degraded areas or where necessary to connect to the larger multi-modal pathway system.



Make neighborhood streets safe for all age groups.



Clearly marked crosswalks, like this one in Ocean Springs, help provide a safer environment for pedestrians.



Provide multi-modal pathways connecting major community destinations.



Make neighborhood streets safe for people with disabilities.

- A9** Provide designated walkways, lighting, site furnishings and other pedestrian-friendly elements along both sides of Martin Luther King Blvd.
- A10** Install bicycle racks at major neighborhood destinations, at points of interest or other destinations along multi-modal paths, and where multi-modal paths connect to nature paths.
- A11** Implement a comprehensive wayfinding and signage system so that visitors may comfortably navigate the circulation network.



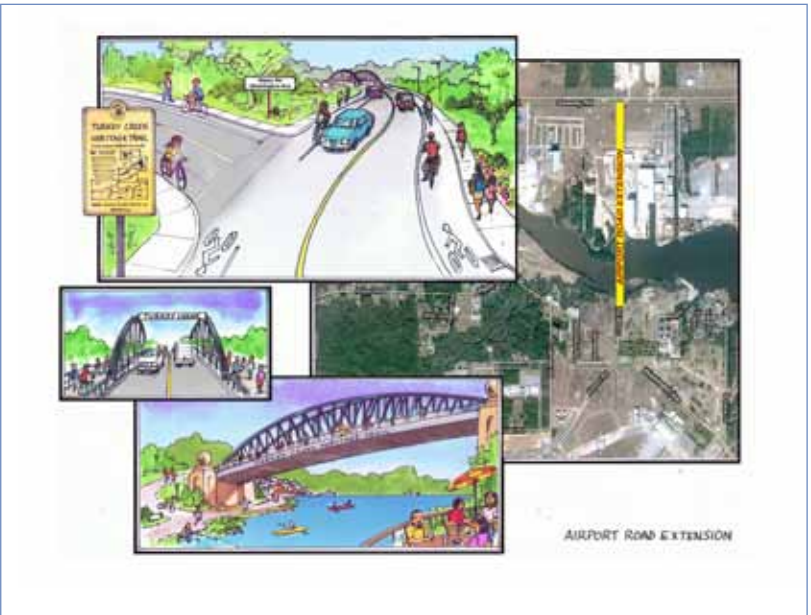
Providing bike racks at major neighborhood destinations facilitates multi-modal trail use.



Wayfinding signs make it easy to find major destinations.

Alternatives for Safe Pedestrian Access Across Highway 49

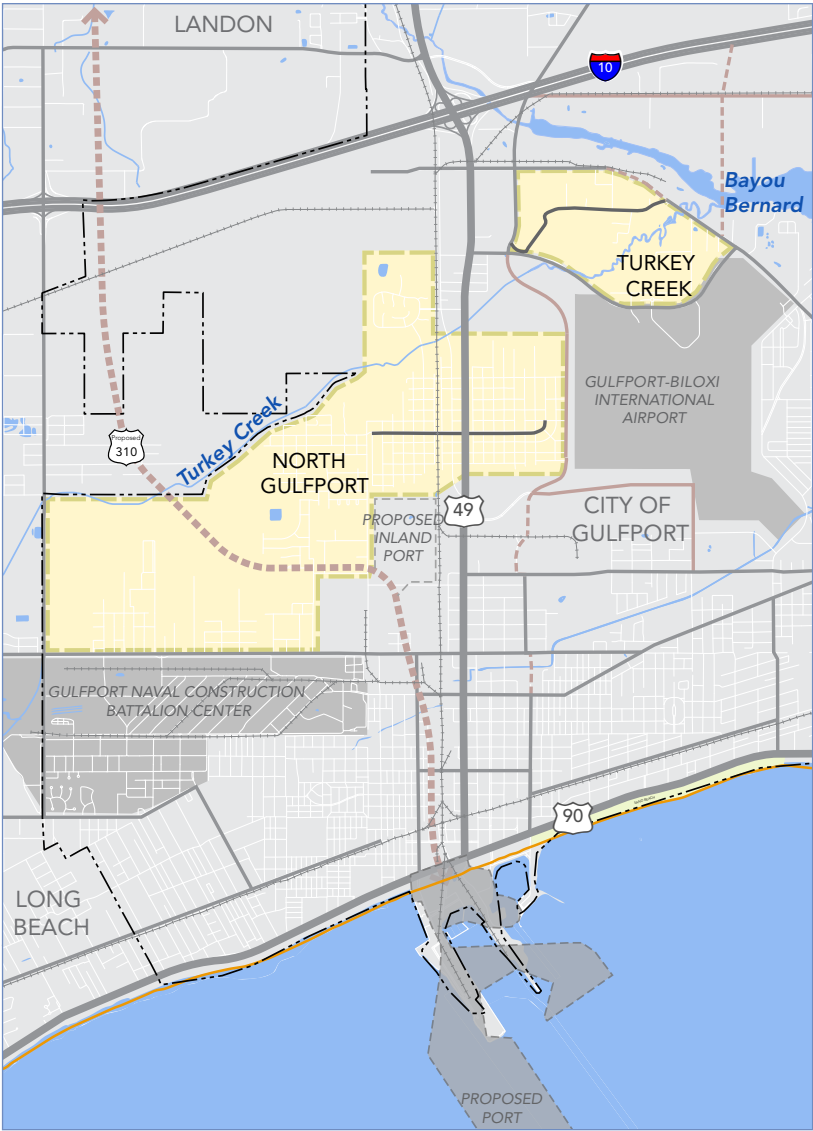
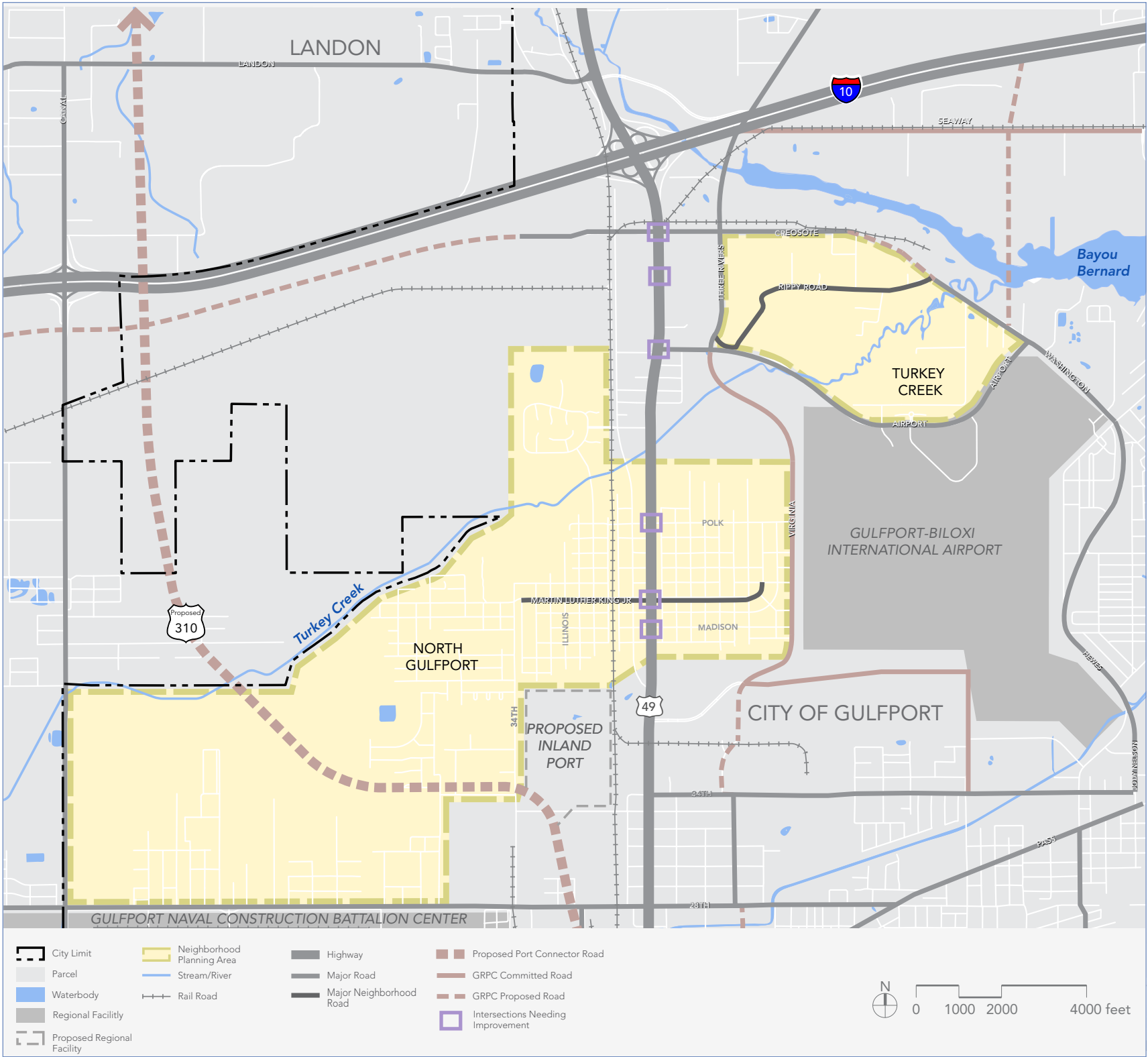
- A12a** Implement a **multi-way boulevard** configuration for Highway 49, between Polk Street and Madison Street (see example, page 40). This configuration would provide the following benefits:
- Increased pedestrian and bicycle safety for all North Gulfport neighborhood road crossings at Highway 49 (Polk, MLK Blvd., and Madison), provided by shorter walking distances between pedestrian refuge areas, such as sidewalks or medians
 - Improved traffic flow resulting from reduced traffic interactions with the main north-south travel lanes and shorter signal light times
 - Reduced air and noise pollution for the North Gulfport neighborhood, provided by the shade trees and landscape plantings
 - Improved aesthetic experience for both locals and visitors, provided by both the landscape and architectural gateway elements
 - Increased opportunities for local business development along Highway 49, and especially at the major cross streets in North Gulfport.
- A12b** Implement a **pedestrian crossing bridge** at the intersection of Martin Luther King Blvd. This feature would provide the following benefits:
- Increased pedestrian and bicycle safety for the MLK Blvd. road crossing at Highway 49
 - A strong architectural element to signal the gateway to the North Gulfport neighborhood.



Artist's sketch concept of a possible new connection to I-10 via Washington. (Sketch by James Jennings, Longleaf Studio.)

regional agency proposed

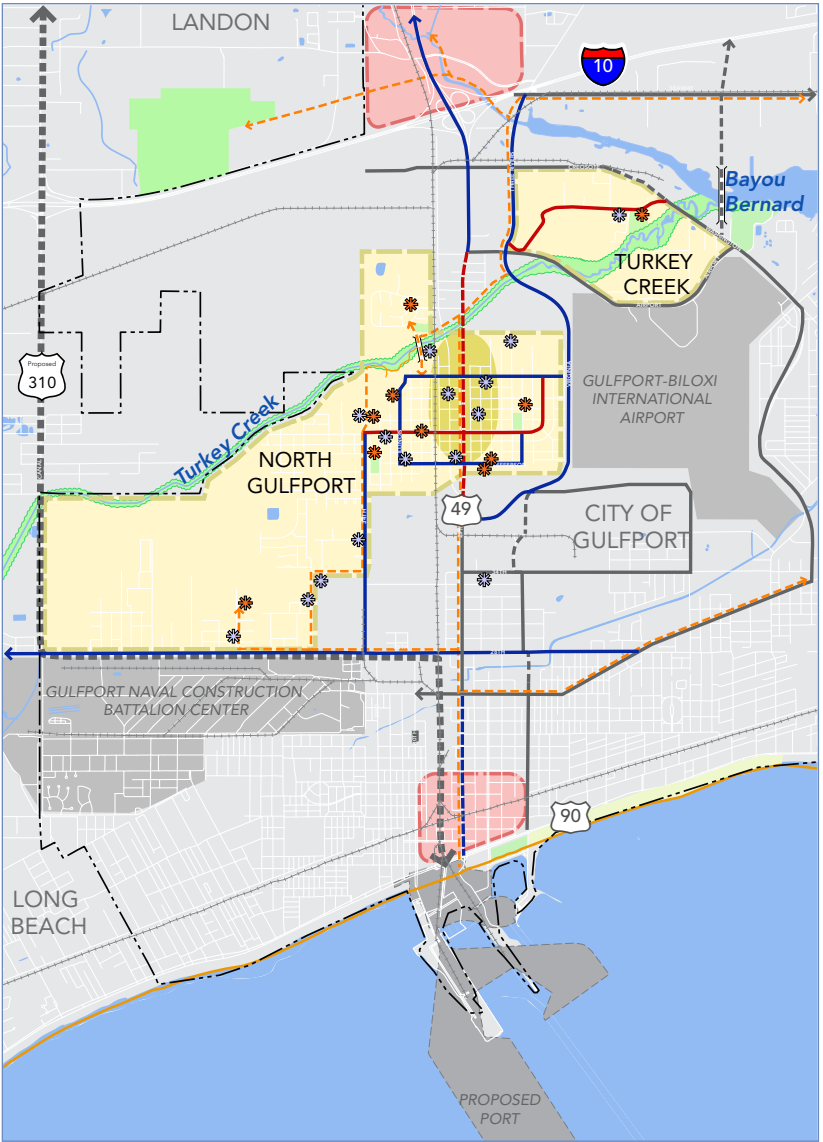
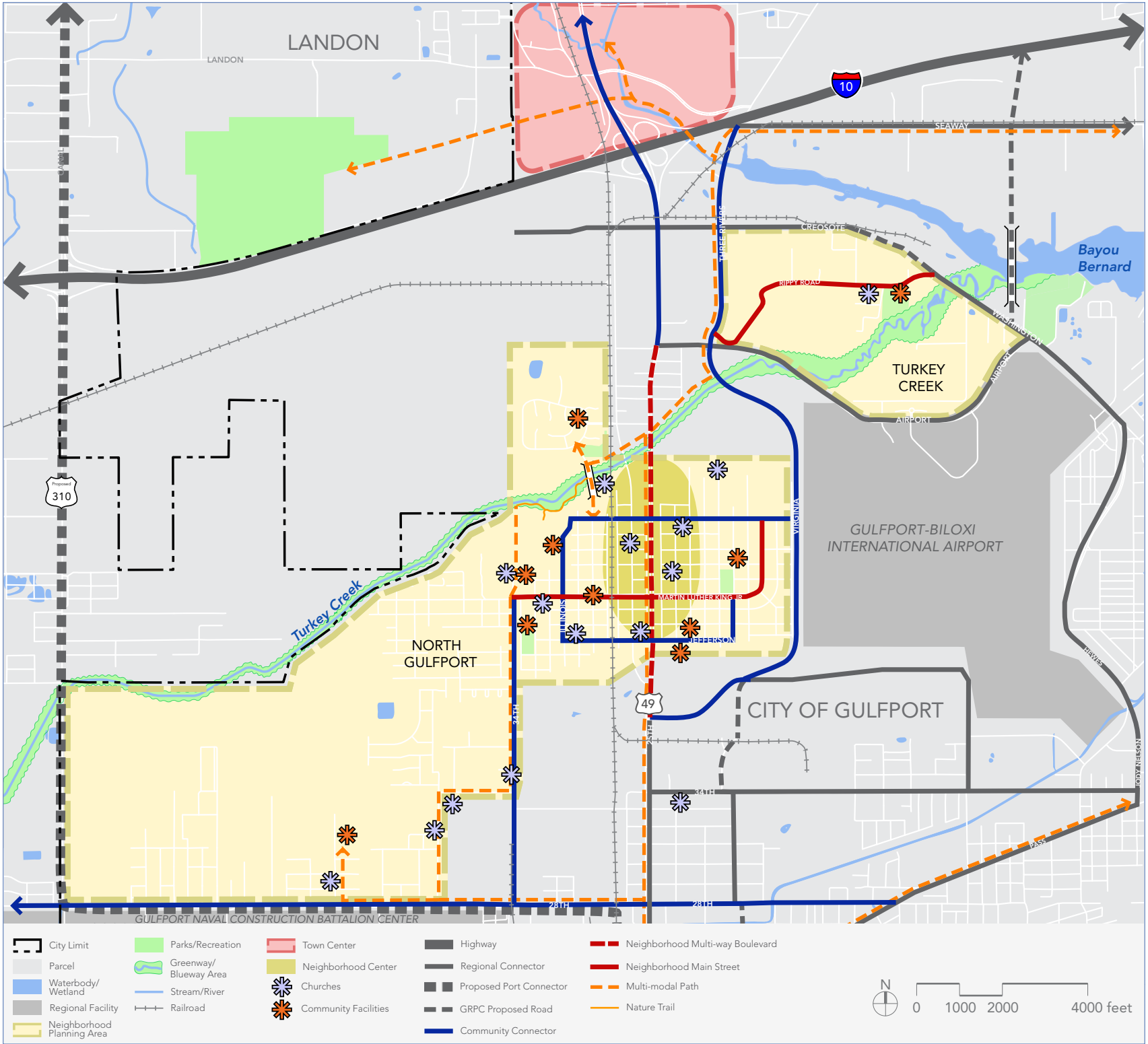
TURKEY CREEK AND NORTH GULFPORT CIRCULATION & CONNECTIVITY MAPS WITH REGIONAL PLANNING AGENCY PROPOSED ADJUSTMENTS



The map above shows the regional highways and overall connectivity of the Turkey Creek and North Gulfport neighborhoods within the regional context. It reflects the existing circulation as well as proposed improvements shown in regional planning agency plans, such as the GRPC's 2035 Long Range Transportation Plan. The map at left provides a detailed view of the neighborhoods' existing circulation network and the agency proposed modifications, and it highlights intersections that are a major concern for the Community.

community proposed

TURKEY CREEK AND NORTH GULFPORT CIRCULATION & CONNECTIVITY MAPS WITH THE COMMUNITY'S PREFERRED VISION



The map above shows the Community's proposed overall connectivity of the Turkey Creek and North Gulfport neighborhoods within the regional context. Where the Community has a preferred alternative to the proposed roadways in the GRPC's 2035 Transportation Plan, these adjustments are shown. The neighborhood connectivity map at left provides a detailed view of the neighborhoods' potential future circulation network based on the Community's preferred improvements.

* NOTE: The Port Road Connector alignment between 28th and the Port of Gulfport requires a creative engineering approach in order to minimize impacts on both downtown Gulfport and the surrounding neighborhoods. See Section 4 for additional information regarding this issue.



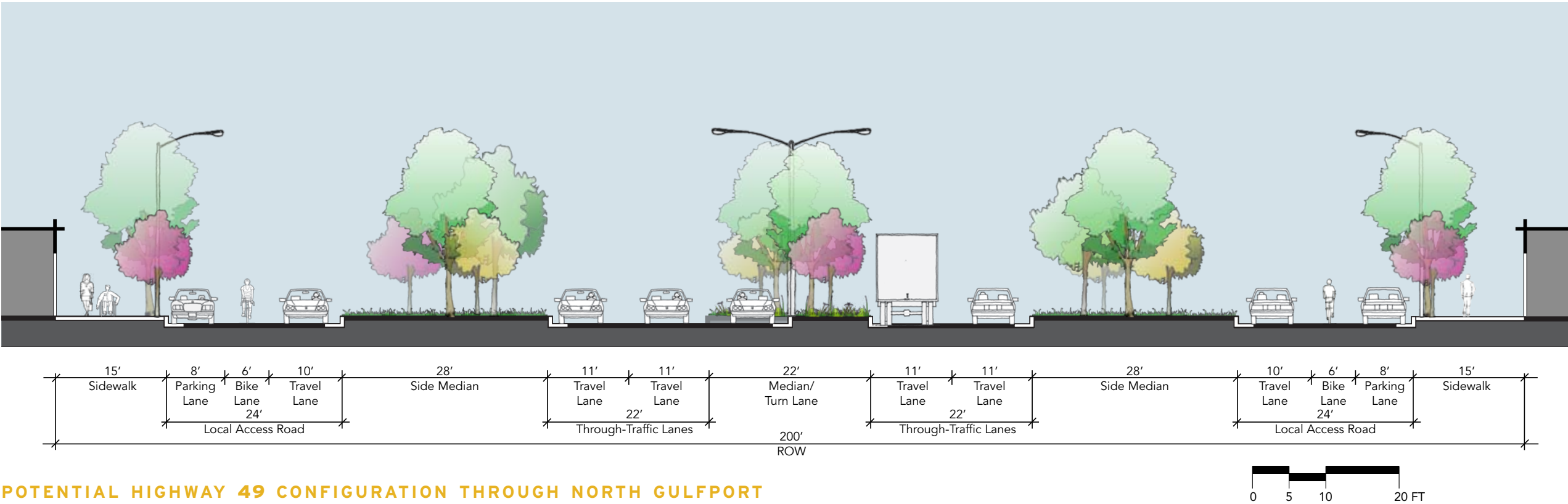
Brooklyn's Ocean Avenue uses side medians to create a linear park with multi-modal path and benches, while busy travel lanes move traffic.



Bicyclists and cars share the local access road on San Francisco's Octavia Blvd., while the side median protects from the busy travel lanes.



Berkeley's Shattuck Avenue includes diagonal parking along the local access roadway.





Looking southeast on Highway 49, approaching the intersection at Airport Road. Retail businesses sprawl along the highway perimeter.



The same view along Highway 49, with medians added to separate through-traffic lanes from the local access roads adjacent to the perimeter businesses. A special paving pattern distinguishes the local access roads.



The same view on Highway 49, this time with tree and shrub planting added. At intersections, these medians provide pedestrians with places of rest and refuge while crossing the highway.



The same view on Highway 49, this time showing how bicyclists now have a safe place to travel within the local access roads.

PHOTO SIMULATION SHOWING HOW HIGHWAY 49 MIGHT LOOK AS A MULTI-WAY BOULEVARD



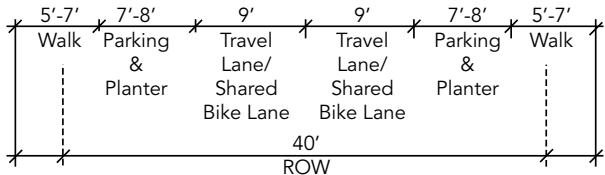
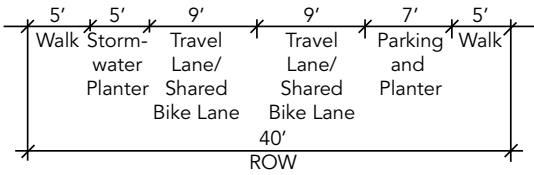
Government Street in neighboring Ocean Springs, MS, is an example of a Neighborhood Main Street, with two-way traffic and parallel parking adjacent to restaurants and shops attractive to both visitors and locals.



Washington Avenue in Ocean Springs, MS shows how mature shade trees and narrow travel lanes help slow traffic and provide a comfortable and beautiful environment for shoppers.



Landscaping and attractive site furnishings create a safe and attractive environment for pedestrians.



POTENTIAL MARTIN LUTHER KING BOULEVARD DESIGN CONCEPTS



Photo looking west on Martin Luther King, Jr. Boulevard from the intersection of Texas Avenue. Cars straddle the curb to park, and numerous empty lots show development potential.



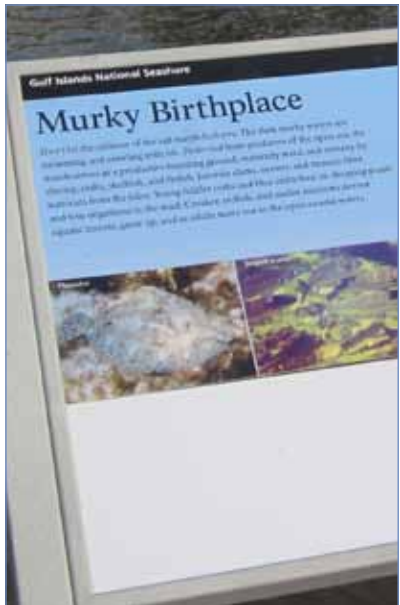
The same view along Martin Luther King, Jr. Boulevard, with an artist's sketch overlay showing how implementation of streetscape design concepts might transform the area.



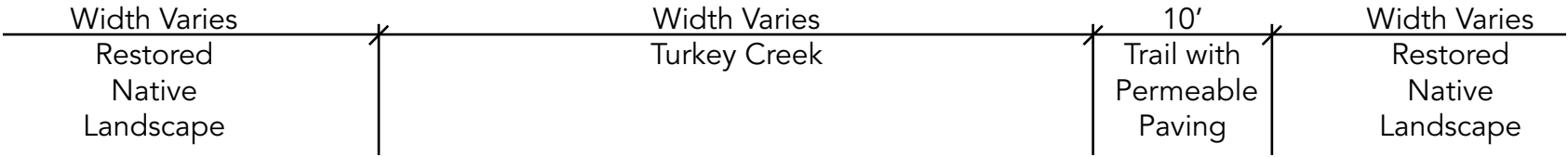
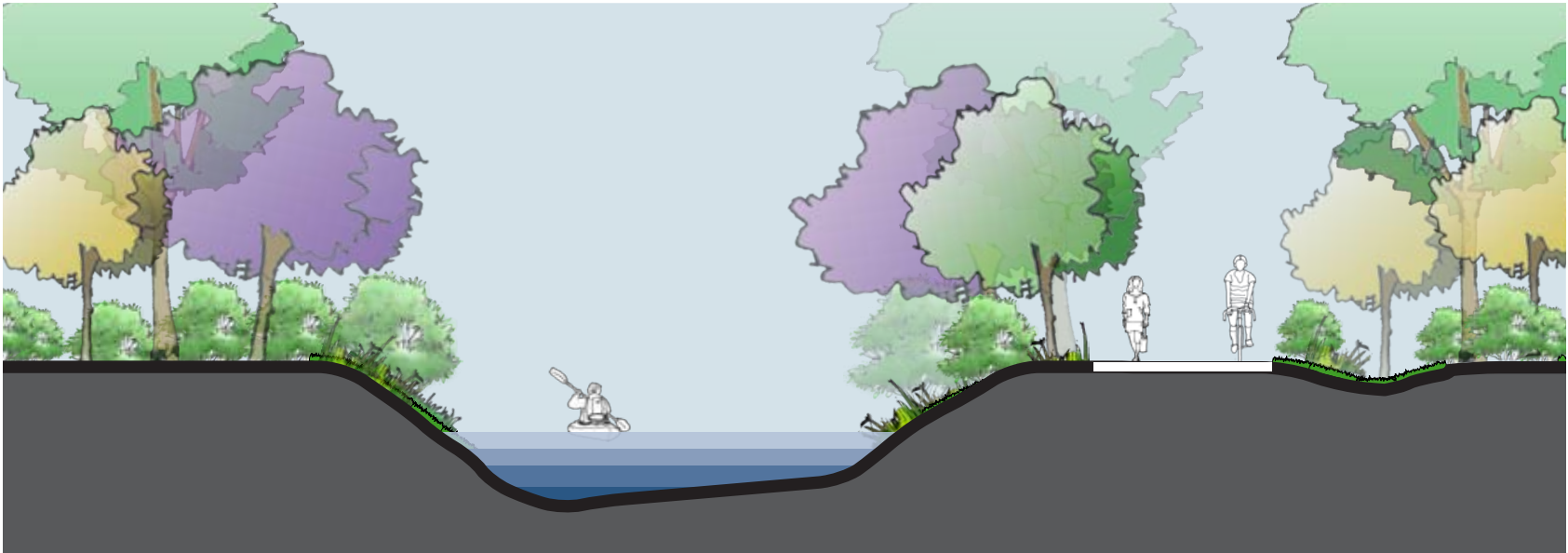
A multi-modal path creates a comfortable and beautiful environment for walking and bicycling



Where the multi-modal path traverses sensitive wetland areas, a boardwalk helps minimize impacts on the environment



Interpretive and wayfinding signs can describe the area's history and ecology



POTENTIAL TURKEY CREEK GREENWAY DESIGN CONCEPT — DEEP WATER AREA



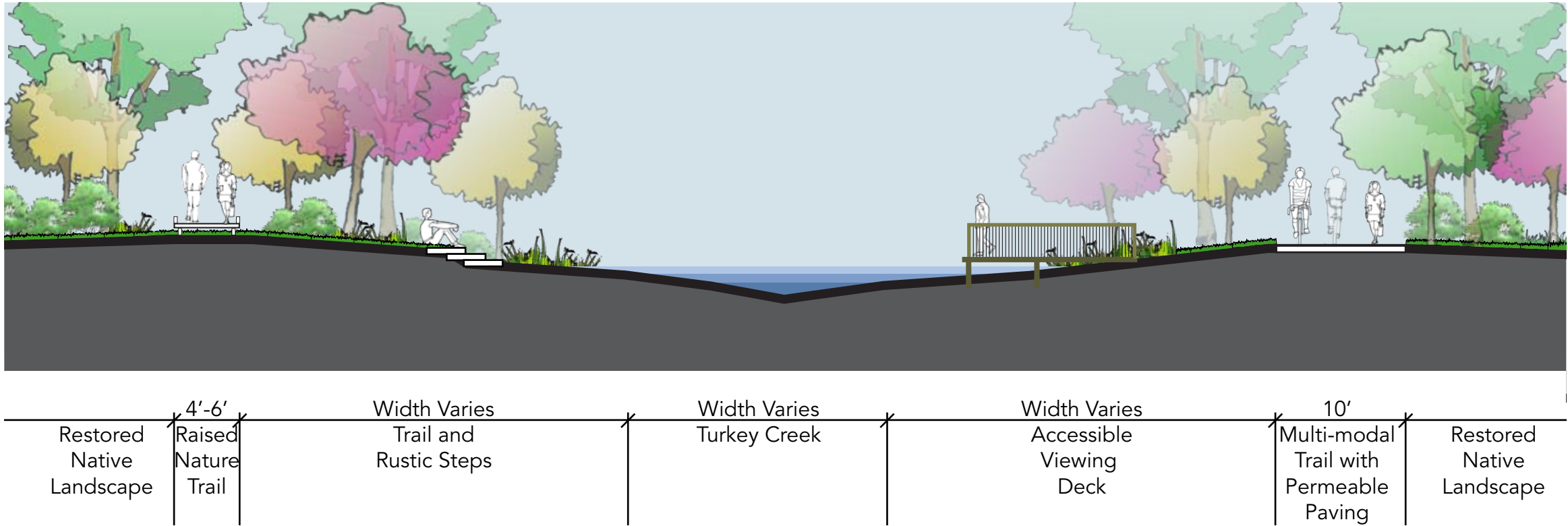
Environmental art and sculpture can add attractions for sight-seeing



Sculptural elements can reflect native flora and fauna



Art can be integrated with site furnishings or the pathway itself



POTENTIAL TURKEY CREEK GREENWAY DESIGN CONCEPT — SHALLOW WATER AREA

STRATEGY B: ECONOMIC DEVELOPMENT

Stimulate economic development opportunities to ensure long term neighborhood prosperity.

- B1** Encourage small business development along Martin Luther King Blvd. to provide local goods and neighborhood services.
- B2** Encourage the development of urban agriculture and community gardens that provide produce for local restaurants or local specialty food manufacturers.
- B3** Discourage non-community-friendly businesses, such as “pay-days” and liquor stores.
- B4** Encourage eco-tourism and cultural heritage tourism, and promote recreation-related businesses such as fishing, camping, canoe, and kayak suppliers.
- B5** Establish a small business incubator program to encourage local business ownership.
- B6** Preserve and restore historic homes and landmarks both to attract tourists and to provide a strong sense of place.
- B7** Provide financial and/or permit incentives for businesses who open in existing buildings, and for developers who renovate historic buildings or former industrial sites for reuse.
- B8** Provide efficient and low-cost permitting process for small vendors or food truck businesses.
- B9** Expand local hiring and work-force training programs.
- B10** Develop a conference/visitor/retreat/historic archive center in the Historic Turkey Creek District (see plan on next page). Complete a full economic feasibility and environmental site analysis to determine the best program, location, and operational partnership for such a development.
- B11** Create a market space to support weekend or special sales events, including appropriate power, water, and sewer connections.



Promoting eco-tourism activities, such as gondola tours, creates business while preserving the environmental resources of Turkey Creek.



Encourage small businesses serving both locals and tourists along Martin Luther King Blvd.



Specialty foods made from locally grown produce could be sold in local markets and used by local restaurants. (Sketch by James Jennings, Longleaf Studio.)



Permanent market shelters like this one in New Orleans often become great tourist attractions.

POTENTIAL TURKEY CREEK VISITOR CENTER

This plan shows an example of how a visitor center might be built to serve the community. This illustration is only a concept, and is not intended to represent development on a specific property. Any development would require community input on an acceptable location, as well as the property owner’s full cooperation and partnership.

POTENTIAL FACILITIES PROGRAM

Visitor Center, built in historic architectural style:

- Historic Archive (reading and research room, archival storage)
- Social Gathering room with interpretive exhibits
- Cafe
- Exterior patios and porches
- Office, restrooms, and storage

Gardens:

- Display gardens at entry; kitchen garden with organic produce (to serve the café and to sell); children’s garden (adjacent to Head Start school)
- Demonstration elements (solar powered fountain and irrigation, compost, compost tea brewer, rainwater collector)
- Arbors, fencing, and garden art
- Market shed (for honor system or formal sales)
- Tool storage
- Beehives and chicken coop

Trails and Green Spaces:

- Accessible loop trail leading to Creek access points (bridge and overlook, canoe launch area, baptism spot)
- Natural surface trails within restored native forest
- Central wildflower meadow and native plant gardens
- Interpretive signage
- Birdhouses and birdwatching areas

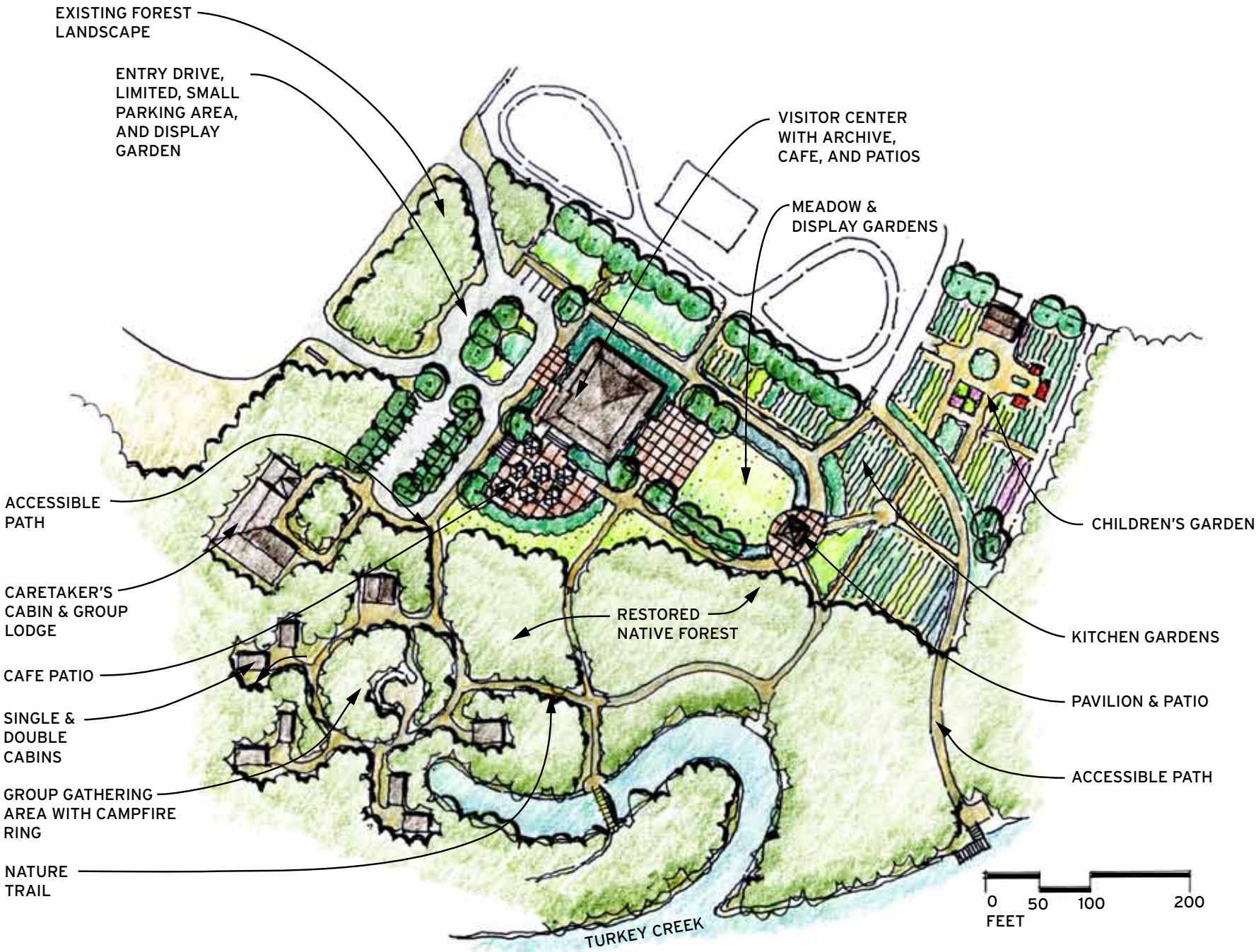
Visitor’s Housing:

- Caretaker’s cabin and group lodge,
- Single and double cabins
- Group gathering area with campfire ring

Entry Drive and Limited Parking

preliminary concept

(location to be determined through community discussion)



STRATEGY C: DISTINCTIVE COMMUNITY DESIGN

Implement distinctive community design to communicate a strong sense of African American history and culture and create an attractive environment for both community members and visitors.

- C1 Ensure development along Highway 49 between Polk and Madison Streets reflects the distinctive neighborhood culture.
- C2 Encourage the use of materials, forms and colors on buildings that reflect the neighborhood culture and history, provide visual interest, and give the street edge presence.
- C3 Promote the use of wayfinding signage that evokes the spirit and history of Turkey Creek and North Gulfport.
- C4 Encourage investment in landscape design and maintenance to promote neighborhood “curb appeal.”
- C5 Encourage the use of native trees and landscape plants to provide a strong sense of connection to the local environment.
- C6 Support new development that implements a pedestrian-friendly character fronting “Neighborhood Main Street” rights-of-way.
- C7 Install gateway features on Martin Luther King Blvd. at Highway 49, and include vibrant plants and trees.
- C8 Develop a tree planting program for residents, that encourages planting large native trees to provide shade, stormwater reduction, and beautification. Work with Replant South Mississippi (a partnership of the LTMCP and the *Sun Herald* with funding from the Mississippi Forestry Commission) to provide free trees and planting advice.
- C9 Develop a set of design standards and guidelines for new development to ensure that future construction enhances the historic character and beauty of both the Turkey Creek and North Gulfport neighborhoods.



Fort Lauderdale’s African American Research Library and Cultural Center is a good example of reflecting culture through forms and color



Sculpture, murals and other art can provide strong expression of local culture



Sketch depicting distinctive elements welcoming visitors to Gulfport as they enter Hwy. 49 from I-10. (Sketch by James Jennings, Longleaf Studio.)



Special gateway architectural features along with special landscaping can make a grand entrance as well as provide a sense of history.



Incorporate special wayfinding signs that set the Turkey Creek and North Gulfport neighborhoods apart from others.



Incorporate site furnishings such as benches and trash receptacles, which provide a pedestrian-friendly environment



Incorporate attractive light fixtures that reflect the neighborhoods’ historic character and help provide a safe environment after dark.



Distinctive landscaping including shade trees and colorful shrubs and perennials promotes “curb appeal.”



Preserving and restoring historic structures like the Benton Home helps the maintain a strong architectural character.



African design patterns can be integrated in crosswalks or other paving to celebrate the neighborhood’s cultural background.

STRATEGY D: HOUSING

Restore and rejuvenate housing to support the existing community and attract new community members.

- D1 Ensure infill housing is affordable and culturally consistent.
- D2 Promote improvement in housing quality and availability.
- D3 Encourage infill housing development on vacant parcels, and emphasize development on clusters of properties to create a visible impact.
- D4 Support diverse housing types that meet the needs of current and future residents.
- D5 Ensure new housing is constructed using best-practice techniques to support environmental and human health.
- D6 For any houses located within the 500 year flood zone, ensure incorporation of best practices to accommodate flooding.
- D7 Support partnerships to help individual homeowners purchase and build a “healthy home” similar to the NGCLT office building.
- D8 Continue to repair and rehabilitate existing homes that are in disrepair.
- D9 Work with the City of Gulfport to adjust the limitations on developer tax credits for affordable housing.
- D10 Develop design standards and guidelines for historic home renovation.
- D11 Develop a special neighborhood zoning code that supports affordable housing.



Provide housing that integrates historic architectural style with modern construction materials that support environmental health



Artist rendering showing infill housing that reflects local historic style. (Sketch by James Jennings, Longleaf Studio.)



Incorporate row houses, townhomes, or other housing types, while ensuring that the historic architectural style is maintained



Consider small scale multi-family housing that is consistent with the prevailing neighborhood style

An inventory of historic homes, such as those represented on this page and the next, can help inform design guidelines and identify specific architectural design elements that inform the character of each neighborhood. Note that while the photos below are identified

according to the neighborhood where they were found, all of these architectural styles would be suitable in either neighborhood.



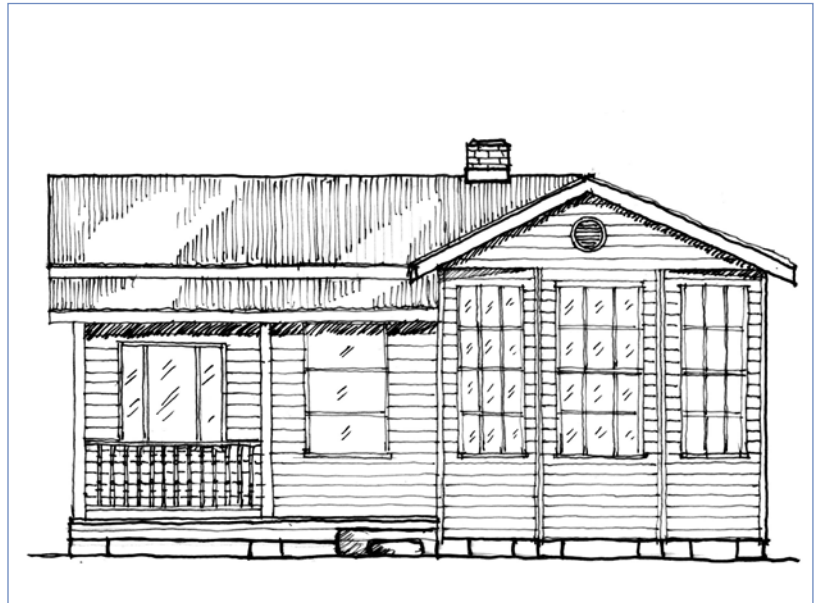
Top: 2006 photo of North Gulfport home.
Bottom: accompanying architectural elevation sketch highlighting key style elements.



Top: 2006 photo of Turkey Creek home.
Bottom: accompanying architectural elevation sketch highlighting key style elements.



Top: 2006 photo of Turkey Creek home.
Bottom: accompanying architectural elevation sketch highlighting key style elements and adding a new entry.



Top: 2006 photo of Turkey Creek home.
Bottom: accompanying architectural elevation sketch highlighting key style elements.



Top: 2006 photo of Turkey Creek home.
Bottom: accompanying architectural elevation sketch highlighting key style elements.



Top: 2006 photo of Turkey Creek home.
Bottom: accompanying architectural elevation sketch highlighting key style elements.

STRATEGY E: ENVIRONMENTAL HEALTH

Establish and protect environmental health so that community members have clean air, water, soil, and a vital ecological system that can help protect against flooding; mitigate against the negative impacts of traffic noise and air pollution; provide healthy, locally grown food; and preserve the native landscape for the benefit of future generations.

- E1** Prevent degradation, support restoration of native habitat, and eliminate invasive plant species (such as Cogan grass) along Turkey Creek.
- E2** Promote the LTMCP’s continued acquisition of Turkey Creek corridor land and adjacent wetlands to provide a wetland buffer and corridor protection zone.
- E3** Promote sustainable development of the nearby Chemfax site and other brownfield sites, emphasizing enterprises that would support recreation or eco-tourism.
- E4** Support recycling and materials reuse, as well as the use of sustainable energy sources, by establishing a neighborhood recycling center.
- E5** Encourage the use of permeable paving to lessen storm water runoff and minimize the flow of roadway contaminants to the storm drain system.
- E6** Implement vibrant landscapes, including large trees, along all roads, highways and trails, which will buffer the community from traffic noise, filter road contaminants from storm water and help prevent local waterway pollution, reduce stormwater runoff and flooding, and reduce carbon dioxide and ozone levels that contribute to air pollution and global warming.
- E7** Support air quality by reducing noxious industrial and vehicular emissions; provide incentives for the use of low or no emissions vehicles.

- E8** Encourage existing and new retailers to implement sustainable design, including the use of native plants, integrated pest management, permeable paving, and storm water retention basins and swales.
- E9** Identify and mitigate all pollution sources for both Turkey Creek and Bayou Bernard, and establish regular monitoring to ensure water quality.
- E10** Develop and implement a stormwater management program.
- E11** Develop a set of sustainable neighborhood development guidelines.



To reduce stormwater runoff, use permeable material, such as the pervious concrete shown, to construct trails, sidewalks, parking aisles or other paved areas.



Native azaleas can be seen on the banks of Turkey Creek.



Native vegetation shades and cools the creek, helping to create habitat in and near Turkey Creek that supports native wildlife.

STRATEGY F: EDUCATION

Provide education that helps youth and adults attain the skills needed to support the neighborhoods’ vision.

- F1** Ensure all neighborhood schools incorporate an environmental education curriculum that provides instruction in the following topics: preservation, restoration, ecology, urban agriculture, hydrology, and alternative energy sources.
- F2** Ensure all neighborhood schools incorporate direct experience with the outdoors in their curriculum, including instruction in water safety and sustainable use.
- F3** Ensure the neighborhood intermediate or secondary schools provide a business and entrepreneurship curriculum.
- F4** Encourage neighborhood schools to incorporate architectural history and basic construction techniques in their curriculum.
- F5** Develop an outdoor learning environment at the Harrison County 7th & 8th Grade School, and incorporate a variety of hands-on educational elements such as outdoor gardens, water quality monitoring station, geology lab, etc. (see Preliminary Site Plan, next page).



Incorporate garden elements that demonstrate sustainable practices, such as this garden shed with a “green” roof.



This rainwater collection barrel allows young children to learn about environmental science through play.



By selling what they grow, teens can learn good business practices.



Teens enjoy planting native trees on the banks of Turkey Creek while learning about restoration. Photo courtesy of the LTMCP.

POTENTIAL OUTDOOR LEARNING ENVIRONMENT

PRELIMINARY EDUCATIONAL STUDY AREAS

Horticulture: botany (plant identification, plant biology), urban agriculture, soil management and analysis, and integrated pest management

Environmental Science: geology, climatology, hydrology (watershed studies, storm water management), ecology (native habitats, water quality monitoring, natural resource management, alternative energy systems), and biology (native flora and fauna)

POTENTIAL FACILITIES PROGRAM

School Gardens:

- Raised gardening beds (to serve the school cafeteria and to sell)
- Tool Shed, Shade Arbor, benches, garden art
- Irrigation
- Compost Area with compost tea brewer

Existing Outdoor Classroom Pavilion

Demonstration Areas

- Stormwater Managment
- Wetland

Orchard

Environmental Education Building with Restrooms and Plaza:

- Demonstration—solar and wind power, soil biology, geology
- Butterfly, scented, culturally-themed, or other special gardens

Water Quality Monitoring Station

Trails and Pathways, with creek access points and interpretive signs

Tent Camp Clearings

Native Habitat Study Area and Restored Native Forest

preliminary concept



STRATEGY G: RECREATION

Increase recreation resources to improve community health, strengthen social connections, and increase business opportunities.

- G1 Support the development of recreational opportunities along Turkey Creek.
- G2 Ensure both passive and active recreational opportunities are available for all age groups.
- G3 Encourage continued coordination with the LTMCP to acquire recreational access to LTMCP lands.
- G4 Provide regular maintenance and renovation of existing park facilities, including the Isiah Fredericks Community Center park and ball fields, the North Gulfport Community Park (Harrison County), and Turkey Creek Park (City of Gulfport).
- G5 Implement regular playground safety inspections for all neighborhood parks, and repair or replace any non-compliant elements.
- G6 Establish and map a Turkey Creek Blueway, including interpretive elements, restrooms, canoe and boat rental facilities, restaurant, and other points of attraction.
- G7 Establish and map a Turkey Creek greenway and nature trail system, which provides a combination of multi-modal trails (with benches, lighting, and interpretive signs) and less formal nature trails that provide a more intimate habitat experience.
- G8 Provide a swimming pool that is easily accessed by all.



Jogging, skating, and discovering nature are all recreation activities that can be incorporated along Turkey Creek. (Sketch by James Jennings, Longleaf Studio.)



Canoeing teens enjoy exploring Turkey Creek. (Photo courtesy of Tracy Heggins, Mississippi Renew Our River.)



Fishing is a popular recreation activity on Turkey Creek.



Neighborhood parks provide play areas and ballfields for the community's enjoyment.

FOUR: PRIORITY ISSUES AND PROJECTS

turkey creek watershed

turkey creek and north gulfport neighborhoods

4.0 priority issues and projects

The future of the Turkey Creek and North Gulfport neighborhoods will be greatly influenced by development pressures. The priority development issues and projects identified by the community are described on the following pages.

1. PORT EXPANSION

Discussion

The Port of Gulfport is owned by the State of Mississippi and governed by the Mississippi State Port Authority. Prior to Hurricane Katrina, it was considered the Gulf Coast’s third largest container port. Plans to expand the Mississippi State Port at Gulfport have been under review for several years. Following Hurricane Katrina, Mississippi’s Governor led an effort to bring funding to Mississippi to renovate and restore the Port. This effort has resulted in the restoration and renovation project that is currently underway. When completed, the upgraded Port is expected to be positioned to take better advantage of the Panama Canal’s channel improvements that are due for completion in 2015. (Ted Carter, “Rebounding Gulfport: Positioning Itself for New Trade Era’s Arrival,” Mississippi Business Journal, July 10, 2011.) While the economic benefits of these projects may be clear, it is vital that these projects not overlook the economic, social, and environmental justice issues they will create for the Gulfport neighborhoods, including Turkey Creek and North Gulfport. These neighborhoods should not be required to carry an unfair burden of the Port Expansion’s health, economic, and quality of life issues compared to other local residents.

Issues and Alternatives

For the Turkey Creek and North Gulfport neighborhoods, any port expansion plans should address air quality, water quality, noise levels, and wildlife habitat protection, as well as ensure training and jobs for local residents. While the Port is a few miles from the Turkey Creek and North Gulfport neighborhoods, as described in

Section 2, these neighborhoods are affected by the Port’s activities. To make sure that these issues are addressed, project approval should be contingent on the Port’s having operations improvements in-place.

Air Quality

- Provide Air Quality Monitoring Stations in various locations to ensure all neighborhoods are protected from hazardous emissions. Establish pollutant emission limits for all types of vessels and trucks.
- Install Alternative Maritime Power (“AMP” or “cold-ironing”) in Port terminals that allow vessels to plug into shore-supplied electricity rather than use diesel power while at berth. AMP allows ships to turn off their diesel engines, greatly reducing emissions.
- Establish a Clean Trucks Program, which encourages the use of alternative-energy for trucks. Create a consolidated network of concessionaires who are accountable for maintaining trucks and certified drivers. Provide funding incentives for transition of older trucks to alternative-energy trucks.
- Vessel Speed Reduction. Install a voluntary vessel speed reduction program to limit ship speeds to 12 knots when 24 miles within the coastline to reduce emissions.

Water Quality

- Monitor water quality, especially in public beaches, marinas, and habitat preservation areas.
- Ensure water quality is maintained at a level that allows for continued safe use of waterways by both humans and animals.

Noise Levels

- Implement vehicle and vessel noise reduction measures, such as idling regulations, reversing alarm alternatives, better insulation, and hours-of-operation limitations.
- Construct vegetated sound walls around Port terminals.
- Where homes, schools, or businesses exist immediately adjacent or near the Port, provide construction retrofitting of these structures to protect them from noise pollution, such as updated windows and doors that minimize sound.

Wildlife Habitat Protection

- Create and preserve habitats for marine wildlife. Consider possible locations such as barrier islands, existing marshlands, vegetated surge protection structures, and along the coast. Consider artificial reefs and transplanted kelp.
- Integrate preservation areas with educational or research programs.

Training and Jobs

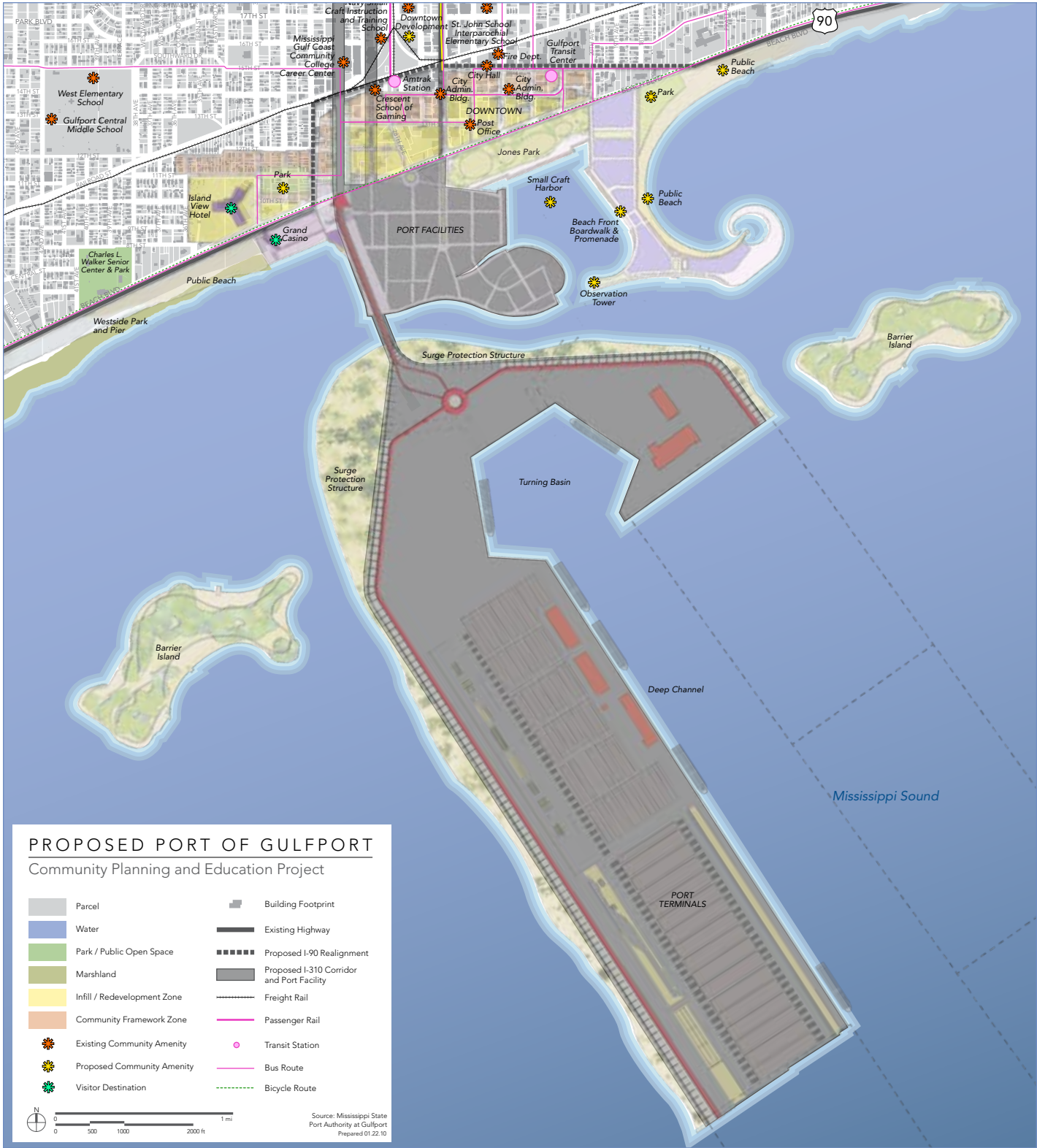
- Provide job training programs and centers near the Port and Downtown Gulfport to ensure the Port maintains high local employment levels.
- Provide ongoing job training to ensure that Port employees are up-to-date with the latest technologies and practices.

For more detailed information on best practices to guide the Port of Gulfport’s restoration and expansion, refer to Sustainable Restoration of the Port of Gulfport (May 11, 2011), prepared by the Mississippi Center for Justice and Columbia University’s School of International and Public Affairs (http://www.columbia.edu/cu/mpaenvironment/pages/documents/GRW_FinalReport_FINAL_000.pdf). This document includes a more detailed discussion of measures that should be implemented to protect the surrounding communities, and especially the neighborhood of North Gulfport.



Alternative Maritime Power facility at the Port of Long Beach connects vessels to shore-supplied electricity.

MISSISSIPPI STATE PORT AUTHORITY PROPOSED PORT EXPANSION



2. PORT CONNECTOR ROAD

Discussion

Alongside the current Port expansion plans, additional improvements are under review and discussion regarding a highway connection to allow rapid freight distribution from the Port throughout the United States via Interstate 10. Like the expanded Port, this connection may have positive economic benefits, but it is important that the neighborhoods not be exposed to hazardous conditions that would negatively impact the community. The current proposed alignment not only cuts directly through neighborhoods, coming very close to the newly built 28th Street School, but it also crosses sensitive wetland areas that provide important wildlife habitat. The connection between the 28th Street corridor and the Port requires a creative engineering solution to minimize impacts on both downtown Gulfport and the surrounding neighborhoods. One such solution is stacking the roadway on top of a below grade railway line within the existing railway corridor.

Issues and Alternatives

Port Connector Road development should first address the selection of an alignment that minimally impacts existing neighborhoods and sensitive habitat. It should also address air quality, water quality, noise levels, wildlife habitat protection, training and jobs, and traffic safety.

Minimal Impact Alignment Selection

- Select highway alignment that minimizes construction on new land, especially on sensitive habitat.
- Emphasize alignment that widens existing roadways, and that is located adjacent to industrial, military, or shipping operations, rather than homes, churches, schools, retail, or tourism businesses.
- Emphasize the implementation of creative engineering solutions that reduce negative impacts on the surrounding area.

Air Quality

- Provide Air Quality Monitoring Stations in various locations along the highway to ensure all neighborhoods are protected from hazardous emissions. Establish pollutant emission limits for all types of vehicles.
- Establish a Clean Trucks Program, which encourages the use of alternative-energy for trucks. Create a consolidated network of concessionaires who are accountable for maintaining trucks and certified drivers. Provide funding incentives for transition of older trucks to alternative-energy trucks.
- Provide a landscape tree buffer adjacent to the highway to help improve air quality.

Water Quality

- Monitor water quality, especially at local creeks, streams, and habitat preservation areas.
- Ensure water quality is maintained at a level that allows for continued safe use of waterways by both humans and animals.

Noise Levels

- Implement vehicle noise reduction measures, such as idling regulations, better insulation, and hours-of-operation limitations.
- Construct vegetated sound walls alongside the Port Connector Road.
- Where homes, schools, or businesses exist immediately adjacent or near the highway, provide construction retrofitting of these structures to protect them from noise pollution, such as updated windows and doors that minimize sound.
- Implement regulations for new development that incorporates sound reduction.

Wildlife Habitat Protection

- Create and preserve wetlands habitats for wildlife.
- Integrate preservation areas with educational or research programs.



“Clean truck” carries freight at the Port of Long Beach.

Training and Jobs

- Provide job training programs near the Port and Downtown Gulfport to ensure that local work force has the skills necessary for highway construction and ongoing maintenance projects.
- Ensure that highway construction and maintenance projects have high local employment levels.

Traffic Safety

- Reduce Peak Hour Port Traffic: implement a fee-based program to discourage the use of Port Terminal Gates during peak hours, and redistribute Port traffic to non-peak hours.
- Monitor vehicle speeds closely and provide focused enforcement of speed limits.

3. INLAND PORT

Discussion

As part of the Port of Gulfport’s expansion plan, there are plans to include an emergency storage area for port containers. This area would act as a temporary storage facility where shipping containers can be anchored in place during a hurricane or while awaiting pick-up for rail transport. Some discussions have included located this Inland Port on a piece of land at the intersection of 34th Street and 33rd Avenue, immediately adjacent to the neighborhood of North Gulfport. This location is unacceptable to the community, since it would subject this neighborhood to a great number of negative environmental impacts. This neighborhood should not be required to carry an unfair burden of the Inland Port’s health, economic, and quality of life issues compared to other local residents.

Issues and Alternatives

The development of an Inland Port should address air quality, water quality, noise levels, wildlife habitat protection, training and jobs, and traffic safety. Moreover, mitigation against negative impacts should be second to the primary goal, which should be identifying a suitable location where minimal negative impacts would be borne by the community.

Minimal Impact Location Selection

Select a location for the Inland Port that minimizes construction on previously undeveloped land, especially sensitive habitat areas, and ensure that the location has a significant buffer between Inland Port activities and neighborhood activities. Emphasize a location that is adjacent to industrial, military, or shipping operations, rather than homes, churches, schools, retail, or tourism businesses. The community supports locating the Inland Port north of I-10 in Saucier near the new Harrison County Global Axis Industrial Park.

Air Quality

- Provide Air Quality Monitoring Stations in various locations in the vicinity of the Inland Port to ensure all neighborhoods are protected from hazardous emissions.
- Establish pollutant emission limits for all types of vehicles.
- Establish a Clean Trucks Program, which encourages the use of alternative-energy for trucks. Create a consolidated network of concessionaires who are accountable for maintaining trucks and certified drivers. Provide funding incentives for transition of older trucks to alternative-energy trucks.
- To help improve air quality, provide a landscape tree buffer between the Inland Port and any neighborhoods in the vicinity.

Water Quality

- Monitor water quality, especially at local creeks, streams, and habitat preservation areas.
- Ensure water quality is maintained at a level that allows for continued safe use of waterways by both humans and animals.

Noise Levels

- Implement vehicle noise reduction measures, such as idling regulations, better insulation, and hours-of-operation limitations.
- Construct vegetated sound walls alongside the Inland Port.
- Where homes, schools, or businesses exist immediately adjacent or near the Inland Port, provide construction retrofitting of these structures to protect them from noise pollution, such as updated windows and doors that minimize sound.
- Implement regulations for new development that incorporates sound reduction.

Wildlife Habitat Protection

- Create and preserve wetlands habitats for wildlife.
- Integrate preservation areas with educational or research programs.



Locate the Inland Port in the vicinity of the new Global Axis Industrial Park north of I-10. (Map adapted from Harrison County Development Commission, <http://mscoast.org/sites-buildings/industrial-parks/>)

4. PORT FREIGHT TRAIN EXPANSION

Discussion

The Port at Gulfport is served by an existing north-south Kansas City Southern (KCS) line that runs almost parallel to Highway 49, passing through the center of the North Gulfport neighborhood as it heads northward to Hattiesburg, Mississippi. Current efforts are underway to improve this rail line, with the goal of ultimately creating a fast link to a future expanded rail hub at Hattiesburg, where the KCS line connects with two other railroad lines — Canadian National and Burlington Northern Santa Fe. As described in the Mississippi State Rail Plan released in June of this year, the existing KCS line can only handle double-stacked train cars at 10 miles per hour. However, in 2010, a public-private partnership between the MSPA and KCS was awarded a U.S. Department of Transportation TIGER I Grant, which provided \$20 million toward upgrading the rail service to the Port. In addition to upgrading the tracks to handle double-stacked cars at up to 49 miles per hour, the grant is intended to improve and add sidings, install new turnouts, and rebuild and improve road crossings and bridges. According to the Mississippi State Rail Plan, the project’s environmental assessment phase began in January of 2011.

While these rail improvements may provide added economic benefits to the region, this rail line has the potential for major negative impacts on the North Gulfport neighborhood. Currently, rail traffic is relatively low—3 to 4 trains per day, according to community members—and at a relatively low speed. The expectation is that daily train traffic would both increase in number (the community understands there might be twelve to fifteen trains per day), and trains would be moving at almost triple current speeds.

Issues and Alternatives

Since North Gulfport’s main streets intersect the rail line, an

increase in rail traffic numbers and speed will put the community at further risk for dangerous interactions between cars, pedestrians, and trains, not to mention increased disruption of traffic flow between North Gulfport’s east and west neighborhoods, as well as increased noise and air pollution. To ensure the continued health of the North Gulfport neighborhood, it is imperative that the issues of safety and connectivity be addressed, as well as air quality and noise levels.

Safety

Train accidents may include a range of collisions, including derailling, vehicle crashes, and pedestrian crashes. Because trains are so large in relationship to other vehicles and because trains are unable to stop as quickly as other vehicles, train accidents often have devastating consequences, so it is paramount that safety measures are implemented at railway crossings. There are two approaches to consider for improving safety: eliminate at-grade crossings or provide improved at-grade crossings.

The best way to improve safety is to eliminate at-grade railway and roadway intersections. This can be accomplished by removing crossings all-together (often not feasible) or by sinking the railway tracks below grade, so that railways and roads don’t intersect. Below-grade alignment can occur in either an open or covered trench, or in tunnels. Tunnels are usually used only in places such as mountains, where it is necessary to pass through major earth forms. In Gulfport, the open or closed trench is more applicable. The open trench option provides the benefit of eliminating interactions with vehicles and pedestrians; however, noise and vibration, as well as air quality would all still be negative impacts. A more desirable option is to use a covered trench, which would not only improve vehicular and pedestrian connections and community cohesion, but it would also minimize the negative impacts from noise and vibration, as well as hazardous air quality emissions. A



Aerial view of the Alameda Corridor Transportation Authority’s Mid-Corridor Trench, a below-ground, triple-tracked rail line that runs through the City of Compton, between the Port of Long Beach and the City of Los Angeles.

covered trench would allow use of the area above for standard vehicular roadways (no heavy trucks), parking, and pedestrian walkways or plazas. A covered trench is also the more expensive of the trench options.

The second alternative to improve safety is to provide signaling and better engineering for existing at-grade crossings. This is the approach most often used because of its minimal engineering and materials requirements. This approach comprises:

- 1. Providing signal gates at all at-grade crossings. At a minimum, provide the standard crossing arms with lights and bells. Where feasible, implement a “StopGate” arm, which uses a positive locking device at each end of the arm to secure the gate across the roadway and prevent vehicles from going around the gates, making crossings safer for both motorists and trains.
- 2. Providing adequate lighting at all at-grade crossings.

- 3. Ensuring that rails are regularly maintained to prevent “slippery rail” (when tracks become slippery, reducing friction between the train wheels and the track and preventing the train from stopping effectively).

While this approach is less expensive, and often effective, some potential hazards remain, since pedestrians and vehicles often do not see or ignore the warnings, and the signals can also fail to activate. This approach also does not address air or noise quality, and in fact produces additional noise from both the signal itself as well as the required train whistle at each crossing.

Connectivity

In the North Gulfport neighborhood, there are three main east-west roadways that cross the KCS tracks: Polk Street, Martin Luther King, Jr. Boulevard, and Madison Street. Each of these streets helps to connect neighbors to important community destinations, such as the Harrison County Good Deeds Community Center or the Martin Luther King Jr. Education Center on the east side, and the Isiah Fredericks Head Start Center and Kaboom Playground or the Harrison County 7th and 8th Grade School on the west side, not to mention numerous churches and business establishments. Any plans to increase the number and speed of trains passing through the neighborhood will have a negative impact on neighborhood cohesiveness, which is already damaged by Highway 49’s lack of medians and safe pedestrian and bike crossings. To ensure a high degree of connectivity, Port train connector improvements should avoid increasing the sense of separation between the east and west sections of North Gulfport. Safe local pedestrian, bicycle, and vehicular traffic movement should be emphasized, and rail traffic should be confined to off peak hours.

Air Quality

Additional train traffic will result in additional dust and emissions, potentially lowering air quality for adjacent neighborhoods. To minimize this effect:

- Provide Air Quality Monitoring Stations in various locations along the railway to ensure all neighborhoods are protected from hazardous emissions.
- Provide a landscape tree buffer adjacent to the rail line to help improve air quality. Selected trees should be evergreen in order to minimize the rails’ potential to develop “slippery track.”

Noise Levels

- Implement train noise reduction measures:
 - 1. Maintain optimum track friction levels to allow smooth movement without reducing stopping ability.
 - 2. Require the latest technology in low-noise brake cylinders and composite brake pads.
 - 3. Establish hours-of-operation limitations.
- Consider establishing a “Quiet Zone,” in accordance with the Federal Railroad Administration’s guidelines (installation of supplemental safety measures may be necessary).
- Construct vegetated sound walls alongside the railway.
- Where homes, schools, or businesses exist immediately adjacent or near the railway, provide construction retrofitting of these structures to protect them from noise pollution, such as updated windows and doors that minimize sound.
- Implement regulations for new development that incorporate sound reduction.



At a minimum, at-grade railway crossings in the neighborhood should have signals for both vehicles and pedestrians.



Attractive sound walls with climbing vines and trees should be built alongside the railway to help minimize sounds.

5. PEDESTRIAN SAFETY AT HIGHWAY 49

Discussion

The north-south corridor of Highway 49 provides key access for all of Gulfport to the retail and community destinations at Interstate 10 and also Downtown Gulfport and the beach. As such a key access route, many businesses have sprung up on both sides of this busy corridor, resulting in lots of traffic crossing this approximately two hundred foot wide roadway. Three key intersections along Hwy. 49 in the North Gulfport neighborhood—Polk Street, Martin Luther King, Jr. Blvd., and Madison Street—also play a key role in connecting the community to key neighborhood destinations. Highway 49’s width and its constant traffic at relatively high speeds, create hazardous conditions for pedestrians and bicyclists trying to access businesses along the highway or neighborhood destinations. In the past few years, several individuals have been killed or injured trying to cross this Highway. It’s imperative that this situation be resolved so that the North Gulfport’s pedestrians, bicyclists, and people with disabilities can cross Highway 49 without fear for their lives.

Issues and Alternatives

There are two potential alternatives that would provide safer conditions for crossing Highway 49: implement a multi-way boulevard or provide a pedestrian crossing bridge. Each of these has distinct benefits.

Multi-way Boulevard

As shown in Section 3, implementing a multi-way boulevard along Highway 49 as it passes through the North Gulfport neighborhood would provide benefits for both the neighborhood and the business that line the highway. A multi-way boulevard features main travel lanes for through traffic, with side lanes for local access traffic. Cars

wanting to move between retail locations use the side travel lanes, which reduces interaction with the main travel lanes, thus improving traffic flow. Wide landscaped medians between the side lanes and the main lanes, and another median between the north and south bound main lanes, would provide places of refuge for crossing pedestrians, allowing them to cross at a slower speed, without worrying about outrunning an oncoming vehicle. At intersections, designated pedestrian crosswalks would further improve safety. The landscaped medians would also provide a more beautiful experience for both vehicles and pedestrians, as well as help reduce noise and air pollution. Finally, the combined increase in aesthetics and improved circulation for shoppers would increase local business development opportunities, especially at the major cross streets in North Gulfport—Polk Street; Martin Luther King, Jr. Boulevard, and Madison Street.

Pedestrian Crossing Bridge

Some Turkey Creek and North Gulfport neighbors have expressed support for constructing a pedestrian crossing bridge at the intersection of Martin Luther King, Jr. Boulevard and Highway 49. Such a bridge would undoubtedly provide a safer crossing alternative for both bicycles and pedestrians. If well-designed, it could also become a strong architectural element, signaling a gateway to the North Gulfport neighborhood.

Finding the best approach to establishing safe pedestrian crossings at Highway 49 will require careful study. Studies should not only consider safety, but also potential benefits for local businesses, design aesthetics, and maximum connectivity across Highway 49 for the North Gulfport neighborhood.



One example of a multi-way boulevard, which allows safer pedestrian crossing, and also improved access to businesses along side access lanes.



One example of a pedestrian bridge, which allows safer pedestrian and bicycle crossing over a busy freeway.

6. NEIGHBORHOOD PRESERVATION

Discussion

The social fabric of our neighborhoods is the strength that binds the community together. The social fabric is formed by community members—their sociocultural, political, and religious values—as well as the businesses and activities with which they fill each day. A neighborhood’s buildings, landscape, and circulation systems are the structure that supports this social fabric. It is a neighborhood’s houses, businesses, churches, and libraries; trees, shrubs, flowers, lakes, creeks, and streams; and streets, sidewalks, bikeways, trails, plazas, and alleys—all of which together form the strong foundation on which the social fabric is woven. These structural elements make it possible for a neighborhood to express its character and to maintain a strong contribution to the City’s culture and economy. As stated in the Gulfport 2030 Comprehensive Plan, “the City’s reputation as a good place to live and work will grow from the quality of its neighborhoods.” Over time, as people move in and out of neighborhoods, and as economic and social forces, and even natural disasters bring change, it is important to protect each neighborhood’s structure in order to maintain a strong community.

Issues and Alternatives

To preserve existing neighborhoods and to support their continuous high quality contribution to the City’s character, neighborhoods should continue to receive support from the City to preserve and improve circulation, access to parks and open spaces, architectural character, and distinct cultural destinations.

Circulation

No neighborhood functions well as an island, cut-off from surrounding neighborhood and city destinations. Maintaining easy connections to destinations inside and outside of the neighbor-

hood is essential to neighborhood success. Connections should be accessible for people of all ages, abilities, and economic levels, and should include walkways and bike ways, as well as vehicular streets.

Access to Parks and Open Space

Parks and open spaces are well-known as attractive amenities for people who are deciding where they want to live. Having a well-developed system of parks, as well as accessible and attractive landscapes, is an important contributor to neighborhood longevity. Parks provide places where the community can not only exercise and maintain health, but also meet and develop social bonds. People value nature in their surroundings. Not only do they appreciate the visual interest (color, texture, form) that natural elements add to the view, but they also find nature to be restorative, helping to reduce the stresses of modern life. Having well-maintained natural areas—parks, natural open spaces, roadway medians, and even homeowner’s planters or gardens—all help make better neighborhoods.

Architectural Character

Buildings are an essential factor in lending character to a neighborhood, and a major aspect of that character is communicated through the choice of architectural style, whether Modern, Victorian, Ante-bellum, Neoclassical, or Eclectic. Architecture communicates a neighborhood’s place in time and also the values of the people that live there. When neighborhood’s have many historic buildings, no matter what the style, they give both locals and visitors a sense of rootedness and longevity, a feeling of the span of years that this community has experienced. A neighborhood’s architecture can also express an approach to life, whether playful, serious, religious, energetic, ambitious, or modest. Ensuring that every neighborhood’s architectural character is maintained is a key part of neighborhood preservation.

Distinct Cultural Destinations

Neighborhoods have an identity as distinct as the people who live in them. It is this special character that draws people to them, both as places to live and places to visit. Ensuring that a neighborhood’s special places are preserved and protected is essential in order to ensure the neighborhood’s longevity and vitality. These special places are the distinct cultural destinations that everyone associates with the neighborhood. These can be churches, restaurants, libraries, homes, parks, or natural landscape forms (a pond, creek, hill, heritage tree, boulder, etc.). These destinations are often associated with a particular well-known cultural activity: an annual festival or garden tour, maybe a weekly tradition of dining out or going to church, or perhaps seasonal activities, like bird-watching in spring, picnics or baseball games in summer, or apple-picking in the fall. To preserve the Turkey Creek and North Gulfport neighborhoods, it is essential to preserving and maintain their distinct cultural destinations—their historic homes, the churches, business districts, and even Turkey Creek itself.



The Kaboom Playground at the Isiah Fredericks Community Center exemplifies one of the many valuable community assets that should be preserved in the North Gulfport neighborhood.

7. INFRASTRUCTURE IMPROVEMENTS

Discussion

A neighborhood’s physical infrastructure is a key aspect in providing residents with a high quality of life. Utility networks—gas, electricity, water, sewer, stormwater, and telecommunications—are the foundation that makes economic development and high quality housing and community services possible for the Turkey Creek and North Gulfport neighborhoods. Furthermore, sewer and stormwater management are essential to protecting the ecological health of Turkey Creek.

In addition to these utility networks, streets and walkways, as well as the neighborhood’s tree canopy, comprise the neighborhood’s infrastructure. While not often thought of as physical infrastructure, trees are especially important, since they not only reduce the amount of water that has to be handled by stormwater management systems, but they also help clean pollutants from the air. Following Hurricane Katrina, the Turkey Creek and North Gulfport neighborhoods’ physical infrastructure was severely damaged, and although there has been a lot of progress toward repairs and improvements, there is still much that needs work.

Issues and Alternatives

Key infrastructure elements that need to be addressed are lighting, stormwater management, ongoing street repairs, the provision of safe walkways, and replacement and augmentation of the tree canopy.

Lighting

To encourage a safe and comfortable pedestrian environment, the Turkey Creek and North Gulfport neighborhoods should have attractive and effective street lighting. Fixtures should provide an even distribution of lighting along pedestrian walkways, especially

at intersections where vehicles and pedestrians meet. Lighting should be designed to provide nighttime visibility. At the same time, it should focus light away from neighboring properties, prevent uncomfortable glare, and minimize impacts on the natural beauty of the night sky.

Stormwater Management

The City of Gulfport’s annual average precipitation is about 65 inches (compared to a U.S. average of about 35 inches), so stormwater management is definitely an infrastructure priority for the Turkey Creek and North Gulfport neighborhoods. The deep stormwater ditches in these neighborhoods currently require a high level of maintenance to keep them free of trash and debris, and they often become unsightly. The community desires a solution that would both improve infiltration and convey any excess water below grade and out of sight in order to reduce maintenance and provide a more aesthetically pleasing view.

Street Repairs

Maintaining high quality streets is an ongoing issue for the Turkey Creek and North Gulfport neighborhoods. The community places a high priority on streets that are well-constructed so that potholes do not appear within one year of completion. At a minimum, roads in these neighborhoods should be constructed according to Mississippi’s most current standard specifications for road construction. Where there are more advanced, sustainable, and proven techniques available, these should be utilized as much as possible.

Safe Walkways

The current configuration of neighborhood streets in the Turkey Creek and North Gulfport neighborhoods does not include a designated walkway for pedestrians. At best, streets may have a narrow land strip at the street edge, next to a deep stormwater ditch, leaving pedestrians to fend for themselves as traffic barrels by.



This view along East Avenue near 22nd Street in another Gulfport neighborhood shows how sidewalks and enclosed drainage provide a place where pedestrians can walk as well as improved stormwater conveyance. (Photo from Google Maps “Street View.”)

While most streets carry neighborhood level traffic, some also carry delivery trucks or other larger vehicles, and all carry traffic that is potentially dangerous for those who are walking or riding bicycles. Streets in the Turkey Creek and North Gulfport neighborhoods should have designated walkways for pedestrians.

Tree Canopy Replacement and Augmentation

In any area where hurricanes are common, the loss of tree canopy is a regular and real possibility. In Hurricane Katrina, the Turkey Creek and North Gulfport neighborhoods lost many mature trees, and others were severely damaged. Replacing lost trees and ensuring a consistent urban tree canopy for these neighborhoods is an important part of ensuring the community has healthy air, lower heating and air conditioning costs, lower energy use, and reduced flooding and soil erosion.

8. COMMUNITY ECONOMIC DEVELOPMENT

Discussion

While the local economy will undoubtedly be affected by the current uncertainty in both national and global economies, locally available jobs are expected to increase slowly, led by the recovery of the local leisure and hospitality industry (Department of Housing and Urban Development, Office of Policy Development and Research, Gulfport-Biloxi-Pascagoula, Mississippi; Comprehensive Housing Market Analysis; January 1, 2011), as well as the projected improvements to the Port of Gulfport (Gulf Coast Business Council, Mississippi Gulf Coast Regional Brief: First Quarter 2011, May 18, 2011).

To capitalize on the region’s reputation as a tourism center, the Turkey Creek and North Gulfport neighborhoods should develop a Visitor/Conference center, which could provide the community with an economic generator, as well as a location where their historic experiences could be shared with visitors. The area’s history could first be expressed in the building, which would be designed in a historic style, with porches and gardens and architectural elements that give a sense of earlier days. The visitor center could contain archival storage and exhibit spaces, where the neighborhood’s historic photos and documents could be housed and protected as a whole collection. Exhibits could allow visitors to better understand the history of the African American experience on the Mississippi Gulf Coast, as well as the importance of Turkey Creek in the community’s lives. A reading room could provide a place where those doing genealogical or historic research could have access to the information in the archive. Meeting rooms could also be housed in the main Visitor Center, while a small lodge, as well as a few single and group cabins could be located nearby, allowing small conferences to convene at the Center, as well as other overnight visitors, who want a more cultural and home-like experience than staying at the Marriott. The main Visitor Center could be an elegant historic building, while the lodge and cabins could be built in a more rustic

but still historic architectural style. The main Visitor Center could be surrounded by both gardens for beauty and gardens for growing organic produce. This organic produce could be used by the neighborhoods’ small business owners to create locally branded specialty food items (preserves, pies, organic snacks, etc.). There could also be a café in the Visitor Center that served gourmet food made from the produce. In order to promote the community’s continued connection to Turkey Creek and the continued preservation of the natural landscape, the Visitor Center could also host nature walks and short outdoor events where young and old could experience the natural environment along the Creek.

Issues and Alternatives

Key areas to be addressed in developing such a Visitor Center are economic feasibility, location selection, and partner development.

Partner Development

A Visitor Center with multiple facets such as this one needs several different Partners:

- A land owner and maintenance partner, to provide an appropriate piece of land to maintain the facilities after they are built;
- A developer, who could put together the team of business people to run the various aspects of the Center:
 1. A library, school or public agency to run the project’s museum/historic archive aspect, as well as develop educational programs;
 2. The garden and café developer, with knowledge of both the food production and restaurant industries;
 3. A hotel, bed-and-breakfast, or camp developer with knowledge of hospitality and conference management.

Economic Feasibility

Before developing such a Visitor Center, it is important to do a complete economic feasibility study to determine the possibility for economic success. This study could also help determine the best



The Visitor Center could include small cabins in the woods, allowing visitors to immerse themselves in the Turkey Creek experience.

program elements to incorporate within the Center, based on available partners and the local market.

Location Selection

The Visitor Center’s location is a key element to address. The location should have a strong connection to Turkey Creek, since experiencing the natural environment in the way that the first African Americans who settled in the region did, is a key to having the Center provide an authentic experience. Another consideration is access to the Center. It is important that the Center be relatively easy to access from outside the region, but it is also important that it be somewhat secluded, so that visitors can take in the experience of being in the natural environment away from urban stresses. Lastly, the Center should be located near historic neighborhood destinations, so that visitors can easily walk or ride bicycles to tour and see these areas.

9. HOUSING IMPROVEMENT & DEVELOPMENT

Discussion

While the Turkey Creek and North Gulfport neighborhoods have made significant progress toward recovery following Hurricane Katrina, there is a great need to continue to support repairs and improvements for the existing housing stock, as well as to support the development of new infill housing on the neighborhoods’ numerous vacant parcels. Improvement of existing housing is an essential component in developing the neighborhoods’ aesthetic appeal, which is an important selling point for attracting new residents. Also, as the regional economy slowly improves, there will be continued demand for housing, and both neighborhoods have a number of sites that are ideal for new development. Providing homes to “fill in the blanks” will provide a more cohesive social fabric and a stronger community for the individual neighborhoods, as well as the larger City of Gulfport.

Issues and Alternatives

The following issues related to housing are key priorities for the Turkey Creek and North Gulfport neighborhoods:

Repairs and Upgrades

Some properties continue to require repairs or upgrades in order to fully recover from Hurricane Katrina. In some cases, historic homes have not received attention due to limited funding. These homes may be lost forever if they are not appropriately protected, since many of these homes are wood construction, which deteriorates quickly in the warm, humid environment.

Housing Variety

To ensure housing meets the needs of a variety of age groups and

economic levels, new housing development should incorporate housing for seniors, and all income levels, as well as multi-family and mixed-use housing. Any multi-family or mixed- use development should have a limited number of units that are designed to blend easily within the existing single-family architectural character and building massing.

Location Selection

Housing should first be located on infill lots—places where homes existed in the past, but for whatever reason were demolished, leaving a gap in the community fabric. As much as possible, choose sites that are close to neighborhood retail centers, or other neighborhood destinations, in order to boost the impact of the new development. Avoid selecting sites where development would increase flooding potential or negatively impact sensitive habitat.

Sustainable Design

All new development should incorporate the latest technology in home construction, which reduces environmental impacts. Materials should be selected both for longevity and minimization of resource depletion. Furthermore, new materials should provide a healthy indoor environment for people, free of carcinogenic or other harmful materials.



Some historic homes still need repairs, like this one in the Turkey Creek neighborhood.



Locations where multiple empty lots are adjacent provide an ideal location where small collections of senior cottages or other small multi-family configurations could be incorporated into the neighborhood.

10. EDUCATION AND RECREATION

Introduction

The Turkey Creek and North Gulfport community supports several key priority projects to advance education and recreation for the neighborhoods:

- Development of an Outdoor Learning Environment, and
- Implementing a Turkey Creek Greenway and Blueway.

Outdoor Learning Environment

Discussion

A growing body of research reveals the direct connection between daily exposure to natural environments and individual health. In the longer term, nature-connected children become healthy, conservation-minded adults, passionate about the health of the biosphere and prepared to act to conserve life for future generations. The development of an Outdoor Learning Environment (OLE) adjacent to the Harrison County 7th and 8th Grade School could provide the community with a place where children can develop this connection to nature. This environment could be a valuable learning resource, a place where children can see and experience live expressions of the natural processes and scientific theories that they read about in school. It could also augment the School’s curriculum, providing important educational experiences that are outside of the school’s purview, such as opportunities to learn water safety, basic construction, or best practices for growing produce.

Issues and Alternatives

In developing this Outdoor Learning Environment, it is important to ensure the environment provides multiple activity settings, learning opportunities, experiential opportunities, and local connection and flexibility.

Activity Settings

Organizing the outdoor learning environment into a variety of settings that support specific activities provides a more complex and interesting experience. Settings should be designed to be context-sensitive, taking into consideration the local natural landscape. Garden settings are often very popular because they provide multiple benefits—not only are they places for learning, but the resulting flowers or produce can be used or enjoyed outside of the garden. By providing a variety of settings, a range of learning and experiential opportunities can be incorporated into each outdoor environment. The draft concept plan on page 57 shows how various settings might be advantageously located. It includes a range of settings, including different types of gardens, as well as demonstration areas for a variety of environmental sciences and sustainability issues.

Learning Opportunities

A high-quality outdoor environment’s success can be measured in its ability to support children in developing skills, abilities, or attitudes. Outdoor environments should provide opportunities for children to learn a caring attitude, a sense of personal responsibility, self awareness, and cooperation. They should also provide opportunities for developing language skills, problem-solving, decision-making, remembering, and understanding cause and affect.

Experiential Opportunities

The outdoors offers excellent opportunities for experiences that support children’s physical and social/emotional development. Effective environments encourage children to use their bodies, expend energy and build strength, agility and confidence. Through a graduated series of physically challenging activities, these spaces support large and fine muscle development, eye-hand-foot coordination, and balancing and locomotion skills. Effective environments also encourage social development through social interaction and shared activities such as gardening.



An Outdoor Learning Environment, such as this one at the Hershey Children’s Garden, could include a variety of environmental demonstration areas, including wetlands and agricultural gardens.

Local Connection and Flexibility

Outdoor environments can encourage a sense of connection to local nature and its processes. By locating the Outdoor Learning Environment adjacent to Turkey Creek, and also by including demonstration areas of local natural processes, children can explore the natural systems that influence their daily lives. They can experience what it might be like to inhabit a wetland and see how important water quality is to their own health. By designing in flexibility and encouraging the use of site elements in unusual and different ways, the site can foster the cross-pollination of learning programs. For example, a lesson in gardening can lead to a discussion of insects, which can lead to a discussion of how wings work.

Turkey Creek Greenway and Blueway

Discussion

Turkey Creek is a valuable community resource for the Turkey Creek and North Gulfport neighborhoods, as well as the wider community of Harrison County and the surrounding region. Since 1866 when the first African American settlers arrived, it has been an integral part of the local culture, providing a place where the community fished, swam, or canoed, as well as a place where they gathered for baptisms. As part of the Mississippi Coastal Basin and Streams, Turkey Creek provides habitat for a wide variety of native birds and animals. Because of the watershed’s relatively flat topography, combined with its connection to the salt-water of the Gulf, Turkey Creek is a slow-moving coastal stream and tidal creek. Its water is brackish, having more salt than fresh water, but not as much salt as the Gulf. This condition makes Turkey Creek a distinct habitat and an important ecological bridge between land and ocean.

To preserve and protect this habitat for future generations of birds, fish, and other creatures, including humans, the Turkey Creek and North Gulfport community have identified increasing public access along the Creek as a key priority. By connecting the community to this natural resource, people will be able to understand its value and benefit, and will become stewards of its continued health and vitality. The community has expressed a desire both for a Greenway—with walking trails along the creek that also connect to local schools, parks, and other neighborhood destinations—as well as a Blueway for the waterway itself, where formal boat put-in and take-out points facilitate creek access.

Issues and Alternatives

Interpretation and Education

Both a Greenway and a Blueway could provide interpretive and educational opportunities. Signs describing the local flora, fauna, and culture would be placed at key points along both the Greenway and

Blueway, helping both locals and visitors understand the area’s ecology, history and distinct character. Local naturalist organizations and local schools could use the Greenway and Blueway as lab experiences, places where nature walks or canoe trips provide hands-on and personal interactions with the creek and environs.

Access and Connectivity

The Greenway could feature a multi-modal path for both bicyclists and pedestrians, which would pass through less sensitive natural areas adjacent to the creek, such as existing disturbed areas or utility easements. This multi-modal path could also link to neighborhood walkways that lead to community destinations, such as schools, churches, or business centers. Smaller nature trails could then connect to this main path, allowing a quieter and closer interaction with the forest and creek environment. These paths and trails could also become an attractive facility for Blueway users, allowing them to connect to access points of interest on the shore more easily.

Comfort and Safety

The design for both the Greenway and Blueway should incorporate elements to provide comfort and safety for users. Trail design should provide accessibility for people of all ages and abilities, and at a minimum should meet the guidelines of the Americans with Disabilities Act. Seating should be provided at regular intervals along the trail in order to provide resting places for the very young, the very old, or others with less endurance. A few small picnic areas with picnic tables, a trash receptacle and drinking water access could also create a welcome destination along the Greenway. In addition to interpretive signs, both the Greenway and Blueway should have directional signs, so that users can easily find their way. While lighting should be provided at any parking areas or intersections with city sidewalks, additional lighting within the Greenway should be avoided, so as not to encourage nighttime use (and thereby reduce safety concerns), and also to avoid minimizing the natural beauty of the night sky.



Canoeing teens enjoy exploring Turkey Creek. (Photo courtesy of Tracy Heggins, Mississippi Renew Our River.)

Construction Methods and Material Selection

Signs, site furnishings, and the trail itself should as much as possible incorporate materials that blend with the natural environment, so as not to distract users from connecting with nature. Trail construction should minimize negative impacts to the adjacent soil, water, and plants. Where the trail traverses any sensitive habitat areas, methods should be used to avoid negative impacts as much as possible. In wetland areas especially, consider using raised trails that use posts to support the trail and hold it above the habitat, rather than having the trail in continuous contact with the land. For any paved trails, parking, or picnic areas, use pervious paving materials, such as pervious asphalt, pervious concrete, pervious pavers, or decomposed granite, in order to minimize any reduction in the soil’s ability to capture and infiltrate storm water.

FIVE: IMPLEMENTING THE VISION

turkey creek watershed

turkey creek and north gulfport neighborhoods

FOUR: IMPLEMENTING THE VISION

4.0 key implementation steps

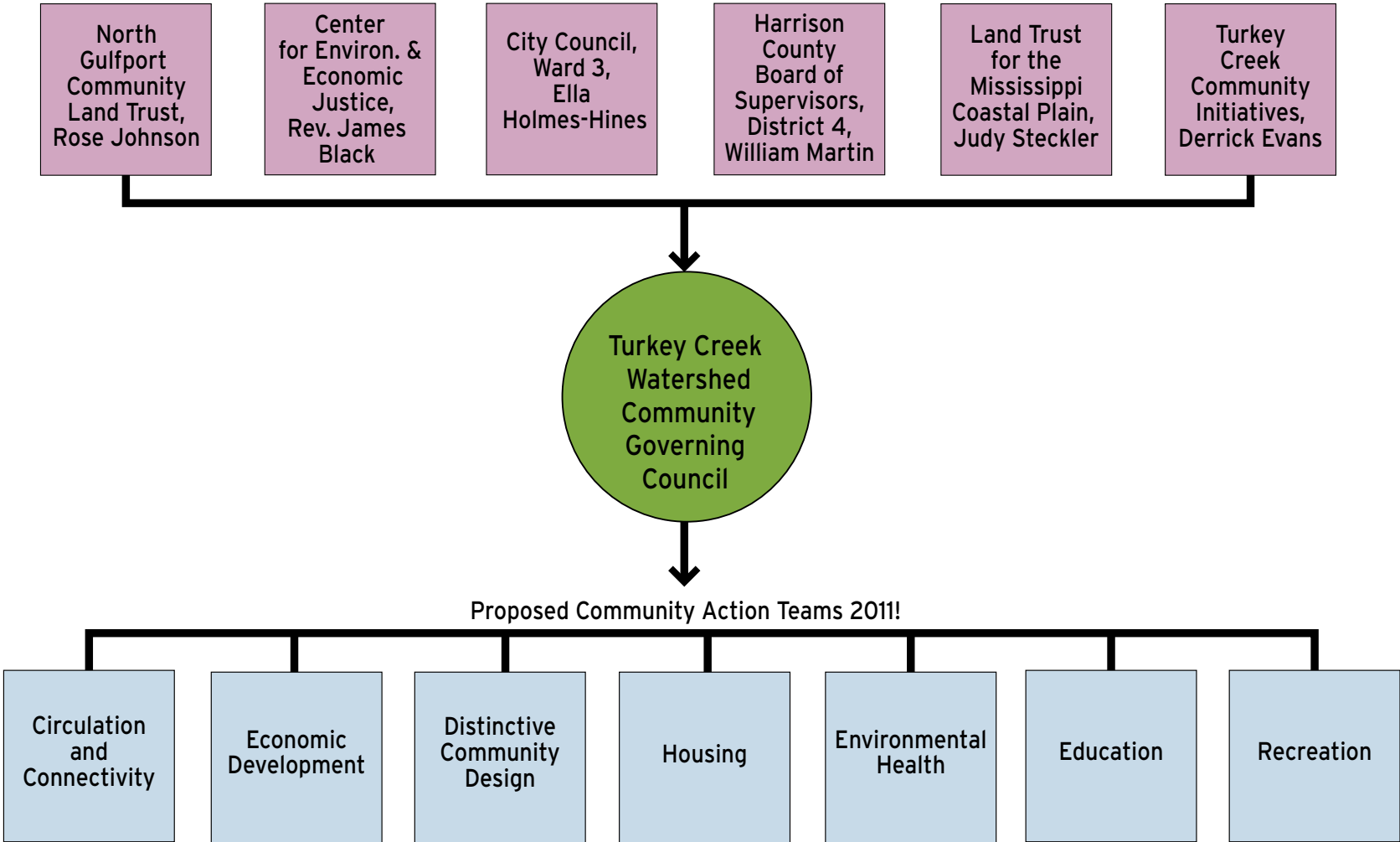
There are two overarching implementation steps the community must undertake in order for the Transformative Strategies to be effective:

- 1. Establish cohesive communication and organization;
- 2. Continue to preserve and document the Turkey Creek and North Gulfport neighborhoods’ culture and history.

COMMUNICATION AND ORGANIZATION

To facilitate comprehensive neighborhood revitalization, the Turkey Creek and North Gulfport community must first establish effective communication and organization by taking the following steps:

- 1. Ensure all neighborhood organizations, foundations, and service providers are included in all planning efforts and work together to implement the Turkey Creek and North Gulfport neighborhoods’ vision;
- 2. Establish a steering committee comprising representatives from the major non-profit neighborhood organizations, local government leaders, and neighborhood stakeholders, which meets on a regular basis (twice a year at a minimum). This steering committee’s responsibility will be to organize grant seeking, review proposed projects for consistency with neighborhood vision, and organize task forces to accomplish specific projects;
- 3. Make a community plan presentation to the Gulfport City Council, the GRPC, and other local government agencies in the Turkey Creek Watershed, and ensure distribution of the Turkey Creek and North Gulfport Community Plan to these agencies, as well as all neighborhood organizations, foundations, and service providers;
- 4. Use traditional communication methods (church announcements, flyers, word-of-mouth), and also new technology, such as websites, e-mail, and social media;
- 5. Establish an e-mail listserv to keep stakeholders, local government leaders and partner organizations updated on the latest information.



HISTORIC PRESERVATION AND DOCUMENTATION

The Turkey Creek and North Gulfport neighborhood's historic past is a key element in their future. The presence of historic buildings and landmarks are key features in the landscape, providing a strong sense of community culture and character. This sense of character can assist economic development, by creating a place that is attractive to tourists who enjoy a culturally rich environment, and also tourists who are particularly interested in African American history and culture. The community should continue to work with the MDAH, as well as other individuals and organizations to gather historic documentation, including photographs, artifacts, and oral histories. As the population ages, it is essential to collect this information while it is still available.



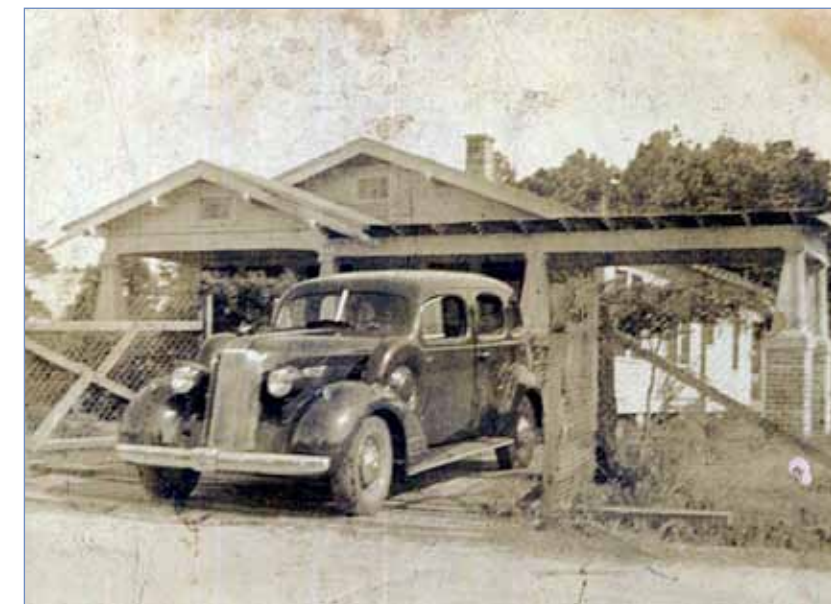
1960's photo of the Good Deeds Association, a group of community leaders who provided North Gulfport with many community resources like the Good Deeds Library and Swimming Pool.



Community members have some fun while cooling off in the Good Deeds swimming pool during the 1960's.



1940's era photo of the Turkey Creek Consolidated School's Board of Trustees.



1940's era photo of the Rippy Road home of Thomas Benton Evans, Sr. along with his black Cadillac.

4.1 Priority Issues and Projects

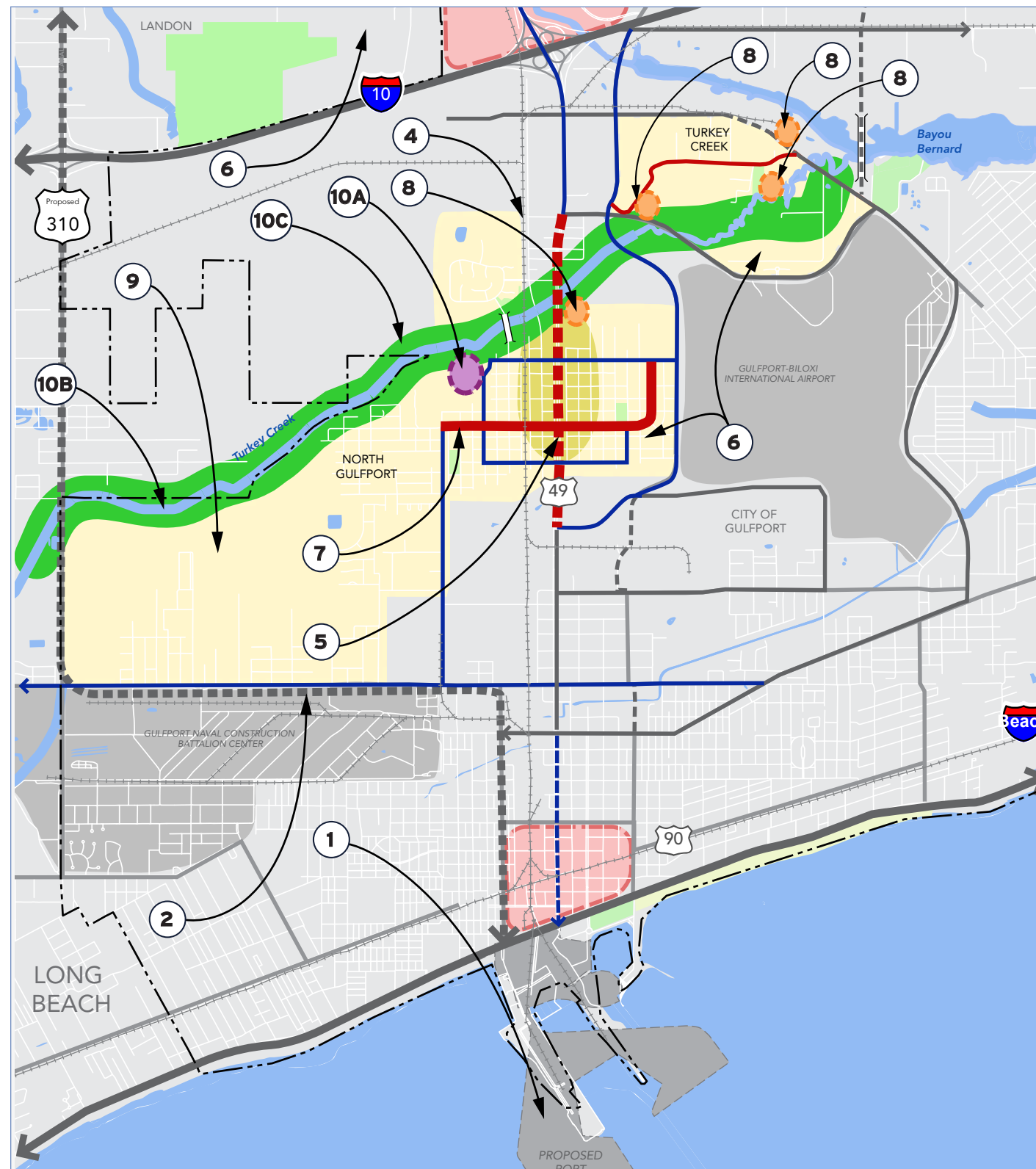
The Turkey Creek and North Gulfport neighborhoods have identified the issues and projects that are their highest priorities for immediate resolution and implementation. The projects listed here would have the most impact for the community as a whole, moving the Turkey Creek and North Gulfport neighborhoods quickly toward becoming community-friendly, environmentally healthy, economically prosperous, and culturally vibrant. The associated Transformative Strategy action step(s) are shown in parentheses.

priority issues and projects

1. Ensure the Port of Gulfport expansion provides economic benefits without negatively impacting the Turkey Creek and North Gulfport neighborhoods.
2. Ensure the Port Connector road alignment does not negatively impact the Turkey Creek and North Gulfport neighborhoods.
3. Ensure the Inland Port provides economic benefits without negatively impacting the Turkey Creek and North Gulfport neighborhoods.
4. Ensure the Port Freight Train expansion does not negatively impact the Turkey Creek and North Gulfport neighborhoods.
5. Provide safe pedestrian access at Highway 49. (A1, A2, A12)
6. Protect and preserve the Turkey Creek and North Gulfport neighborhoods.
7. Ensure ongoing upgrades and repairs to Turkey Creek and North Gulfport infrastructure, starting with providing designated walkways, lighting, site furnishings and other pedestrian-friendly elements along both sides of Martin Luther King Blvd. (A9, C6)
8. To jump start economic development, create a conference/visitor/retreat/historic archive center for the Turkey Creek and North Gulfport neighborhoods. (B10)
9. Continue to repair existing homes and develop new housing, focusing on infill lots. (D3, D8)
- 10 A. Develop an outdoor classroom at the Harrison County 7th & 8th Grade School (F5);
- 10 B. Establish and map a Turkey Creek Blueway (G6); and
- 10 C. Develop a greenway trail system along Turkey Creek. (A8, E2, E6, G7)

PRIORITY ISSUES AND PROJECTS MAP

Map and Illustration Numbers at right correspond to the Priority Issues and Projects listed on the facing page.



5



Safe pedestrian access at Highway 49.

7



Walkways, lighting and site furnishings on Martin Luther King, Jr. Blvd.

8



Visitor/Retreat/Archive Center. Four alternative site locations are shown; other alternatives to be determined.

10A



Outdoor Learning Environment with gardens and hands-on science demonstration areas.

10B



Turkey Creek Blueway with facilities, points of interest, and interpretive elements.

10C



Greenway with restored native landscape, nature trails, and multi-modal paths.

SIX: APPENDICES

turkey creek watershed

turkey creek and north gulfport neighborhoods

SIX: APPENDICES

appendix a: funding sources

Funding Source & Contact Information	Project Types Funded	Amounts Funded	Local Matching Requirement	Applicant Types	Application Schedule
ENVIRONMENTAL PROTECTION, ENVIRONMENTAL JUSTICE, AND SUSTAINABILITY					
Kodak American Greenways Program					
<p>Webpage: http://www.conservationfund.org/kodak_awards</p> <p>Contact Person: None Listed</p> <p>Details: Applications are accepted on-line: kodakawards@conservationfund.org</p>	<p>Small greenway projects; typical goals:</p> <ul style="list-style-type: none"> Catalyzing new greenway projects Assisting grassroots greenway Leveraging additional funds for conservation and greenway development Promoting greenway use and enjoyment 	up to \$2,500 (typically \$500 to \$1000)	None	Land trusts, local governments, and others up to 50% of grants to greenway projects that demonstrate the convergence of economic prosperity and the environment”	Set annually; applications typically due early June
Norman Foundation					
<p>Webpage: http://normanfdn.org</p> <p>Contact Person: None Listed</p> <p>Details: 147 East 48th Street; New York, NY 10017</p> <p>Phone: (212) 230-9830</p> <p>Fax: (212) 230-9849</p> <p>Email: norman@normanfdn.org</p>	<p>Supports efforts that strengthen the ability of communities to determine their own economic, environmental and social well-being, and that help people control those forces that affect their lives. These efforts may:</p> <ul style="list-style-type: none"> promote economic justice and development through community organizing, coalition building and policy reform efforts; work to prevent the disposal of toxics in communities, and to link environmental issues with economic and social justice; link community-based economic and environmental justice organizing to national and international reform efforts. 	Average grant \$20,000	None	U.S. based organizations with annual budgets less than \$1 million. No grants to individuals or universities; to support conferences, scholarships, research, films, media and arts projects; to capital funding projects, fundraising drives or direct social service programs, such as shelters or community health programs	No set deadlines; letters of inquiry reviewed throughout the year

Funding Source & Contact Information	Project Types Funded	Amounts Funded	Local Matching Requirement	Applicant Types	Application Schedule
Ben & Jerry's Foundation National Grass Roots Grant Program					
<p>Webpage: http://www.benandjerrysfoundation.org/what-we-do.html</p> <p>Contact Person: Rebecca Golden, Director of Programs, ext. 7480</p> <p>Details: 30 Community Drive; South Burlington, VT 05403</p> <p>Phone: (212) 230-9830</p> <p>Email: info@benandjerrysfoundation.org</p>	Broad goals are to further social justice, protect the environment and support sustainable food systems. In making funding decisions, they focus on the types of activities and strategies an organization uses for creating social and environmental change.	Average grant \$15,000	None	U.S. based organizations with annual budgets less than \$500,000; Grassroots, constituent-led organizations that are using community-organizing strategies to accomplish their goals; and organizations that provide technical support and/or resources to such groups; 501(c)3 status, or fiscal agent with this status, required for eligibility.	No set deadlines; letters of inquiry reviewed throughout the year within 30 days of submission
Bill and Melinda Gates Foundation					
<p>Webpage: http://www.gatesfoundation.org/grantseeker/Pages/what-we-fund-community-grants.aspx</p> <p>Contact Person: None Listed</p> <p>Details: PO Box 23350; Seattle, WA 98102</p> <p>Phone: (206) 709-3100</p> <p>Email: info@gatesfoundation.org</p>	<p>Supports projects that:</p> <ul style="list-style-type: none">• Include the priority populations of youth, families, Native Americans, and other communities of color.• Demonstrate the direct involvement in program design, implementation, and/or evaluation of multiple community stakeholders, including representatives of the populations that will benefit from the work• Projects that will lead to change at an organizational or systemic level, such as strengthening an organization or improving a system• Have evidence of sustainability beyond the grant period	\$50,000 - \$200,000	None	501(c)3 nonprofit, tribe, or government entity. No grants to individuals, fraternal, political, or religious organizations; to promote event sponsorships/promotional events, health care, environmental causes, production of films/books/videos, or scholarships. No funding for civic projects (parks, fire/police departments, roads, sewers)	No set deadlines; letters of inquiry reviewed throughout the year

Funding Source & Contact Information	Project Types Funded	Amounts Funded	Local Matching Requirement	Applicant Types	Application Schedule
Ford Foundation					
<p>Webpage: http://www.fordfoundation.org/grants/</p> <p>Contact Person: None Listed</p> <p>Details: 320 East 43rd Street; New York, NY, 10017</p> <p>Phone: (212) 573-5000</p> <p>Fax: (212) 351-3677</p> <p>Email: office-of-communications@fordfoundation.org</p>	<p>Focuses on reducing poverty and injustice; promoting democratic values; and advancing human knowledge, creativity and achievement. Grants for individuals, projects, planning, competitions, matching, program exploration, advocacy, and litigation or capacity building.</p>	<p>Not listed</p>	<p>None</p>	<p>No undergraduate scholarships, health care funding, service programs such as after-school programs, athletic leagues, orphanages, or elder care.</p>	<p>No set deadlines; letters of inquiry reviewed throughout the year</p>
The David and Lucile Packard Foundation					
<p>Webpage: http://www.packard.org/home.aspx</p> <p>Details: 300 Second Street; Los Altos, CA 94022</p> <p>Phone: (650) 948-7658</p> <p>Email: webmaster@packard.org</p>	<p>Provides grants in several broad program areas: environmental conservation; population; science; children, families, and communities.</p>	<p>\$15,000 - \$150,000</p>	<p>None</p>	<p>501(c)3 Nonprofit organizations (only?)</p>	
The Kresge Foundation					
<p>Webpage: www.kresge.org</p> <p>Contact Person: None given, contact the "Grants Inquiry Coordinator" (See Below)</p> <p>Details: 3215 West Big Beaver Road, Troy, MI 48084</p> <p>Phone: (248) 643-9630</p> <p>Fax: (248) 643-0588</p> <p>E-mail the Grants Inquiry Coordinator via: http://www.kresge.org/index.php/contact_us/form/</p>	<p>Provide funds for facilities capital, growth capital, operating support, and program support. Grant awards are made to organizations whose work in geographically defined rural, urban, and aging sub-urban neighborhoods serves to enhance grassroots participation, resident empowerment, physical revitalization, neighborhood cohesion, and youth opportunity. Coninciding values include: creating opportunity, strengthening community impact, working in underserved geography, promoting diversity, and enhancing environmental conservation.Supports efforts that promote physical health and well-being of low-income and vulnerable populations by improving the environmental and social conditions affecting them and their communities. Four values are important in this area: creating opportunity, working in underserved geography, promoting diversity, and strengthening community impact.</p>	<p>None stated</p>	<p>Challenge grants typically require at least half matching funds</p>	<p>501(c)(3) organizations based in the United States that are not classified as private foundations OR government entities that have financial statements prepared and certified by a certified public accountant in accordance with U.S. Generally Accepted Accounting Principles or Government Accounting Standards (no individual schools)</p>	<p>None stated. Contact the Grants Inquiry Coordinator</p>

Funding Source & Contact Information	Project Types Funded	Amounts Funded	Local Matching Requirement	Applicant Types	Application Schedule
HISTORIC PRESERVATION					
National Trust for Historic Preservation					
<p>Webpage: http://www.preservationnation.org/resources/find-funding/</p> <p>Contact Person: Not listed</p> <p>Details: 1785 Massachusetts Ave. NW, Washington, DC 20036-2117</p> <p>E-mail: info@nthp.org</p> <p>http://www.preservationnation.org/resources/faq/historic-districts/</p>	Offers several types of financial assistance to non-profit organizations, public agencies, for-profit companies, and individuals involved in preservation-related projects.	None stated	None stated		No set deadlines
Mississippi Department of Archives & History–Historic Preservation Division					
<p>Webpage: http://mdah.state.ms.us/hpres/</p> <p>Contact Person: Tod Sanders (Cert. Local Government Grant Program)</p> <p>Details: PO Box 571, Jackson MS 39205</p> <p>Phone: (601) 576-6952</p> <p>E-mail: tsanders@mdah.state.ms.us</p>	The State Historic Preservation Office - Oversees statewide programs for historic preservation. They provide expert technical assistance and grants for preservation projects, maintains extensive lists of the state’s archaeological sites and historic places, and oversees the State Historical Marker, Mississippi Landmark, and National Register of Historic Places. The Certified Local Government Program is a federal-state-local partnership that promotes historic preservation at the grassroots level and helps communities deal with preservation needs.	None stated	Matching grants	Certified Local Government communities (federal-state-local partnership) are eligible for annual matching grants to undertake preservation projects of importance to the community.	No set deadlines
National Park Service–Preserve America Grant Program					
<p>Webpage: http://www.nps.gov/hps/hpg/PreserveAmerica/index.htm</p> <p>Contact Person: Hampton Tucker, Chief, Historic Preservation Grants Division</p> <p>Details: Historic Preservation Grants, National Park Service, 1201 “Eye” Street, NW (2256), Washington, DC 20005</p> <p>Phone: (202) 354-2020</p>	Provides planning funding to designated Preserve America Communities to support preservation efforts through heritage tourism, education, and historic preservation planning.	None stated	Matching grants		Is not accepting grant applications for 2011, but may for 2012

Funding Source & Contact Information	Project Types Funded	Amounts Funded	Local Matching Requirement	Applicant Types	Application Schedule
National Endowment for the Humanities–Interpreting America’s Historic Places Planning Grants					
<p>Webpage: http://www.neh.gov/grants/guidelines/IAHP_Planning.html</p> <p>Contact Person: staff</p> <p>Details: NEH, Office of Communications, 1100 Pennsylvania Avenue, NW, Washington, DC 20506</p> <p>Phone: (202) 606-8269</p> <p>E-mail: publicpgms@neh.gov</p>	Support public humanities projects that exploit the evocative power of historic places to explore stories, ideas, and beliefs that deepen our understanding of our lives and our world.	\$40,000 to \$75,000 average		501(c)(3) Non profits, state and local govt. agencies	
WATERSHED ISSUES (PRESERVATION, STORMWATER MANAGEMENT, ECOLOGICAL HEALTH)					
Charles Stewart Mott Foundation					
<p>Webpage: www.mott.org</p> <p>Contact Person: None</p> <p>Details: 503 S. Saginaw Street, Suite 1200, Flint, MI 48502-1851</p> <p>Phone: (810) 238-5651</p> <p>E-mail: info@mott.org</p>	“Fresh water ecosystem program” seeks to advance conservation and restoration of freshwater ecosystems in North America (emphasis on Great Lakes, also some parts of southeastern U.S. Seek a strong, effective and sustainable NGO community dedicated to the long-term conservation of freshwater ecosystems. Making grants: to active state and local key organ. in freshwater issues; and to intermediary organizations that provide capacity-building technical assistance and/or small grants to nonprofits working to conserve freshwater ecosystems.	None stated	None		No set deadlines; letters of inquiry (submitted on-line) reviewed throughout the year

Funding Source & Contact Information	Project Types Funded	Amounts Funded	Local Matching Requirement	Applicant Types	Application Schedule
The McKnight Foundation					
<p>Webpage: www.mcknight.org</p> <p>Contact Person: Aimee Wittman</p> <p>Details: 710 South Second Street, Suite 400, Minneapolis MN 55401</p> <p>Phone: (612) 333-4220</p>	Provides planning, operating, and project grants; limited capital projects grants. Support efforts that: protect and restore wetlands along the Mississippi River and its major tributaries, Maintain large riverside wetlands, reforest areas that were logged along the southern half of the river, and restore coastal wetlands in Louisiana, prevent damage to ecologically important wetlands and rectify past damage to wetland areas. Give top priority to non-structural, natural approaches to reduce flooding from storms and manage the river for multiple uses. Address related policies.	None stated	Require at least half local matching funds for capital projects	501(c)3 Non-profit organizations	On-line applications accepted four times per year: Feb. 1, May 1, Aug. 1, Nov. 1; on-line process is open two weeks prior to each deadline; call to discuss with a program coordinator first.
U.S. Fish & Wildlife Service Division of Bird Habitat and Conservation					
<p>Contact Person: Rodecia Mcknight, Program Coordinator</p> <p>Webpage: http://www.fws.gov/birdhabitat/Grants/NAWCA/Small/index.shtm</p> <p>Phone: (703) 358-2266</p> <p>E-mail: rodecia_mcknight@fws.gov</p>	The Small Grants Program is a competitive, matching grants program that supports public-private partnerships carrying out projects in the United States that further the goals of the North American Wetlands Conservation Act (Act). These projects must involve long-term protection, restoration, and/or enhancement of wetlands and associated uplands habitats for the benefit of all wetlands-associated migratory birds.	Funding priority is given to grantees or partners new to the Act's Grants Program. Maximum \$75,000	May require 50%	Public/private partnerships	Yearly cycle. Current deadline is Oct. 27, 2011
Coastal America					
<p>Webpage: http://www.coastalamerica.gov/</p> <p>Contact Person: None</p> <p>Phone: (202) 401-9928</p> <p>E-mail: Coastal.America@usda.gov</p>	A partnership of Federal agencies, state and local governments, and private organizations. Types of projects: Habitat restoration, fish ladders, dam removal, invasive species removal, outdoor classrooms, island restoration, interpretive trails, etc.	None stated	Not stated	Partnerships with Corporations and Federal agencies	

Funding Source & Contact Information	Project Types Funded	Amounts Funded	Local Matching Requirement	Applicant Types	Application Schedule
Cornell Douglas Foundation					
Webpage: http://www.cornelldouglas.org/ Contact Person: Ann Cornell Phone: (301) 229-3008 E-mail: adcornell@gmail.com	Their mission is to provide small grants to organizations which promote the vision of the foundation: advocating for environmental health and justice, encouraging stewardship of the environment, and furthering respect for sustainability of resources.	\$3,000 -\$5,000	None	For Small nonprofits that match the Foundation’s vision	Applications accepted all year
TRAILS, GREENWAYS, COMPLETE/SAFE STREETS					
Surdna Foundation					
Webpage: www.surdna.org Contact Person: Grants Administrator Details: 330 Madison Avenue, 30th Floor, New York, NY 10017 Phone: (212) 557-0010 E-mail (for application questions): questions@surdna.org	Support policy and planning that fosters sustainable and equitable development while also addressing climate change and discouraging investments that would “lock in” decades of future emissions and require a much heavier lift than is feasible from other reduction strategies. Goals as follows: Reducing automobile dependency through federal, state, and regional policies, which foster infrastructure investments that improve transportation networks, increase mobility and accessibility, and reduce vehicle miles traveled and greenhouse gas emissions; Supporting state and city leaders in the development and implementation of innovative solutions and the transfer of best practices that create environmental, economic, and social benefits; Strengthening public involvement and accountability to ensure equitable transportation and planning practices.	None stated	None stated	501(c)3 Non-profit organizations; does not fund individuals, capital campaigns or building construction.	Accepts applications on an ongoing basis; grants approved three times per year (Feb., May, Sept.); requests needed three to four months in advance of staff review

Funding Source & Contact Information	Project Types Funded	Amounts Funded	Local Matching Requirement	Applicant Types	Application Schedule
National Park Service–Rivers, Trails, and Conservation Assistance Program (RTCA)					
<p>Webpage: http://www.nps.gov/ncrc/programs/rtca/</p> <p>Contact Person: Liz Smith-Incer</p> <p>Details: c/o Gulf Islands National Seashore 3500 Park Road, Ocean Springs, MS 39564</p> <p>Phone: (228) 230-4120</p> <p>Email: liz_smith-incer@nps.gov</p>	A Community Assistance arm of the National Park Service. Supports local conservation and outdoor recreation. Past projects funded include: Networks of open spaces and walking paths linking neighborhoods; multi-use trails linking communities	None stated	None stated		Submit application by August 1 (application form is online)
FHWA Transportation Enhancement Activities					
<p>Webpage: http://www.fhwa.dot.gov/environment/te/</p> <p>Contact Person: Christopher B Douwes</p> <p>Details: Program Manager, Federal Highway Administration, FHWA HEPH-10 Rm E74-474, 1200 New Jersey Ave SE, Wash DC</p> <p>Phone: (228) 230-4120</p> <p>Email: christopher.douwes@dot.gov</p>	Offers funding opportunities to help expand transportation choices and enhance the transportation experience through 12 eligible TE activities related to surface transportation, including pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, and environmental mitigation.	None stated	None stated		No information provided
FHWA Safe Routes to School (SRTS)					
<p>Federal Webpage: http://safety.fhwa.dot.gov/saferoutes/</p> <p>State Webpage: http://www.gomdot.com/Divisions/Highways/Resources/Programs/SRTS/Home.aspx</p> <p>Contact Person: Cookie Leffler (State of Mississippi coordinator)</p> <p>Details: Traffic Engineering Division, 76-01, Mississippi Dept. of Transportation, 2567 North West Street, Jackson, MS 39216</p> <p>Phone: (601) 359-1454</p> <p>Email: cleffler@mdot.state.ms.us</p>	For infrastructure-related projects, eligible activities are the planning, design, and construction of projects that will substantially improve the ability of students to walk and bicycle to school. These include sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bike parking, and traffic diversion improvements in the vicinity of schools	Federal funds allocated by State	None stated		Funds may not be available at this time.

Funding Source & Contact Information	Project Types Funded	Amounts Funded	Local Matching Requirement	Applicant Types	Application Schedule
HOUSING AND ECONOMIC DEVELOPMENT					
The John D. and Catherine T. MacArthur Foundation					
<p>Webpage: http://www.macfound.org</p> <p>Details: 140 S. Dearborn Street; Chicago, IL 60603-5285</p> <p>Phone: (312) 726-8000</p> <p>Email: 4answers@macfound.org</p>	US grants focus on affordable housing, community and economic development, digital media and learning, juvenile justice, policy research and program-related investments		None	Organizations or individuals working to solve social problems. No scholarships or tuition assistance for undergraduate, graduate, or postgraduate studies, annual fundraising drives, institutional benefits, honorary functions, or similar projects.	No set deadlines; letters of inquiry reviewed throughout the year
The Kresge Foundation					
Webpage: See entry above under Watershed Issues	Supports the capital needs of community development organizations working in rural, urban and older-suburban neighborhoods to enhance grassroots participation, resident empowerment, physical revitalization, neighborhood cohesion, wealth-building, housing, and, in some cases, youth opportunity	See entry above under Watershed Issues	See entry above under Watershed Issues	See entry above under Watershed Issues	See entry above under Watershed Issues
Surdna Foundation					
Details: See previous entry under Trails/Greenways/Complete Streets	Enterprise development that advances regional economic competitiveness, especially among new immigrant communities and communities of color. (Examples include, but are not limited to: support for entrepreneurial incubators that provide capital, technical assistance, and strategic planning for high-growth business development; leadership development to support stronger advocacy among minority-owned businesses; policy reform efforts to help build minority-owned, high-growth enterprises.	See previous entry under Trails/Greenways/Complete Streets	See entry above under Trails/Greenways/Complete Streets	Also, does not support Affordable housing and community dev. projects unconnected to workforce/economic development strategies; neighborhood-based asset-building, micro-enterprises, workforce development efforts disconnected from a regional economic dev. strategy; education programs targeting K-12; conference scholarships; support for individuals; academic fellowships.	See entry above under Trails/Greenways/Complete Streets

Funding Source & Contact Information	Project Types Funded	Amounts Funded	Local Matching Requirement	Applicant Types	Application Schedule
Mississippi Development Authority–Community Services Division					
<p>Webpage: http://www.mississippi.org/index.php?id=48</p> <p>Contact Person: None listed</p> <p>Details: Community Services Division</p> <p>Phone: (601) 359.3179</p> <p>Email: community@mississippi.org</p>	Provides technical and financial assistance programs that promote health and economic growth in communities. Provides infrastructure loans and grants. The Small Municipal and Limited Population Counties Grant Program provides funds for publicly owned infrastructure for community based projects.	None stated	None stated		
Nathan Cummings Foundation					
<p>Webpage: http://www.nathancummings.net</p> <p>Details: 475 Tenth Avenue , Fourteenth Floor, New York , NY 10018</p> <p>Phone: (212) 787.-7300</p> <p>Fax: (212) 787-7377</p> <p>Email: health@nathancummings.org</p>	Their goal is to improve Americans’ health by ensuring that all people in the United States have access to high quality and affordable health care and live in a healthy environment. Environmental health projects should create a healthier, more equitable and sustainable quality of life by supporting systemic change, fostering innovation and facilitating the development and implementation of public policies resulting in businesses, government and other institutions taking responsibility for the real health and social impacts of their activities.	None stated	None stated		No set deadlines; letters of inquiry reviewed throughout the year
Mississippi Development Authority–Development Infrastructure Grant Program					
<p>Webpage: http://www.mississippi.org/index.php?id=291</p> <p>Details: see above (Community Services Division)</p>	Provides funds for publicly owned infrastructure. Usage of the funds must be directly related to the construction, renovation, or expansion of industry. Examples of projects: Drainage systems, Water and sewer systems, Roads, bridges, and rail spurs, Buildings (rehabilitation/expansion)	Max \$150,000			

Funding Source & Contact Information	Project Types Funded	Amounts Funded	Local Matching Requirement	Applicant Types	Application Schedule
US Economic Development Administration–Public Works and Economic Development grants					
<p>Webpage: http://www.eda.gov/InvestmentsGrants/Programs.xml</p> <p>Contact Person: Gilbert “Gil” Patterson</p> <p>Details: 401 West Peachtree Street, NW, Suite 1820 Atlanta, GA 30308-3510</p> <p>Phone: (404) 730-3032</p> <p>E-mail: gpatterson@eda.doc.gov</p>	Supports the construction, expansion or upgrade of essential public infrastructure and facilities.	None stated	None stated		Applications accepted anytime, but will be evaluated based on quarterly funding schedule
Foundation for the Mid South–Community Development					
<p>Webpage: http://www.fndmidsouth.org/priorities/community-development/</p> <p>Contact Person: None listed</p> <p>Details: 134 East Amite Street Jackson, MS 39201</p> <p>Phone: (601) 355-8167</p>	Their goal is to improve the quality of life in the region, by engaging residents to develop solutions that allow their communities to grow and prosper. This includes increasing safe, affordable housing; improving green space and parks; and preserving culture and the environment.	Grants to nonprofits	None stated		
US Dept. of Housing and Urban Development–Community Development Block Grant Program					
<p>Webpage: http://www.hud.gov/offices/cpd/communitydevelopment/programs/</p> <p>http://www.hud.gov/local/shared/working/r4/seoutreach/index.cfm?state=ga</p> <p>State Webpage: http://portal.hud.gov/hudportal/HUD?src=/states/mississippi</p> <p>Contact Person: Jerrie Magruder, Field Office Director</p> <p>Details: Jackson Field Office, McCoy Federal Building, 100 W. Capitol Street, Room 910, Jackson, MS 39269-1096</p> <p>Phone: (601) 965-4757</p>	The Southeast Community Outreach Initiative of the Department of Housing and Urban Development is here to serve as a resource for educational, faith-based, and non-profit organizations seeking to partner with HUD to address the housing and community development needs of the neighborhoods in which you operate. These needs include neighborhood revitalization, housing, and economic development, principally for persons of low- and moderate-income.	None stated	None stated		

Funding Source & Contact Information	Project Types Funded	Amounts Funded	Local Matching Requirement	Applicant Types	Application Schedule
HOPE VI					
<p>Webpage: http://www.hud.gov/offices/pih/programs/ph/hope6/index.cfm</p> <p>Contact Person: Ms. Leigh van Rij</p> <p>Details: Office of Public Housing Investments, Department of Housing and Urban Development, 451 Seventh Street, SW, Room 4130, Washington, DC 20410-5000</p> <p>Phone: (202) 402-5788; (202) 401-8812</p>	Provides competitive funding for the eradication of severely distressed public housing developments. Funds can be used for demolition, major rehabilitation and new construction of public housing; acquisition of sites in other locations for private new construction and supportive services for those relocated by the program.	None stated	None stated		When a HOPE VI Main Street NOFA is available for application, the NOFA, and related forms and guidance, will be available through links at www.grants.gov
EPA–Brownfields Job Training Grant Program					
<p>Webpage: http://www.epa.gov/brownfields/job.htm or for assistance with application process: http://www.grants.govf/</p> <p>Contact Person: Mr. Joe Bruss</p> <p>Phone: (202) 566-2772 or 1-800-518-4726</p> <p>Email: bruss.joseph@epa.gov</p>	These grants provide funding to eligible entities and non-profit organizations to help communities take advantage of jobs created by the assessment and cleanup of brownfields. The Job Training Grant Program’s goals are to prepare trainees for future employment in the environmental field and to facilitate cleanup of brownfields sites contaminated with hazardous substances.	Up to \$200,000	None stated		
EPA–Assessment Grant Program					
<p>Webpage: http://www.epa.gov/brownfields/assessment_grants.htm</p> <p>Fact sheet: http://www.epa.gov/brownfields/grant_info/assess/assessment_factsheet.pdf</p> <p>Contact Person: None listed</p> <p>Details: US EPA, Office of Brownfields and Land Revitalization, Mail Code 5105 T, 1200 Pennsylvania Ave. NW, Washington, DC 20460</p> <p>Phone: (202) 566-2777</p>	Provides competitive funding for the eradication of severely distressed public housing developments. Funds can be used for demolition, major rehabilitation and new construction of public housing; acquisition of sites in other locations for private new construction and supportive services for those relocated by the program.	Up to \$400,000 (\$200,000 for each of 2 categories) or more with waiver	None stated		

Funding Source & Contact Information	Project Types Funded	Amounts Funded	Local Matching Requirement	Applicant Types	Application Schedule
ENVIRONMENTAL HEALTH					
EPA–Revolving Loan Fund Grant Program					
<p>Webpage: http://www.epa.gov/brownfields/rflfst.htm</p> <p>Contact Person: None listed</p> <p>Details: Same as above</p>	These grants of up to \$1,000,000 provide funding to capitalize a revolving loan fund. Revolving loan funds can be used to provide no-interest or low-interest loans and subgrants to carry out cleanup activities at brownfields sites.	Up to \$1,000,000	None stated		
EPA–Cleanup Grant Program					
<p>Webpage: http://www.epa.gov/brownfields/cleanup_grants.htm</p> <p>Contact Person: None listed</p> <p>Details: Same as above</p>	These grants provide funding for a recipient to carry out cleanup activities at brownfields sites that they own. Sites may be contaminated by hazardous substances and/or petroleum. Grants are up to \$200,000 per site and require a 20% cost share.	Up to \$200,000	None stated		
EPA–Smart Growth Implementation Assistance					
<p>Webpage: http://epa.gov/smartgrowth/sgia.htm</p> <p>Contact Person: Kevin Nelson</p> <p>Details: Office of Sustainable Communities (MC 1807T), UUS EPA, 1200 Pennsylvania Avenue NW, Washington, DC 20460</p> <p>Phone: (202) 566-2835</p> <p>E-mail: nelson.kevin@epa.gov</p>	Awards are selected through an annual, competitive solicitation that is open to state, local, regional, and tribal governments (and non-profits that have partnered with a governmental entity) that want to incorporate smart growth techniques into their future development.	None stated	None stated		

Funding Source & Contact Information	Project Types Funded	Amounts Funded	Local Matching Requirement	Applicant Types	Application Schedule
EPA–Nonpoint Source Grants					
<p>Webpage: http://www.epa.gov/region4/water/nps/grants/contacts.html</p> <p>Contact Person: Mr. Zoffee Dahmash, Water Quality Management Branch</p> <p>Details: Office of Pollution Control, Mississippi Department of Environmental Quality, P. O. Box 10385 Jackson, MS 39289-0385</p> <p>Phone: (601) 961-5137</p> <p>Email: Zoffee_Dahmash@deq.state.ms.us</p>	States receive grant money to support a wide variety of activities to reduce nonpoint source pollution. States provide grants to local organizations, municipalities, and governments to carry out projects that reduce sources of nonpoint pollution through using best management practices, providing outreach and education, and demonstrating new approaches to improve water quality.	None stated	None stated		When a HOPE VI Main Street NOFA is available for application, the NOFA, and related forms and guidance, will be available through links at www.grants.gov
EPA–Drinking Water State Revolving Loan Fund					
<p>Webpage: http://water.epa.gov/grants_funding/dwsrf/index.cfm</p>	Program is a federal/state partnership designed to provide affordable financing for infrastructure improvements to protect public health and ensure compliance. The program places an emphasis on providing assistance to small and/or disadvantaged communities. The States, which operate the revolving loan fund programs, offer loans from 0 to market rate with repayment terms up to 30 years.	None stated	None stated		When a HOPE VI Main Street NOFA is available for application, the NOFA, and related forms and guidance, will be available through links at www.grants.gov

appendix b: community workshop vision graphics

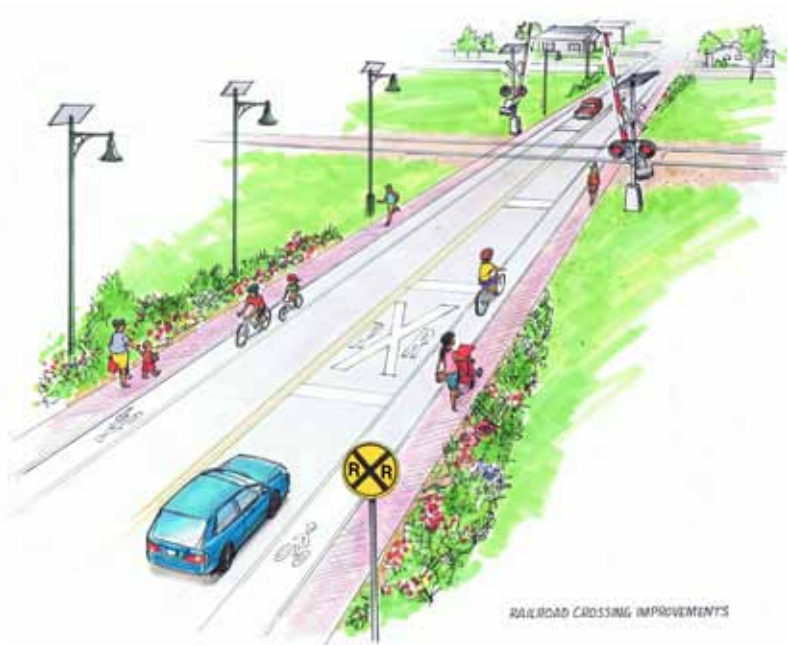
During the May 22 Vision to Action workshops, the artist James Jennings of Longleaf Studio listened to the Turkey Creek and North Gulfport community members and observed their visions. Following the workshops Mr. Jennings created these sketches as a summary of the community’s vision.



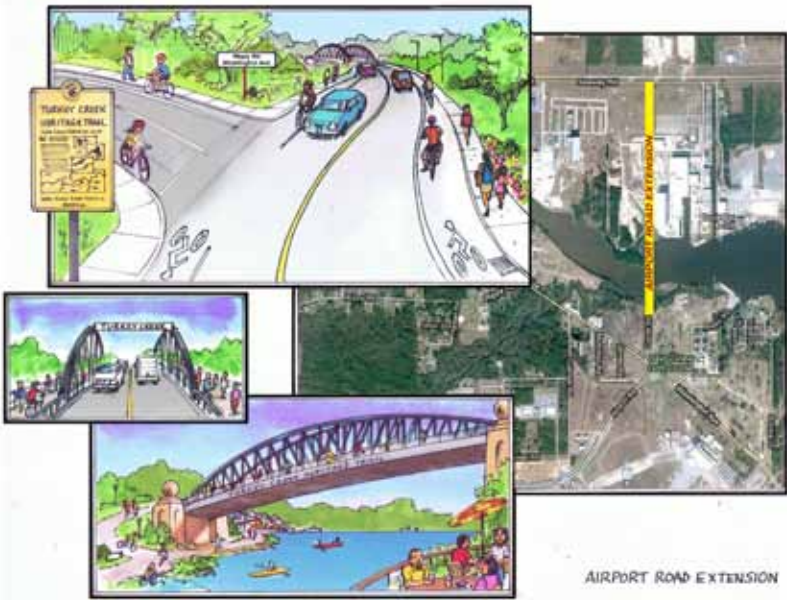


INFRASTRUCTURE IMPROVEMENTS

INFILL HOUSING



RAILROAD CROSSING IMPROVEMENTS



AIRPORT ROAD EXTENSION



PEDESTRIAN BRIDGE OVER RT. 49



PEDESTRIAN BRIDGE OVER RT. 49