Pearl River County Mississippi

Comprehensive Plan

May 27, 2010

Prepared for:

Board of Supervisors
Pearl River County, Mississippi

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Final

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Executive Summary

Introduction

Pearl River County—one of the fastest growing counties in Mississippi—is at a critical stage of its history. With a rural landscape providing a quality of life and abundant natural resources, its residents are committed to maintaining the character and sense of place that have made this County home to generations and newcomers hoping to benefit from the amenities of country life and small town living.

Even prior to Hurricane Katrina, the County was experiencing rapid development, spurred by inexpensive land, high quality of life, and proximity to major employment centers such as New Orleans, Gulfport and Biloxi. Located adjacent to the communities hardest hit by Hurricane Katrina, Pearl River County has also had a surge in population as Gulf Coast residents relocate. Since Hurricane Katrina, growth rates have increased dramatically, with a 30.5-percent increase in population projected from 2005 to 2010.

Critical land use decisions and development in the near future will shape the visual, physical, economic, and environmental character of the County for decades. This Comprehensive Plan will provide policy and planning guidance on the future physical development of the County, and address a wide range of issues including but not limited to land use, transportation, water and wastewater utilities, economic development, and capital improvements.

Housing

As Pearl River County plans for the future, it is essential to provide and encourage access to safe, quality, affordable housing and to absorb the growing residential population of Pearl River County in a manner that maintains the natural, cultural, and economic resources of the County.

Housing Goal 1: Residents of Pearl River County will maintain the freedom to build homes for themselves and their family.

Implementation Activities

- Develop land use regulations that maintain the rural nature of agricultural and timber lands while allowing the traditional homesteading of those rural lands.

- The County should continue its current practice of granting of building permits and the application of the building code in order to ensure that minimum safety requirements are being met in the permitting and construction of new housing.

Housing Goal 2: Housing development in Pearl River County will be in keeping with and enhance the local rural, small-town character.

Implementation Activities

- Encourage developers to build developments in the conservation subdivision style.

- Consider land use regulations to maintain rural style development and allow small communities to grow in an orderly method.

Housing Goal 3: Pearl River County will have affordable housing choices for residents of all ages and income levels.

Implementation Activities

- Partnerships with both for-profit and non-profit developers provide possible options for meeting future housing development needs.

Housing Goal 4: Housing development will be planned in concert with facilities

and infrastructure planning in order to meet basic services.

Implementation Activities

- Housing development should be focused into communities where public services and amenities are provided in order to focus county resources and conserve the rural lands.

Housing Goal 5: Pearl River County will promote development of residential neighborhoods that offer an inclusive mix of options for housing and transportation preferences.

Implementation Activities

- Encourage developers to build developments in the conservation subdivision style.
- Develop a land use system that maintains the rural nature of agricultural and timber lands while allowing the traditional homesteading of those rural lands.
- Focus the more densely planned housing development into communities where there are appropriate or significant public services and amenities.

To accomplish the above goals, the County should develop and consider adopting land use controls to maintain the rural nature of agricultural and timber lands while allowing the traditional homesteading of those rural lands. Such a system can also force or encourage denser housing developments to be focused into communities where public services and amenities are provided in order to focus county resources and conserve the rural lands.

Transportation

Transportation is a key component of planning for growth in Pearl River County. Transportation systems both accommodate and encourage development, and thereby can help guide development and activity patterns in a way to most effectively meet community needs, while also conserving the County's sense of place. The establishment of community-wide goals will allow the County to optimize the use of available resources to effectively meet the needs and wishes of its constituency. The Pearl River County Strategic Plan identifies both short-term and long-term goals to improve the transportation network and increase the quality of life within the County. The transportation goals and their prescribed action items within the Strategic Plan are:

Transportation Goal 1: Improve roads and road maintenance as identified.

Implementation Activities

- Educate the public on the need for better roads.
- Promote a funding mechanism for regular maintenance.
- Encourage cooperative efforts to improve road maintenance that address the needs within the County, not necessarily within supervisor districts.
- Work with the Mississippi Department of Transportation Southern District Commissioner to enhance funding for new projects and maintenance projects.

Transportation Goal 2: Adequate transportation for Pearl River County residents in need of supportive services for transportation to places of employment and to medical services.

Implementation Activities

- Survey other groups who have attempted to do this, especially for those needing access to jobs and health services.
- Approach ministers and groups about possible participation in meeting this goal.
- Investigate financial and legal aspects of such services.

- Solicit donations from private enterprise in the form of funds or vehicles.

Transportation Goal 3: Create a safe and efficient transportation network that addresses congested conditions and minimizes the potential for accidents.

Implementation Activities

- Give priority consideration to those projects which would alleviate existing safety concerns.
- Explore transportation system management (TSM) strategies which serve to enhance the efficiency and safety of the transportation network in order to lessen congestion and improve air quality of the region.
- Investigate transportation demand management (TDM) strategies which are designed to alter travel behavior in order to minimize congestion and provide viable and convenient transportation alternatives to driving alone, especially as the population begins to age.

Community Image
Lake Troy/Millard Development

The rapid pace of land development in Pearl River County in recent years presents both opportunities and challenges to the future of the County. Development brings with it welcome economic growth, but if allowed to expand unregulated can result in the endangerment or even the loss of the very features that make Pearl River County so desirable a place to live: the pine forests, rolling hills, and branching streams that define the area's geography. The conceptual plan for the development of a new community in Millard on the proposed Lake Troy seeks to balance the financial imperatives of successful real-estate development with the responsibilities of environmental stewardship in a sustainable manner.

At Lake Troy, the integration of resource management with strategies to maximize land value and quality of life is a driving factor behind the master plan. In the design of the new Lake Troy community, the elements of the constructed "natural" environment—in the form of maintained wetlands, conservation zones, recreational trails, drainage swales, and Lake Troy itself—are carefully woven together to create a vibrant, viable community that takes full advantage of its unique setting to create a special place for residents and visitors.

Community Image Goal 1: Design a new community that maintains the balance of Pearl River County's natural environment.

Implementation Activities

- Provide for multiple neighborhoods of different size lots with natural areas between and within the neighborhoods.
- Establish a Wetland Conservation Zone within the lake's projected 100-year flood level to promote the health of the lake.
- Use drainage swales (instead of deep ditches) to direct stormwater away from developed areas into wetlands and the lake.
- Have drainage swales form natural "fingers" of green space that intersect with the developed areas, creating additional scenic views and recreational areas.
- Create an extensive network of pedestrian and bike-only trails through the community's conservation zones. These alternate transportation and recreation paths should be semi-paved with bark, mulch, and boardwalk, and connect neighborhood lots to one another.
- It is suggested that an equestrian park and trails be established in the dam breach area, keeping the area mostly in a forested state. Permanent structures here are highly restricted due to safety concerns in the unlikely event of a dam breach, which makes a passive recreational activity such as horseback riding as ideal use.

Community Image Goal 2: Design Lake Troy community for the enjoyment of more than just the waterfront property owners.

Implementation Activities

- Design the neighborhoods to allow a view of the lake from homes that are not on the shoreline.
- Have drainage swales form natural "fingers" of green space that intersect with the developed areas, creating additional scenic views and recreational areas.
- Provide two public beaches along the western side of Lake Troy.
- Offer boating opportunities on the lake with a public boat launch. The ability to have both motorized and non-motorized vessels in the different areas of the lake will allow recreational opportunities for a variety of lifestyles.
- The Dam Breach Zone should be used as a semi-private Equestrian Park to maximize the available recreational space.

Economic Development

Economic prosperity is a healthy and expanding business community, offering quality employment opportunities and generous wages and benefits, and paying local taxes to support an improving infrastructure, and without lowering the sense of place or quality of life of all citizens of the county. To improve the economic prosperity of the county, the community and its leaders should consider goals that encourage and seek coordination and cooperation between the County, Cities, local and regional organizations, and private sector. To help facilitate this coordination, the following goals and policies provide a guiding framework for the County to align with the efforts of local agencies and businesses as well as surrounding counties:

Economic Goal 1: Create an economic development culture that encourages inclusivity, multi-scale collaboration, and outreach to other entities in the region and the state.

Implementation Activities

- Develop programs that will include all organizations in the county, including public, private and social interest groups.
- Partner with local businesses, industry groups, and neighboring counties in cooperative marketing programs.
- Maintain involvement with state and regional groups to keep abreast of programs, sources of funding, and opportunities to working together to promote the county and the region.
- Identify regional collaboration opportunities with the MS Gulf Coast Alliance, Mississippi South, Inc., and Southern Mississippi Planning and Development District.
- Coordinate with the Comprehensive Economic Development Strategy (CEDS) 2007-2012 for joint funding/financing of economic development projects with regional scope.

Economic Goal 2: Promote a network of services that will support the growth and prosperity of Pearl River County's existing business sector and will attract both entrepreneurs and successful established companies from outside the county.

Implementation Activities

- Develop industrial, technology and business parks in the region.
- Promote quality of life as an amenity to potential workers and business owners.

- Support a strong retail and service sector that will foster downtown, commercial and tourism development.
- Coordinate financial assistance programs and support systems for small business.
- Support local businesses by offering advantages in competitive public contracts for goods and services.
- Partner with the Chamber of Commerce and other organizations to publicize and celebrate the opening of new businesses in the county.

Economic Goal 3: Develop the physical infrastructure required to support the growth and vitality of the region's economy.

Implementation Activities

- Improve water, wastewater systems, roads, and road maintenance to accommodate growth.
- Encourage the expansion of broadband communications to all areas in the county.
- Encourage the development of affordable workforce housing.

Economic Goal 4: Develop and support an effective workforce program that will increase workforce job skills and wages to attract employers to the county.

Implementation Activities

- Partner with Pearl River Community College to help design and deliver an effective workforce development program.
- Seek input from the business community on workforce training needs.
- Create a method for providing information about and access to short-term training available in the county.
- Develop a workforce task force to analyze workforce needs and organize workforce development activities.

Economic Goal 5: Expand the community services and amenities that can enhance quality of life and preserve community values in order to attract and retain business investment.

Implementation Activities

- Partner with local and regional community services organizations to identify collaborative opportunities to design new community services and amenities offerings.
- Form a working group of leaders from the local business community who are willing to focus on economic development from a strategic perspective of quality of life and community values.
- Identify the key indicators of current and future quality of life in Pearl River County so that benchmarks can be promoted and progress can be measured.

To achieve the goals above, it is recommended that the County implement the following next steps:

Dedicated staff time—Select and train a full time staff member focused on local program management and regional/state coordination. This is key to ensuring the consistency of resources and effort needed for success.

Economic Development Task Force—Promote an Economic Development Task Force comprised of business leaders across key business sectors. The Task Force will add diverse perspectives and strategic experiences that can effectively guide staff efforts and provide wise counsel to the Board of Supervisors.

Once the staff resource and Task Force are in place, it is recommended that the Board of Supervisors develop an annual work plan with quarterly milestones. The staff member will be responsible

for execution of work plan tasks and reporting to the Task Force and Board of Supervisors.

Land Use

Existing Land Use

Critical land use decisions and development in the near future will shape the visual, physical, economic, and environmental character of the County for decades. The land use component of this plan aims to help the County adapt to current and projected growth rates and to guide the next twenty to twenty-five years of growth. Strategically allocating resources and coordinating new development will enhance the economic, natural and cultural resources of Pearl River County.

This plan is a living document that will continue to evolve and will depend on community input as Pearl River County moves forward with responsible growth management.

Pearl River County's approximate 810 square miles are characterized by different types of land uses. The majority of the County is covered by forest or used for agricultural purposes, totaling more than 87 percent of the land area.

More than a quarter of the County's residents (or 13,136 individuals) are found in its two cities: Picayune and Poplarville. The high density residential areas, those regions with more than one unit per acre are found in Picayune, Carrier, Poplarville, Nicholson and the Southeast. The Northeast, Steephollow, and Pine Grove neighborhoods are characterized as low-density. Low-density residential zones are areas with less than one unit per acre. Rural residents, living in areas with less than 10 contiguous single-family residential lots, are found throughout the County. However, Amackertown, Crossroads and the other northwestern areas of the county are nearly exclusively rural in their residential character, whereas the southcentral region of the county is much more heavily populated. Housing developments of all types account for nearly 8.5 percent of the total land area.

The land devoted to recreational open space or parks is a relatively small amount (0.12 percent of total land acreage) and is found almost exclusively within the city limits of Picayune and Poplarville. The Pearl River, Wolf River, Hobolochitto Creek, as well as the lakes, rivers and tributaries that dot the county, make up less than 1 percent of the county's total area.

Pearl River County's infrastructure is 0.70 percent of the total acreage. The commercial, industrial and institutional areas, which include any non-residential development, make up just over 1 percent of the county's total land area.

Pearl River County is extensively undeveloped. Nearly three-quarters of the county is open space, forest land or part of the waterway system. In fact, there is more land devoted to agriculture alone than to all types of residential neighborhoods and support services (roadways, schools, retail establishments, workplaces, etc.). The county's open space and sparse development is the foundation for the area's rural character.

Growth

The majority of development has occurred within and around the two cities of Picayune and Poplarville. Just seven communities, including the cities, Nicholson, Salem, Caesar, McNeill and Whitesand, contain more than a third of the County's development projects.

The substantial growth in population forecast for the next twenty years is linked to substantial development of the land in Pearl River County. It is estimated that by 2025 almost 30,000 acres will be developed to accommodate this growth.

As the population of Pearl River County grows, residential development will account for the majority of new land development in the next 20 years. By 2025 it is predicted that almost 22,000 acres of land that are now undeveloped will be used for new housing. This new development constitutes an approximately 50% increase in the housing stock of the county and will lead to the creation of new neighborhoods and residential

communities. This is a sizeable change that will have a major impact on the land use and natural resources of the county.

The amount of land devoted to commercial and industrial development in Pearl River County is expected to more than double within the next 20 years. A substantial portion of the projected development is anticipated to occur in office and industrial parks that are linked to the County's economic development planning efforts.

Land Use Goal 1: Promote new development along the transportation corridors that are best suited to sustain growth.

Implementation Activities

- Focus development towards the Highway 11, Interstate 59 and Highway 43 corridors.
- Coordinate the timing of future development with the improvement of east-west transportation routes for the communities of Millard, Anchor Lake and McNeill.

Land Use Goal 2: Maintain the character and visual integrity of the County.

Implementation Activities

- Promote a land use system that maintains the County's rural and small-town character.
- Consider a form-based land development code instead of a traditional zoning code to offer more owner flexibility and maintain a balance between the rural and small-town characteristics of the County.
- Promote Walkability Zones in or near existing areas of development and in new planned downtowns.

Land Use Goal 3: Conserve natural resources.

Implementation Activities

- Establish conservation zones to protect the Pearl River, Wolf River and Hobolochitto Creek and the wetlands that form part of these watersheds.
- Consider a form-based development code that integrates environmental conservation instead of a traditional zoning code.
- Encourage the use of sustainable building design and low impact development.

Land Use Goal 4: Avoid overregulation of land uses.

Implementation Activities

- Consider a form-based land development code instead of a traditional zoning code to avoid sprawl and maintain the traditional rural and small town character of the County.

Section 1
Extending Past Planning Efforts

It is critical that Pear River County's economic development vision and strategy build upon the most recent strategic planning efforts locally and regionally. The two most important include: 1) a *Comprehensive Economic Development Strategy (CEDS) for 2007-2012* completed at the regional level by the Southern Mississippi Planning and Development District, and *Building Pearl River County's Future, A Strategic Plan for Pearl River County*, administered by Partners for Pearl River County which was last updated in July, 2008.

An overview of the key goals, projects, and programs of these efforts are consolidated below.

Southern Mississippi CEDS

Completing a comprehensive economic development strategy (CEDS) is required by the U.S. Department of Commerce, Economic Development Administration (EDA) for those regions seeking federal financial assistance under EDA's Public Works or Economic Adjustment Assistance Program. Coordination with the major goals and projects identified in the region's CEDS will enhance the County's options for financing economic development efforts.

The EDA describes the program as follows:

A comprehensive economic development strategy (CEDS) is designed to bring together the public and private sectors in the creation of an economic roadmap to diversify and strengthen regional economies. The CEDS should analyze the regional economy and serve as a guide for promoting regional goals and objectives, developing and implementing a regional plan of action, and identifying investment priorities and funding sources. A CEDS integrates a region's human and physical capital planning in the service of economic development. Integrated economic development planning provides the flexibility to adapt to global economic conditions and fully utilize the region's unique advantages to maximize economic opportunity for its residents by attracting the private investment that creates jobs for the region's residents. A CEDS must be the result of a continuing economic development planning process developed with broad-based and diverse public and private sector participation, and must set forth the goals and objectives necessary to solve the economic development problems of the region and clearly define the metrics of success. Finally, a CEDS provides a useful benchmark by which a regional economy can evaluate opportunities with other regions in the national economy. http://www.eda.gov/PDF/CEDSFlyer081706.pdf

The Southern Mississippi Planning and Development District (SMPDD) is an organization representing 15 counties in Southern Mississippi. The committee's analysis of economic and demographic data for the region, coupled with input from local economic development personnel defined "strategic findings" for the conditions in the region. Some of the most important findings are:

- Decreases in the population have occurred mainly in the population under 34 years old. There are indicators that show the District is losing its younger population and there should be some consideration in finding ways to retain and perhaps recruit a younger population and workforce in South Mississippi. A regional solution should be considered to address this problem and recruit or retain this working-age population.

- Local economic developers report that quality of life is the most important factor in recruiting workers, not necessarily money. They must promote quality of life and ensure that the infrastructure is in place to allow for high speed internet and other amenities that are no longer considered luxuries but instead necessities.

- Workforce participation rates are a concern of local economic developers. There appears to be a number of people who choose not to work, are not on public assistance and are not in school. Though hard to quantify, there is a population of citizens who simply are disengaged from the workforce and choose not to participate. It has been suggested that local economic developers should transition from recruiting new companies to creating new jobs or expanding existing industries based on the workforce that is available.

- There should be a focus on adult education and job training to better prepare the workforce and pull families out of poverty. The region should concentrate on attracting higher paying jobs, not just new jobs.

- There is a need to foster entrepreneurship and create support systems for new business in the District.

- The region should work together to maintain an available skilled workforce to support the clusters (see CEDS report for a discussion), improve access to venture capital, promote research and development resources that support the clusters, create a culture of entrepreneurship and innovation, consider shared training facilities and maintain a positive, supportive business climate.

- Access to broadband technology is hard for the rural communities in the region to fund, so they are somewhat at a competitive disadvantage.

- The insurance cost for both homeowners and commercial businesses has seen a shocking increase since Hurricane Katrina. The cost of doing business, therefore, has increased for local business people and citizens have less disposable income to spend in the region.

The CEDS committee accepted ideas submitted via a formal survey of community leaders and public comments on the draft CEDS posted on the SMPDD website. The following goals and objectives were defined:

Goal 1: Be recognized as a region that thinks and works together regardless of geographic boundaries.

- Act as a contingency hub that will ensure commerce continues to flow and expedite recovery in the event of natural, political or economic disasters or downturns.
- Develop an effective information dissemination system that will lessen the negative impacts that may be caused by business interruption.
- Address the lack of housing, especially affordable housing, workforce housing and rental housing in the Hurricane Katrina-impacted areas of the region.
- Encourage cities and counties to implement cooperative marketing programs that benefit the entire region, recognizing the ability of metro and micro areas to draw more interest.

Goal 2: Create and nurture a culture of entrepreneurship and innovation.

- Coordinate financial assistance programs and support systems for small business.
- Monitor and analyze the retail sector. Encourage and facilitate downtown development programs.
- Support entrepreneurship classes in the public school grades 7-12 curriculum.
- Partner with community colleges and four-year institutions to encourage new business start-ups, including the use of incubators.
- Support and develop programs that improve access to venture capital.
- Promote the research and development resources available throughout the region.

Goal 3: Create new and expand existing economic development programs that will lead to the creation of new jobs, additional wealth, higher wages and a better quality of life for the region.

- Improve the water and sewer infrastructure necessary to support business expansion and creation.
- Support the development and growth of airports and seaports in the region including access to and from by rail and truck.
- Empower short-line railroads that serve the rural communities to improve service.
- Support road and highway programs that will improve the transportation network in the region.
- Encourage Mississippi Department of Transportation to lay conduit for broadband communications in all new roads.

- Encourage county and city water associations to lay conduit for broadband communications along new sewer and water projects.
- Support the standardization of policies and regulations for the water districts in the unincorporated areas.
- Explore alternatives to landfills in the region.
- Support the expansion and recruitment of cluster industries in the region.
- Develop financially feasible industrial, technology and business parks in the region.
- Support tourism-related industries that not only bring outside dollars to the region but also serve as amenities that are important to the quality of life of area residents and potential new business.
- Promote quality of life as a regional amenity to potential workers.
- Prepare comprehensive plans, strategic plans and zoning ordinances.

Goal 4: Develop and support a long-range workforce development program that will increase workforce participation rates, encourage educational excellence and train the workforce of the future.

- Develop programs to retain and recruit a younger population to ensure a sufficient number of people of workforce age.
- Implement a parental education campaign promoting technical/vocational careers.
- Support K-12 programs that instill work ethic and a values system in the public education system in an effort to break the culture of entitlement.
- Address the engagement issue (lack of participation) that exists in current workforce training programs.
- Address cultural, language and other barriers that may exist with the in-migration of the Hispanic population into the workforce.
- Improve job training programs to reduce the potential mismatch between job skills and jobs available.

The CEDS also identified an action plan. The following are items particularly relevant to economic development in Pearl River County and the Southern Mississippi region:

- Create an environment that promotes the expansion of existing industry, the attraction of new industry and the creation of quality jobs for South Mississippi.

- Support and create a strong retail and service entrepreneurship that will foster downtown, commercial and tourism development.

- Facilitate growth and enhance public health, safety and welfare by providing the highest level of infrastructure and community services available, thereby improving overall quality of life in the region.

- Promote foreign trade opportunities by encouraging exports of local products and sponsoring expanded communication between potential markets.

By incorporating these CEDS goals and plans, Pearl River County will be in a good position to seek the assistance of SMPDD in locating and securing funding for programs the County may choose to launch.

The Pearl River County Strategic Plan and Leadership Initiative

The Pearl River County Strategic Plan and Leadership Initiative was launched in November 1999 with a goal of creating an opportunity for citizens in Pearl River County to enhance the capacity of the community, create a vision for the future and to map the navigational chart to success.

A survey of Pearl River County businesses in was completed in January 2001, and community workshops were scheduled and task force teams collected information, defined problems, developed ideal future conditions, defined goals, developed strategies and developed action plans. Teams finished the planning in November. A one week leadership retreat was held. The document summarizing this effort is *Building Pearl River County's Future: A Strategic Plan for Pearl River County*. The plan is currently be administered by Partners for Pearl River. A copy of the document's July 2008 version can be reviewed at http://www.partners.ms/strategic%20plan.htm

The plan is based on a process entitled, "Moving from Vision to Action." This process considers community development based upon six building blocks. The three blocks that relate to economic development are:

Physical Infrastructure - "Connect the community with distant markets, people and education options; ensure public health and safety"; **Jobs** - "Build the economic base to create larger numbers of higher quality jobs", and **People –** "Create a high-skill, high-value workforce."

The **Physical Infrastructure Task Force**'s summary evaluation of the conditions in the county is reported as:

Strengths

- Natural beauty and available land for development

- Natural gas pipelines

- "Smart" schools wired for internet access
- PRCC is a virtual community college
- Highway and rail access is available
- Two airports within the county
- Subdivision regulations are in place

Weaknesses

- Lack of a unified vision and mission
- No land use plan or capital facilities plan in place
- Water lines in many rural areas are too small for fire protection
- Inadequate striping on roads create safety hazards

Threats

- Lower property values caused by uncontrolled growth
- Public not receptive to land use regulations
- Clean water regulations may cause water companies to turn over management to utilities for a fee
- Community water systems opposed to unified county system

Critical Threats

- Perception of a north/south social split in the county
- Growth and lack of planning
- Loss of ownership of large tracts and parcels of land Opportunities
- Distribution hub for region
- Telecommunication exist to meet industry needs
- Regional landfill is adequate, but need to find other alternatives
- Markets for electricity expanding due to deregulation

The **People Task Force** focused primarily on academics, but identified as a strength the PRCC Workforce Development Training Center.

The **Jobs Task Force** described the conditions in the county as:

Strengths
- Access to transportation and highway system
- Excellent schools
- Desirable place to live
- Competitive power rates

Weaknesses
- Limited financial support for economic development
- No major industrial parks
- Lack of "basic" jobs

Threats
- Lack organized economic development
- Lack of local incentives
- Attitude of status quo
- Bedroom community
- Low sense of community self-esteem

Opportunities
- Right to work state
- Strategic planning effort
- Tourism development
- Polymer based industries
- Reappraisal of property
- Collaboration between PRCDA and Chambers
- Expanding to support Louisiana and Gulf Coast businesses
- PRCC provides entrepreneurial training

Following the evaluation of conditions, the three task forces developed strategies for their areas.

The **Physical Infrastructure Task Force** offered these goals:

- Promote minimum standards for buildings in Pearl River County
- Improve water and wastewater system to accommodate growth
- Improve Roads and Road Maintenance
- Create a community that is resistant to threats of Natural Disaster

The **People Task Force** provided goals and strategies for improving the educational system (student attendance, parental involvement, Early Childhood development, and adult literacy) and a goal of using Pearl River Community College (PRCC) to prepare, develop and train the workforce for current and future business and commercial entities in Pearl River County by surveying business and industry needs and marketing PRCC's Workforce Development Program. And at some point in the future, create a Workforce Training Consortium.

The **Jobs Task Force** recommended the following goals be considered:

- Develop an economic development focus best suited for Pearl River County and develop a plan and funding for implementation
- Develop a workforce alliance to analyze workforce needs for Pearl River County's economy today and those needs crucial for our future economy. The alliance will organize workforce development activities region-wide to secure that Pearl River County is positioned with an active skilled workforce for the years to come
- Establish a millage from the Pearl River County Board of Supervisors and promote fundraising activities that will not compete with currently promoted events.
- Promote Partners for Pearl River County liaison office at the Stennis Space Center to better inform and align county assets with those of Stennis.
- Develop a united economic development program that will include all organizations, including public, private and social interest groups
- Develop a Countywide Industrial park to serve the business needs of Pearl River County
- Develop a Pearl River County enterprise development center

Section 2
Program Recommendations

The current economic profile of Pearl River County can be summarized with a few key points:

- The population of the county is growing and expected to continue to increase.
- The population growth is mainly for the older populations (44 and over) and persons less likely to be a part of the work force. The county is trending toward becoming a retirement setting.
- Per capita income is 19% below the state average and 39% below the national average. Those statistics are expected to grow at a rate of only 1.49% per year over the next 5 years and average household income at a lower 1.30% per year.
- The business firms in the county are mostly small and over 90% have fewer than 20 employees.
- Job growth in the county continues and the need to commute out of county for jobs has lessened. Still over 40% of the workforce commutes out of the county. Most new jobs are in government, retail trade, accommodations and food service, and education.
- Average wages paid in the county are 27% below average Mississippi wages and 46% below the national average and Real (adjusted for inflation) average earnings per job have not significantly increased in the past 30 years.

Pearl River County, by comparison to the state and the nation, is not a prosperous county. Yet the population continues to grow. One likely reason for this continued growth is the lifestyle choices offered in Pearl River County that are attractive to a number of demographic groups.

Economic prosperity is a healthy and expanding business community, offering quality employment opportunities and generous wages and benefits, and paying local taxes to support an improving infrastructure, and without lowering the sense of place or quality of life of all citizens of the county. To improve the economic prosperity of the county, the community and its leaders should consider goals that encourage and seek coordination and cooperation between the County, local and regional organizations, and private sector. To help facilitate this coordination, the following goals and policies provide a guiding framework for the County to align with the efforts of local agencies and businesses as well as surrounding counties:

Goal 1: Create an economic development culture that encourages inclusivity, multi-scale collaboration, and outreach to other entities in the region and the state.
Implementation Activities

- Develop programs that will include all organizations in the county, including public, private and social interest groups.
- Partner with local businesses, industry groups, and neighboring counties in cooperative marketing programs.
- Maintain involvement with state and regional groups to keep abreast of programs, sources of funding, and opportunities to working together to promote the county and the region.
- Identify regional collaboration opportunities with the MS Gulfcoast Alliance, Mississippi South, Inc., and Southern Mississippi Planning and Development District.
- Coordinate with the Comprehensive Economic Development Strategy (CEDS) 2007-2012 for joint funding/financing of economic development projects with regional scope.

Goal 2: Promote a network of services that will support the growth and prosperity of Pearl River County's existing business sector and will attract both entrepreneurs and successful established companies from outside the county.

Implementation Activities

- Develop industrial, technology and business parks in the region.
- Promote quality of life as an amenity to potential workers and business owners.
- Support a strong retail and service sector that will foster downtown, commercial and tourism development.
- Coordinate financial assistance programs and support systems for small business.
- Support local businesses by offering advantages in competitive public contracts for goods and services.
- Partner with the Chamber of Commerce and other organizations to publicize and celebrate the opening of new businesses in the county.

Goal 3: Develop the physical infrastructure required to support the growth and vitality of the region's economy.

Implementation Activities

- Improve water, wastewater systems, roads, and road maintenance to accommodate growth.
- Encourage the expansion of broadband communications to all areas in the county.
- Encourage the development of affordable workforce housing.

Goal 4: Develop and support an effective workforce program that will increase workforce job skills and wages and attract employers to the county.
Implementation Activities

- Partner with Pearl River Community College to help design and deliver an effective workforce development program.
- Seek input from the business community on workforce training needs.
- Create a method for providing information about and access to short-term training available in the county.
- Develop a workforce task force to analyze workforce needs and organize workforce development activities.

Goal 5: Expand the community services and amenities that can enhance quality of life and preserve community values in order to attract and retain business investment.
Implementation Activities

- Partner with local and regional community services organizations to identify collaborative opportunities to design new community services and amenities offerings.
- Form a working group of leaders from the local business community who are willing to focus on quality of life and community values as economic development from a strategic perspective.
- Identify the key indicators of current and future quality of life in Pearl River County so that progress can be measured.

Section 3
Implementation Management

To achieve the goals above, it is recommended that the County implement the following next steps:

Dedicated staff time—select and train a full time staff member focused on local program management and regional/state coordination is key to ensuring the consistent effort needed for success.

Economic Development Task Force—comprised of business leaders across key sectors, the Task Force will add perspective and strategic experience that can effectively guide staff efforts and provide wise counsel to the Board of Supervisors.

Once the staff resources and Task Force are in place, it is recommended that the Board of Supervisors develop an annual work plan with quarterly milestones. The staff member will be responsible for execution of workplan tasks and reporting to the Task Force and Board of Supervisors.

Section 4
Funding Programs

There are many sources of funding for well designed programs for local economic development efforts, ranging from local fundraising to state and federal programs. It is recommended that the County gain on-going and cost free funding assistance from the Southern Mississippi Planning and Development District (SMPDD) staff. SMPDD is the official liaison with the Economic Development Administration (EDA) and informs the EDA on the status of District programs, projects, activities and related needs that may qualify for EDA participation. They will review potential projects for EDA funding, facilitate the pre-application and application phase, and perform project administration on a contract basis.

The SMPDD also coordinates networking between federal, state, regional and local agencies as it relates to the funding of economic development projects and other planning activities. The will provide the Pearl River County agency or organization research on public and private funding opportunities based on county needs assessment, provide application assistance and project administration for Community Development Block Grant (CDBG) program and other funding programs that may be identified, and serve as the regional clearinghouse for information concerning federal and state assistance programs.

Section 1
Overview

The Housing element of the Pearl River County Comprehensive Plan addresses the creation, maintenance, and conservation of housing for all residents of the county. As Pearl River County plans for the future, it is essential to provide and encourage access to safe, quality, affordable housing and to absorb the growing residential population of Pearl River County in a manner that maintains the natural, cultural, and economic resources of the County. This element of the Plan analyses the existing conditions, strengths, weaknesses, and future demands of housing in Pearl River County. An analysis of key needs and goals and strategic recommendations promote the groundwork for housing the County's residents.

Section 2
Existing Conditions

2.1 History and Context

In analyzing Pearl River County's housing stock, it is important to consider the shifts in housing production that occurred since the 1970s. Prior to hurricane Camille in 1969, speculative development was virtually nonexistent in the County. Residential development outside of Picayune and Poplarville consisted of scattered village communities and single-family houses on large, multi-acre agricultural lots. A small number of New Orleans area residents owned second homes in isolated, wooded recreation areas. When Camille destroyed the County's Tung trees, land owners turned to a variety of agricultural uses for their land. Many of these new agricultural endeavors failed, and the mid-late 1970s saw foreclosure on large tracts of farmland, which often were purchased by speculative developers. In the southern portion of the county, south of McNeill, developers began to construct subdivisions inspired by the agricultural setting, with single-family homes on expansive lots.

The next big shift in housing production again came from speculative developers. In the mid-1990s, inexpensive land prices and cost of living in Pearl River County spurred development of communities for urban Louisiana and Mississippi Gulf Coast transplants. A number of residential subdivisions were built catering to the expected tastes of this demographic: single family homes averaging 2500 square feet, 1-acre lots, and locations within easy accesses of major commuter routes. The market for this type of home remained strong through the 1990s, and real estate and construction became a major segment of the local economy. According to the 2000 US Census, the number of total housing units in Pearl River County had grown to 20,610, up from 15,793 in 1990.

According to the 2000 Census, the majority of residents lived in the same house in 2000 as they did in 1995 (56.4 percent). Of those who were living in different homes, 21.6 percent moved from within the county, 5.1 percent moved from within the state, and 16.2 percent moved into the county from a different state, suggesting Pearl River County's regional draw even before Katrina.

Hurricane Katrina occurred at a point when new housing production in Pearl River County was targeted at new, middle-class residents from outside of the county. As a consequence, the county proved an ideal refuge for families choosing to relocate from heavily damaged areas of the coast. The residential subdivisions easily absorbed new residents, which in turn fueled the construction of more residential subdivisions that followed the same general designs and targeted the same consumers. As a result, the the housing stock of Pearl River County currently contains an abundance of single-family units in large residential subdivisions.

The upsurge in housing production in the county made Pearl River County one of the fastest growing counties in the country in the first decade of this century. The U.S.

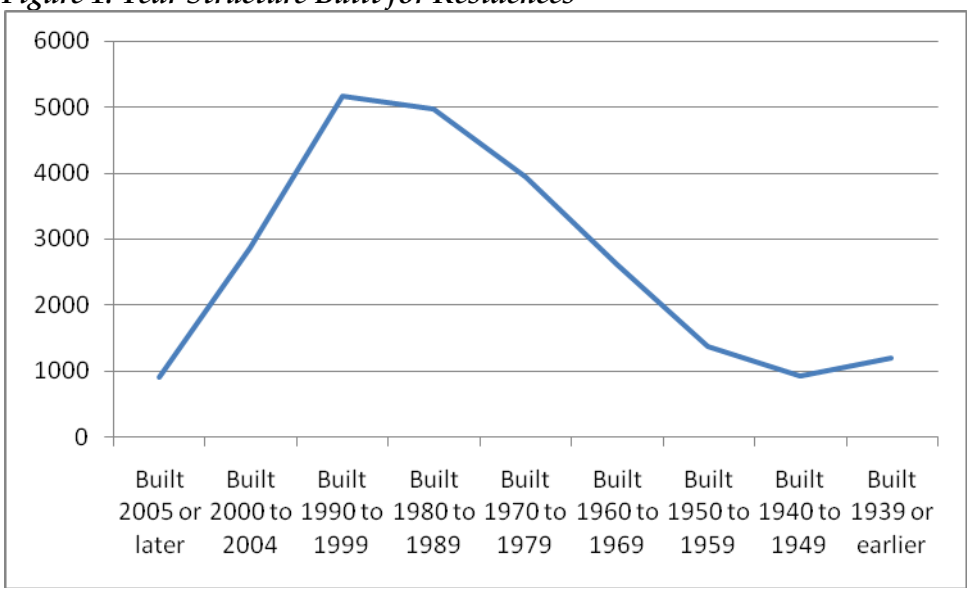
Census reported that Pearl River County ranked as the seventh fastest growing county in terms of new housing units created from July 2005 to July 2006. With a growth rate of 9%, the county's total housing units rose from 22,521 in 2005 to 24,539 in July 2006.

2.2 Housing Characteristics

Housing development has occurred mostly in the southern portion of the County, south of the McNeill community. However, the speculation boom in the years before and after Katrina stimulated development in some northern parts of the County.

The housing stock in Pearl River County consists largely of homes built from the 1970s to the 1990s, as indicated in Figure 1.

Figure 1: Year Structure Built for Residences



Source: US Census 2005-2007 American Community Survey 3-Year Estimates

The overwhelming majority of housing in Pearl River County consists of single-family homes. Homes in residential subdivisions built after 1990 are generally situated on lots between 1-1.5 acres. Houses generally contain 3 bedrooms and follow traditional floor plans. Homes in more rural areas, particularly in the northern portion of the County, are typically smaller and are not within residential subdivisions built by developers.

Figure 2: Typical single-family subdivision home.

Figure 3: Rural home in the northern portion of the County.

According to the US Census, the majority of Pearl River County homes have three bedrooms (51percent). Only a very small percentage of homes are without plumbing (0.4 percent) and without kitchen facilities (0.2 percent).

2.3 Housing Costs and Affordability

According to the 2005-2007 Census estimates, the median value of owner-occupied housing units was $114, 600, up significantly from $76,500 in 2000. The median gross rent for a home in Pearl River County was estimated to be $625 in 2005-2007. The 2000 homeownership rate in Pearl River County is 75.8%, down from 79.8% in 2000. Table 1 indicates the changes that have occurred in housing costs and homeownership; 2005-2007 figures indicate the post-Katrina housing situation in the County.

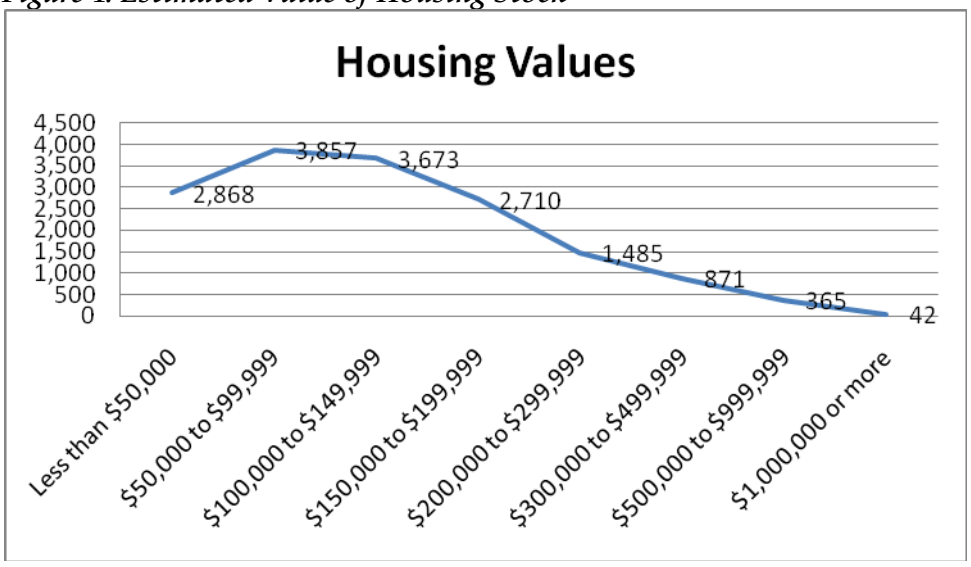
Table 1: Housing Costs and Tenure

	2005-2007	2000	1990
Occupied housing units	20,942	18,078	13,760
Owner-occupied	15,871	14,426	10,888
Renter-occupied	5,071	3,652	2,872
Homeownership Rate	75.8%	79.8%	79.1%
Median Value	$114,600	$76,500	$44,600
Median Gross Rent	$625	$421	$290

Source: US Census 2005-2007 American Community Survey 3-Year Estimates

The housing stock in Pearl River County is heavily concentrated in the $50,000-$150,000 range. The majority of homes in the County are reported to have a value of less than $150,000. Figure 4 illustrates the distribution of housing values in Pearl River County.

Figure 4: Estimated Value of Housing Stock



Source: US Census 2005-2007 American Community Survey 3-Year Estimates

2.5 Regional Context

In comparison to neighboring Mississippi counties, Forrest, Hancock, and Lamar Counties, Pearl River County has a high rate of homeownership but is not affordable

based on median income. Household income in Pearl River County is near the bottom of this cohort in terms of income, and it has a high percentage of households whose residents are in need of affordable housing (for greater explanation see Section 4.3).

However, unlike Forrest County, which shares comparable income and affordable housing need rates, Pearl River County has a home ownership rate of 75.8 percent. Table 2 provides a detailed comparison of Pearl River County and neighboring counties.

Table 2: Housing Statistics for Pearl River and Neighboring Counties

	Pearl River County	Forrest County	Hancock County	Lamar County
Population	55,084	77,097	41,567	45,959
Median Income	$35,817	$32,393	$53,126	$67,054
Housing Units	23,960	32,386	21,532	16,445
Occupancy Rate	87.4%	90.3%	80.8%	91.2%
Homeownership Rate	75.8%	57.5%	70.3%	76.7%
Median Value	$114,600	$89,400	$146,400	$135,200
Median Gross Rent	$625	$591	$658	$706
Percent of Households with Affordable Housing Need	32.2%	33.3%	23.1%	23.1%
Projected Population Growth from 2007	26.2%	18.5%	26.6%	41.2%

Source: US Census 2005-2007 American Community Survey 3-Year Estimates

Note: Estimates for Stone County were not available.

Section 3
Forecast of Future Conditions

3.1 Overview

To prepare for Pearl River County's future housing needs, it is necessary to anticipate the growth and development that will occur. Population growth in the County has recently been erratic, reflecting the effects of hurricane Katrina. Longer-term projections suggest a steadier growth rate.

3.2 Population Projections

The population of Pearl River County was estimated to stand at 55,084 in 2007 by the U.S. Census Bureau. The Mississippi State Institutions of Higher Learning released population projections in September 2008 that forecast growth for all Mississippi Counties. These projections indicate an expected 26% growth in the population by 2025. The proportion of residents over 65 years of age is expected to increase substantially, almost doubling. A breakdown of these statistics is provided in Table 3.

Table 3: Population Projections by Age Group

	2007	2015	2020	2025	Increase from 2007 to 2025
Under 19	15,194	14,477	16,953	17,330	14.1%
20-44	18,257	20,943	21,653	21,806	19.4%
45-64	14,207	15,735	15,742	15,964	12.4%
65+	7,426	10,897	12,719	14,434	94.4%
Total	55,084	64,135	67,067	69,534	26.2%

Source: Mississippi State Institutions of Higher Learning

3.3 Projected Housing Demands

Using the average household size (2.55 people per unit) and the current supply of housing units in the County (23,960 units), the projected demand for future units was calculated and is laid out in Table 4.

Table 4: Projected Housing Demand

	2015	2020	2025
Projected Population	64,135	67,067	69,534
Projected Housing Unit Need	1,191	2,341	3,308
Percentage Increase Needed (from 2007 level)	5.0%	9.8%	13.8%

Source: Mississippi State Institutions of Higher Learning

Given the great increase in senior population, it is anticipated that housing for seniors will be a pressing issue for Pearl River County.

Section 4
Needs and Goals

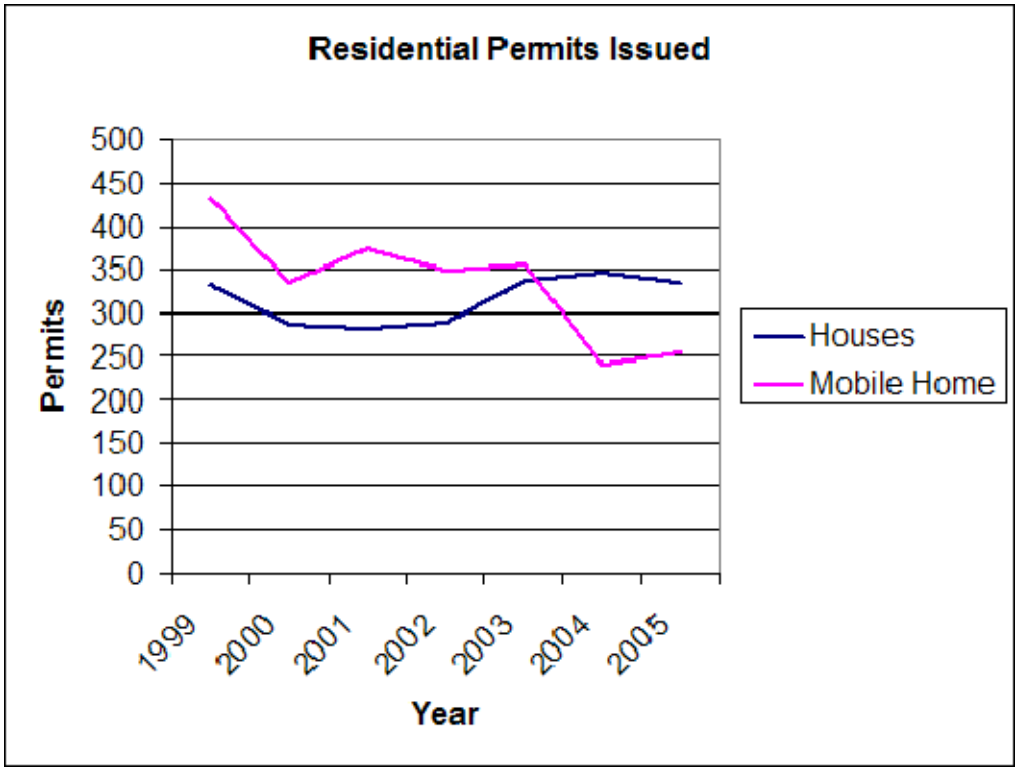
4.1 Overview

Based on the current and projected amount of housing in Pearl River County presented in Sections 2 and 3, needs and goals have been identified for future planning and development of housing.

4.2 Housing Demand

As discussed in Section 3.3, sources project a demand for an additional 3,308 housing units in Pearl River County by the year 2025. Recent trends in the real estate market highlight some of the issues that Pearl River County will face in the coming years with respect to meeting the demand for housing of a broad range of residents with different housing needs. Real estate development, construction, and related services have come to comprise a major segment of the local economy. The number of units sold in Pear River county grew steadily from 2003 to 2006.

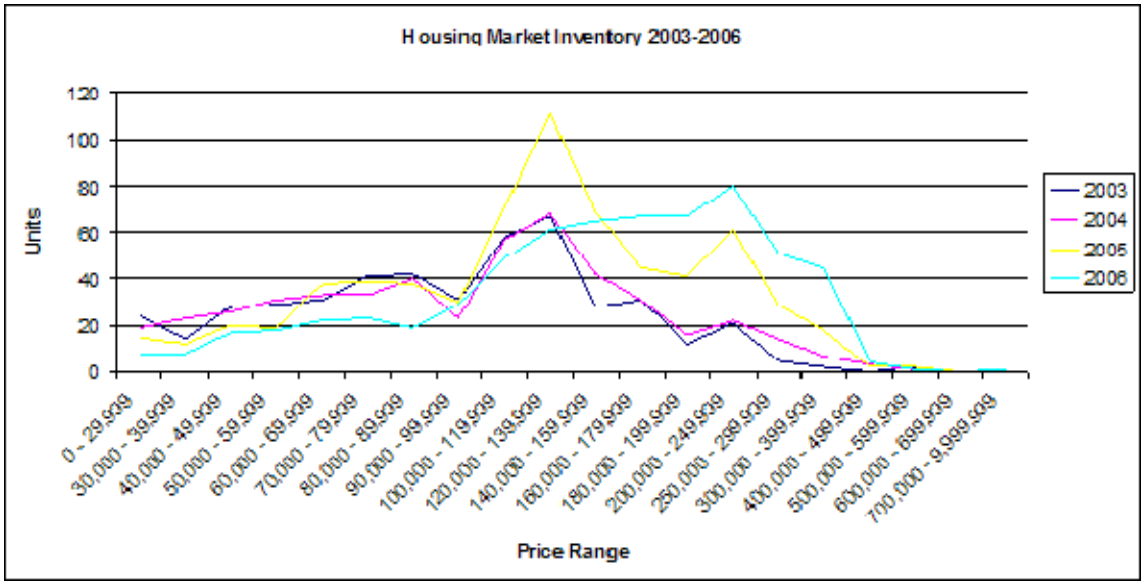
Figure 5: Residential Construction Permits



Source: Pearl River County Planning Department

The real estate market reflects the shift in housing stock that has occurred in recent years. The bulk of the inventory on the market has shifted to more expensive homes. Figure 6 illustrates the total number of units for sale in Pearl River County across the spectrum of asking prices.

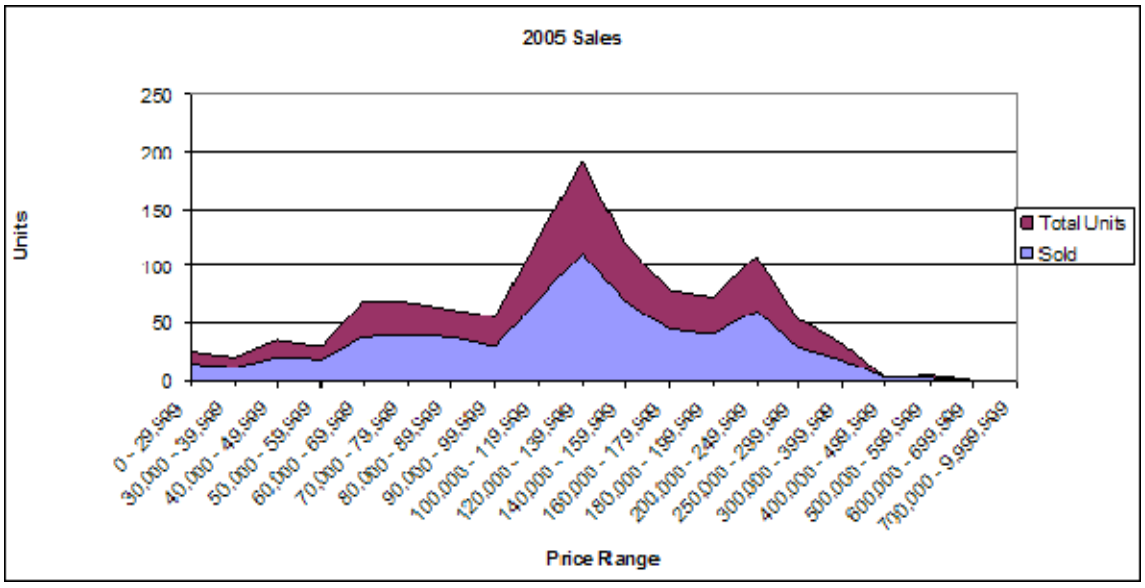
Figure 6: For-Sale Housing Inventory 2003-2006.



This shift to less affordable homes for sale does not reflect the overall housing stock of occupied homes, as described in Section 2.3. This discrepancy reflects two possible situations in Pearl River County: new residents are of a substantially higher income level; and/or the supply of available homes does not meet the current housing needs.

The consensus of the real estate community is that the shift in new housing stock toward homes priced over $200,000 has left a gap in the important $100,000-$150,000 price range. Homes in this lower price range, typically purchased by first-homebuyers, retirees, and lower-middle income residents, are perceived to be lacking in the housing stock. Real Estate professionals concur that speculative development overestimated the market for higher-price homes, to the detriment of the moderate-priced home market. Community input reinforces the concern for affordable housing and a perceived mismatch between the current real estate inventory and market demand for moderately priced homes. However, inventory and sales data indicate that in recent years, homes in an affordable range of $70,000-$150,000 have not sold at a faster rate than more expensive homes. (See Figure 7) This discrepancy may indicate that affordably priced homes are not perceived to have the desired characteristics for that segment of the market.

Figure 7: 2005 Real Estate Sales



Source: (Judy Pippin)

4.3 Affordable Housing Need

Affordable housing is an important issue in Pearl River County. As presented in Section 2, there is a greater proportion of residents in need of affordable housing in Pearl River County than in several neighboring counties.

The majority of homeowners, over 60 percent, pay less than 30 percent of their monthly income on the mortgage or rent. However, nearly 40 percent of households in Pearl River County are estimated to be paying over 30 percent of their income on housing, which is considered an indicator of need for affordable housing according to the standards of the U.S. Department of Housing and Urban Development (HUD).

Renters in the County are hit the hardest and represent the segment of the residential population in greatest need of affordable housing. It is estimated that post-Katrina, nearly half of renters in Pearl River County are spending more than 30 percent of their income on rent.

Table 5: Percent of Income Spent on Housing

Tenure	Number of Households	Percent of Households
Housing Units with a mortgage	3,420.00	39.9%
Housing unit without a mortgage	964.00	13.2%
Renter-occupied units	2,365.00	46.6%

Source: US Census 2005-2007 American Community Survey 3-Year Estimates

In addition, housing prices have been rising steadily in the county. The median residential sale price in 2006 is more than double the 2000 median average value. Self-reported valuations for new constructions rose 30% between 1999 and 2005. The median sale price of a home in Pear River County rose over 60% between 2003 and 2006.

Year	Average new construction valuation	Median residential sale price	Average residential sale price
2006		$155,000	$164,532
2005	$119,414	$126,900	$136,382
2004	$104,344	$104,750	$126, 435
2003	$98,223	$95,500	$103,875
2002	$91,935		
2001	$87,217		
2000	$88,464		
1999	$91,534		

4.4 Housing Administration and Development Processes

While there are some effective administration processes guiding housing development in place, Pearl River County is relatively free of management structures to guide the development and affordability of housing.

There is currently no zoning in the unincorporated portions of Pearl River County. Current subdivision regulations set basic standards for a variety of development features, such as roads, emergency access, and stormwater. Subdivision plan review is required by the Planning department. In 2007, building codes were adopted to provide basic safety features in new construction.

4.5 Community Goals

In order to guide future planning and development decisions, community goals were developed. These goals provide fundamental principles and objectives for meeting the future housing needs of Pearl River County.

Housing Goal 1

Pearl River County will have affordable housing choices for residents of all ages and income levels.

Housing Goal 2

Housing development in Pearl River County will be in keeping with, and enhance the local rural, small-town character.

Housing Goal 3

Housing development will be planned in concert with facilities and infrastructure planning in order to meet basic services.

Housing Goal 4

Residents of Pearl River County will maintain the freedom and government support to build homes for themselves and their family.

Housing Goal 5

Pearl River County will promote development of residential neighborhoods that offer an inclusive mix of options for residential and transportation preferences.

Section 5
Recommendations & Implementation

5.1 Overview

Based on the analysis in Sections 2 and 3, and the needs and goals identified in Section 4, this section provides targeted recommendations and implementation strategies for addressing future housing planning and development in Pearl River County.

5.2 Geographic Distribution of Housing

As development increases to meet future housing needs, certain areas in the County are best suited for more intensive, large-scale development. Future development should be encouraged in and adjacent to existing communities in order to take advantage of existing infrastructure and to preserve, where possible, the rural and natural landscape from which the county derives its treasured character. Development in recent years has focused on the southern portion of the County, particularly near Picayune. In addition, large residential subdivisions extending north along Highways 59 and 11 provide other nodes of development around which future subdivisions should be located. The County should encourage development in these areas, while maintaining Pearl River County residents' autonomy in housing development, which is an important community value.

5.3 Meeting Projected Demands

Meeting the projected housing demands will require both construction of new housing units and an increase in the affordability of at least a portion of that new inventory. It is anticipated that the current need for moderately priced homes—as opposed to the now ubiquitous $300,000+ homes—will continue, and therefore meeting the projected housing demand will require the construction of moderately priced single-family homes. It is recommended that the County maintain an ongoing dialogue with developers and employers in order to encourage the development of housing that is economically appropriate for the County's residents. In addition, the development of multi-unit housing should be a priority for meeting the housing needs of lower income and elderly residents.

5.4 Affordable Housing

The U.S. Department of Housing and Urban Development (HUD) definitions for "affordable housing" include the following.

- Moderate-income housing: housing that is affordable to households with incomes between 50% and 80% of the median income for county or primary metropolitan statistical area ($15,500-$24,800 in PRC).

- Low-income housing: housing affordable to households with incomes between 30% and 50% of the median income ($9,300-$15,500 in PRC).

- Extremely low-income housing: housing affordable to households with incomes less than 30% of the median income (less than $9,300 in PRC).

- "Affordable" housing is that which the rent and utilities or mortgage, amortization, taxes, and insurance constitute no more than 30% of the gross annual household income (For example, $375 in monthly costs for a low-income household in PRC earning $15,000/year.)

In addition to the needs of these groups, the sector of the housing market that is in shortest supply is homes in the $100,000-$150,000 range, which are affordable to residents around the county's median income level. Because of the County's low population density and population, as well as its commitment to freedom of housing choice, the large-scale development of housing by the County is not a recommended option. Rather, partnerships with for-profit and non-profit developers provide possible options for meeting future housing development needs.

Nonprofit Developers
National and local nonprofit developers have a very important role in the development of affordable housing. According to Fannie Mae, 13% of all federally supported housing (excluding public housing) is developed by nonprofit developers. With the support of state and local entities, the role of nonprofit developers most likely exceeds this figure. Nonprofit developers can provide the needed expertise, administration, and resources for development that are not readily available to county governments.

A successful local example of a nonprofit development project is Mississippi Non-Profit Housing Inc.'s (MNPH) 100-unit subdivision in Heidelberg, MS. This 22-acre development expanded on an existing subdivision. Funding was secured from a host of sources: Miss. Home Corp. provided a $61,000 loan; the Housing Assistance Council provided a $44,444 loan; HOME (see below) through the State of Mississippi funded a $500,000 grant to reduce principal mortgages by $12,000-$15,000 each; Sec. 502 direct single-family program and Jasper County Bank made $1,760,000 loans to buyers.

For-Profit Developers
The County or nonprofits developing housing can greatly benefit from partnering with for-profit developers. The public/nonprofit party benefits from the experience, staff, and financial resources of the private partner. Private developers can be enticed by a host of benefits from partnering with a nonprofit or public developer: access to publicly owned sites, support from community members, public financing, favorable debt sources, and attractive tax allocations (see LIHTC).

5.5 Funding

Funding of for-profit development is necessarily linked to the health of local, regional, and even national credit markets. As such, the County's role in this process is limited, though the use of regulatory incentives, as discussed above, may provide needed

assistance to developers. The County can play a more active role in the development and/or provision of affordable housing, which involves a variety of public and public-private initiatives, some of which are outlined below.

- Section 8 Rental Assistance Programs: Administered, by HUD, the Section 8 Rental Voucher Program increases affordable housing choices for very low-income households by allowing families to choose privately owned rental housing. The public housing authority (PHA) generally pays the landlord the difference between 30% of household income and the PHA-determined payment standard-about 80% to 100% percent of the fair market rent. According to KnowledgePlex, the well-regarded resource center for affordable housing and community development, in 2004 less than .8% of the rental units in Pearl River County received a subsidy from the Multifamily Assistance and Section 8 programs. The Mississippi Regional Housing Authority VIII in Gulfport has jurisdiction over Pearl River County and coordinates Section 8 services.

- *Section 8 Homeownership Program:* In 2001, HUD expanded its rental assistance program to support homeownership for low-income households. This program can be particularly beneficial for rural residents, as the affordable housing stock in rural areas is often very limited. The local housing authority has the option to participate in this program and will receive vouchers that can be distributed to individuals. Housing authorities are charged with promoting their own criteria for eligibility. This program is not widely used, and it is greatly facilitated by nonprofit organizations who serve as a conduit between low-income residents and the voucher-granting authorities.

- *Low-Income Housing Tax Credit:* LIHTC is a tax credit created under the Tax Reform Act of 1986 that gives incentives for the utilization of private equity in the development of affordable housing aimed at low-income Americans. Developers must apply to receive a portion of the State's allocated tax credits. Several institutions have programs that raise capital for and invest funds in LIHTC projects, such as LISC's National Equity Fund.

- *HOME Investment Partnership Programs:* Provides federal grants, through HUD to states, units of local government, and Indian tribes to implement local housing strategies designed to increase homeownership and affordable housing opportunities for low- and very low-income Americans. The funds may be used for site acquisition, site improvements, demolition, housing rehabilitation, new construction, relocation and for assistance to first-time homebuyers. HOME is the largest Federal block grant to State and local governments designed exclusively to create affordable housing for low-income households. Each year it allocates approximately $2 billion among the States and hundreds of localities nationwide. Funds are provided to local communities, often in partnership with nonprofits.

- *MAHDF:* The Mississippi Affordable Housing Development Fund was established by the State of Mississippi to help finance housing for low to moderate income

households. Eligible borrowers include nonprofit corporations, partnerships, for-profit corporations, public housing authorities, planning and development districts, and limited equity cooperatives. Funds can be used for: construction loans for new owner-occupied or rental housing; pre-development, site control, site development; and the rehabilitation loans for owner-occupied and rental properties.

- *Rural Rental Housing Program:* Known as Section 515, this program is administered by the USDA's Rural Housing Service. Rural Rental Housing Loans are direct, competitive mortgage loans made to provide affordable rental housing for very low-, low-, and moderate-income families; the elderly; and persons with disabilities. This is primarily a direct mortgage program, but its funds may also be used to buy and improve land and to provide necessary facilities such as water and waste disposal systems. Loans can be made to individuals, trusts, associations, partnerships, limited partnerships, State or local public agencies, consumer cooperatives, and profit or nonprofit corporations. Applicants wishing to apply for assistance must contact the Rural Development State Office serving the place in which they desire to submit an application for rural rental housing

- *HOPE II and III:* Hope for Homeownership of Multifamily Units (HOPE II) and Hope for Homeownership of Single-Family Homes (HOPE III) provide grants to private nonprofit organizations and public agencies working with private nonprofits to allow these organizations to finance eligible homebuyers' direct purchase and rehabilitation of eligible properties. Properties must be owned by HUD, Veterans Administration, Farmers Home Administration, Resolution Trust Corporation, or state or local governments. This program is particularly relevant to Pearl River County, as single family residences are a traditional component of the built character, and multi-unit housing will be increasingly promoted in urban areas.

5.6 Regulations and Planning

There are a variety of planning tools that the County can use to achieve its housing goals. The granting of building permits and the application of the building code compose the most immediate way in which the County can encourage or discourage certain housing development. It is recommended that the County continue its current housing permitting program in order to ensure that minimum safety requirements are being met in the production of new housing. In addition, as development picks up, it is essential that the County continue an efficient process of reviewing and granting permits for development.

Subdivisions regulations are one the County's strongest regulatory tools with regard to the development of housing. In place since 1963, subdivision regulations set out dimensional, safety, and infrastructure requirements for newly developed neighborhoods. Subdivisions offer the County an excellent opportunity to encourage high quality residential neighborhoods. It is recommended that the County encourage developers to build developments in the conservation subdivision style. Broadly defined, such subdivisions include large portions of commonly held open

space available to all of the community's residents for recreation, as well as for essential environmental purposes, such as stormwater retention. Dimensional requirements normally applied to subdivisions can be negotiated with the County in exchange for development that conserves open space and grants residents of the subdivision an environment that is truly fitting of Pearl River County's exceptional rural character.

The Pearl River County Board of Supervisors has expressed a desire to maintain a rural atmosphere for the majority of the County. The best method of maintaining rural style development and allowing small communities to grow in an orderly method is through land use regulations. Zoning is the most commonly used form of land use regulation. Land use regulations can be developed to maintain the rural nature of agricultural and timber lands while allowing the traditional homesteading of those rural lands. Such regulations can also force denser housing development to be focused into communities where public services and amenities are provided in order to focus county resources and conserve the rural lands.

Section 1 Overview

1.1 Land Use Planning in Pearl River County

Pearl River County—one of the fastest growing counties in Mississippi—is at a critical stage of its history. With a rural landscape providing a quality of life and abundant natural resources, its residents are committed to maintaining the character and sense of place that have made this county home to generations and newcomers hoping to benefit from the amenities of country life and small town living.

Even prior to Hurricane Katrina, Pearl River County was experiencing rapid development, spurred by inexpensive land, high quality of life, and proximity to major employment centers such as New Orleans, Gulfport and Biloxi. Located adjacent to the communities hardest hit by Hurricane Katrina, Pearl River County has also had a surge in population as Gulf Coast residents relocate. Since Hurricane Katrina, growth rates have increased dramatically, with a 30.5-percent increase in population projected by 2010.

Critical land use decisions and development in the near future will shape the visual, physical, economic, and environmental character of the County for decades. This component of the Comprehensive Plan aims to help the County adapt to current and projected growth rates and to guide the next twenty to twenty-five years of growth. Strategically allocating resources and coordinating new development will enhance the economic, natural and cultural resources of Pearl River County.

1.2 Purpose and Need

Pearl River County has prepared this Land Use Plan with support from state grants to protect the quality of life for County residents, promote economic growth, and simultaneously guide development within the County in efficient ways to maintain a sense of place. This document is a part of a comprehensive plan that includes plans for transportation, housing, community character and image, public infrastructure, and economic development. This document will continue to be revisited and the Land Use Plan is a living document that will continue to evolve

1.3 Plan Overview

The Land Use Plan that follows is intended to provide the roadmap for implementation of comprehensive plan related to land use, and contains the following sections;

- An review and analysis of existing conditions, including land use, population, housing, economy, the built environment, and the natural environment;
- A summary of recent growth trends and projections for population and build out to illustrate potential land use in the near future;

- Suggestions for implementing responsible growth management to preserve the county's rural atmosphere through growth and conservation corridors;

Section 2 Existing Conditions

2.1 Land Use

Identifying and defining current land uses enables a municipality to assess its resources and assets as well as help define its future needs. This section provides an inventory of the existing land use pattern and distribution within Pearl River County.

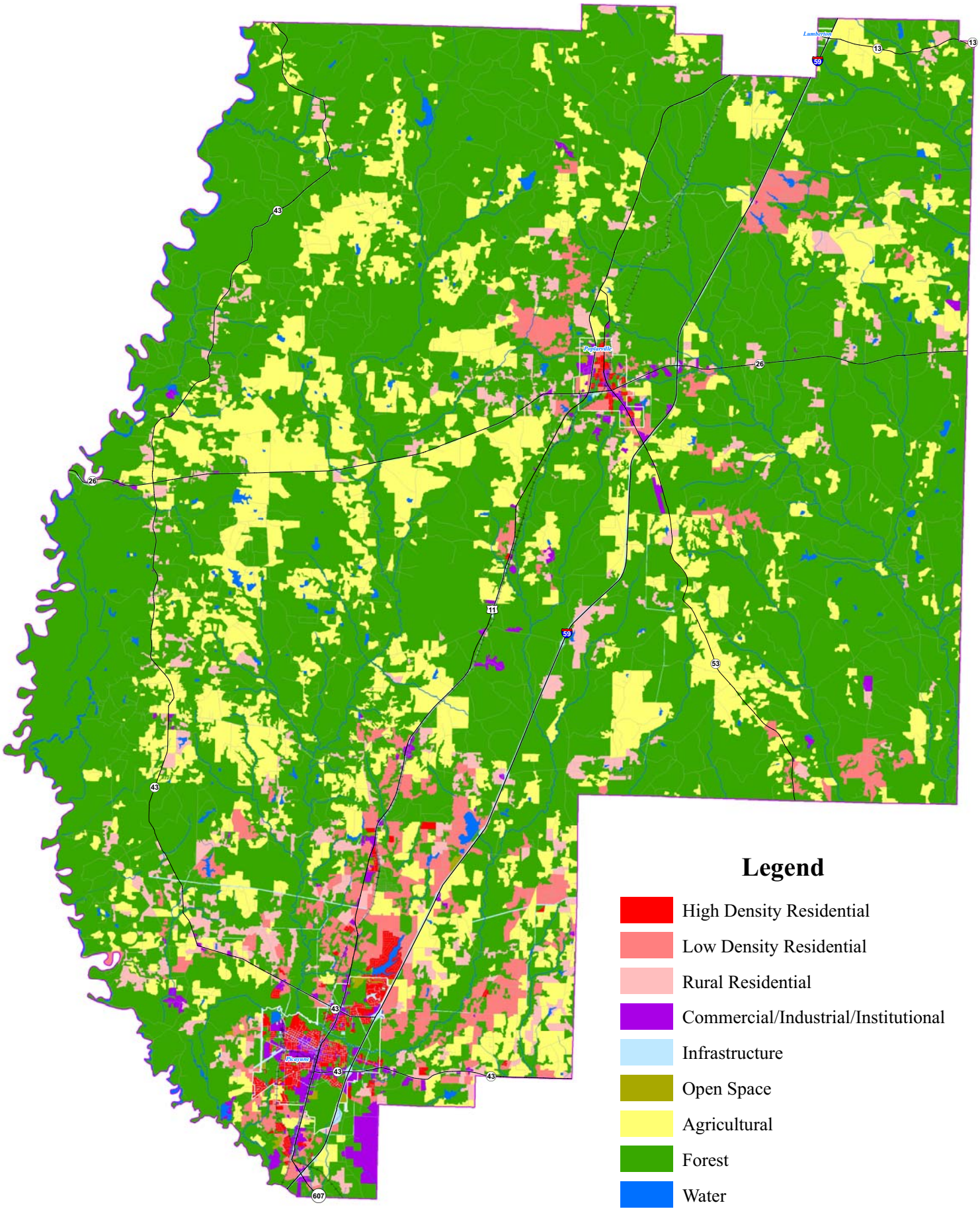
Land use delineation was created manually by examining post-Katrina aerial photography. Simplified land use categories were formulated and are explained in the table below:

Land Use Category	**Land Use Description**
High Density Residential	Residential areas with one or more units per acre. This includes townhomes, multi-family units, and single-family homes on lots smaller than 1 acre.
Low Density Residential	Large residential areas with fewer than one unit per acre.
Rural Residential	Residential low density areas with fewer than 10 contiguous dwelling units.
Commercial/Industrial/Institutional	Any non-residential built environment. These parcels may be further delineated to show commercial, industrial and institutional land uses separately.
Open Space	Recreational open space or parks.
Agricultural*	Pasture, crop and small farmland.
Forest	Any land with forest or shrub cover as well as land that has been recently cleared but not yet developed.
Infrastructure	Roads and utility lines within a clear right of way.

*Agricultural land use areas were determined by the extent of cleared land and the absence of additional housing units.

Aerial photography was employed in order to create a comprehensive Land Use Map and data was consolidated into the consolidated into the eight categories above.

Pearl River County's approximate 810 square miles are characterized by different types of land uses, as displayed in the Existing Land Use Map below (Figure 21). The


Legend
High Density Residential
Low Density Residential
Rural Residential
Commercial/Industrial/Institutional
Infrastructure
Open Space
Agricultural
Forest
Water

majority of the County is covered by forest or used for agricultural purposes, totaling more than 87 percent of the land area.

More than a quarter of the County's residents (or 13,136 individuals) are found in its two cities: Picayune and Poplarville, according to the 2000 U.S. Census. Poplarville is the county seat and home to Pearl River Community College. The high density residential areas, those regions with more than one unit per acre, are concentrated within these two cities and along the Interstate 59 (I-59) and Hwy 11 corridor running from Poplarville south to the Mississippi/Louisiana border. These high-density neighborhoods are found in Picayune, Carrier, Poplarville, Nicholson and the Southeast. The Northeast, Steephollow, and Pine Grove neighborhoods are characterized as low-density. Low-density residential zones are areas with less than one unit per acre; they also tend to be concentrated along the major roadways: I-59, Hwy 11, State Highway 53 (MS 53) and State Highway 43 (MS 43). Rural residents, living in areas with less than 10 contiguous single-family residential lots, are found throughout the County. However, Amackertown, Crossroads and the other northwestern areas of the county are nearly exclusively rural in their residential character, whereas the southcentral region of the county is much more heavily populated. Housing developments of all types account for nearly 8.5 percent of the total land area.

The land devoted to recreational open space or parks is a relatively small amount (0.12 percent of total land acreage) and is found almost exclusively within the city limits of Picayune and Poplarville. The Pearl River, Wolf River, Hobolochitto Creek, as well as the lakes, rivers and tributaries that dot the county, make up less than 1 percent of the county's total area.

Pearl River County's infrastructure is 0.70 percent of the total acreage. The commercial, industrial and institutional areas, which include any non-residential development, make up just over 1 percent of the county's total land area. These zones are found in pockets throughout the county but are concentrated in Picayune and Poplarville and along the Hwy 11 and I-59 transportation corridor. These areas consist of the commercial and retail establishments, as well as office parks, industrial parks, schools, hospitals, museums and public spaces.

Pearl River County is overwhelmingly undeveloped. Nearly three-quarters of the county is open space, forest land or part of the waterway system. In fact, there is more land devoted to agriculture alone than to all types of residential neighborhoods and support services (roadways, schools, retail establishments, workplaces, etc.). The county's open space and sparse development is the foundation for the area's rural character.

2.2 Population Demographics

Pearl River County was home to 48,621 people in 2000 and the U.S. Census Bureau estimates that figure to have grown to 57,099 residents by mid-2006. (In all cases, the

most recent available Census data is used.) This represents a 17.4 percent increase in the county's population, significantly greater than Mississippi's 2.7 percent population increase during those years. From 2005 to mid-2006 more than 4,600 new residents moved to the county, signifying a nearly 9 percent jump in population in that year alone. During this time period, Pearl River County was the 6th fastest growing county in the country, according to the U.S. Census Bureau. Many residents from the coastal counties of Hancock, Harrison and Jackson were moving further inland, for these counties were among those with the fastest rate of population decline from 2005 to mid-2006. According to 2000 census figures, more than 70 percent of the population lives in rural unincorporated areas of the county. As a result of such a high number of rural residents, the population density is slightly lower in the county than in the rest of the state, 60.0 and 60.6 persons per square mile respectively. Twenty-seven percent of the population lives within the limits of the county's two cities: Poplarville and Picayune. Figures 22 and 23 depict the dispersion of the County's population.

2.2.1 General

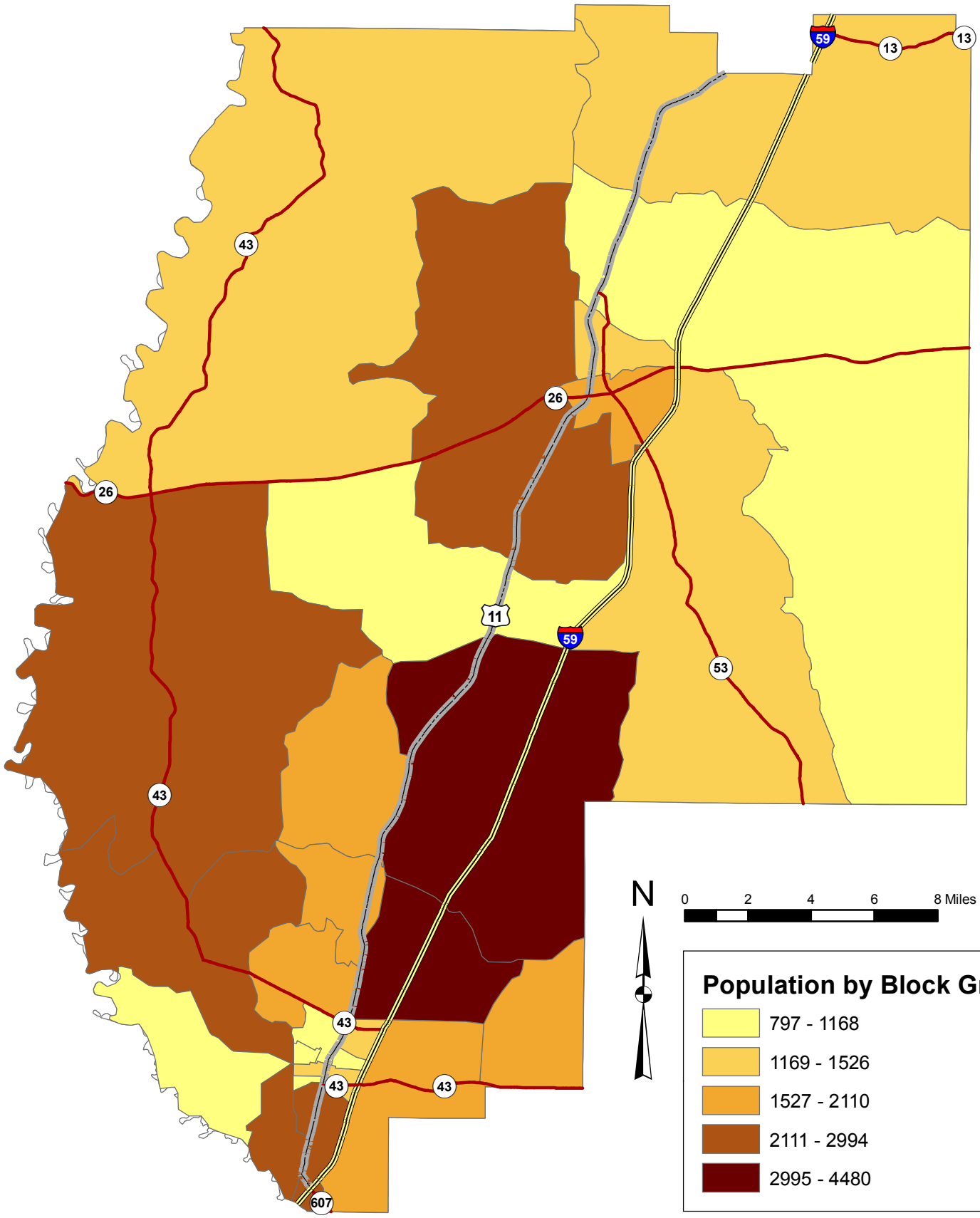
Just like in the state as a whole, Pearl River County residents are slightly more likely to be female than male (51.2 percent were female in 2005). City residents are even more likely to be female (more than 54 percent for both cities). Nearly 25 percent of the county's population in 2005, or 12,221 individuals, live with a disability, compared to 21 percent in the state as a whole. In 2000, veterans accounted for 15 percent of the population (compared to 12 percent of the state's population) and slightly less than 1 percent of the population was institutionalized.

2.2.2. Age

According to U.S. Census Bureau figures from 2000, Pearl River's population is slightly older than the overall Mississippi population; for example, slightly more of the county's population is 65 and older (12.6 and 12.1 percent respectively). As a result, the county's median age is 35.9 (compared to 33.8 for the state of Mississippi).

2.2.3 Race and Ethnicity

According to the Census Bureau's 2005 estimates, Pearl River County residents are more likely to be white than residents throughout the state (85.8 percent and 61.2 percent respectively). Consequently, the county's racial minority population is considerably smaller than the state's (12.3 percent and 36.9 percent respectively are African American). Less than 1 percent of the County's population report that they are of Native American or Asian descent, which is comparable to those reporting so in the state as a whole. These numbers change drastically when focusing on the urban centers within the County. In 2000, approximately 26 percent and 38 percent of Poplarville and Picayune residents respectively consider themselves a member of a racial minority group. Pearl River County residents are slightly more likely to report as being more than one race (1.0 percent compared to 0.6 percent for the state as a whole). Additionally, persons of Hispanic or Latino origin represent a similar



Pearl River County, MS
Demographic Profile

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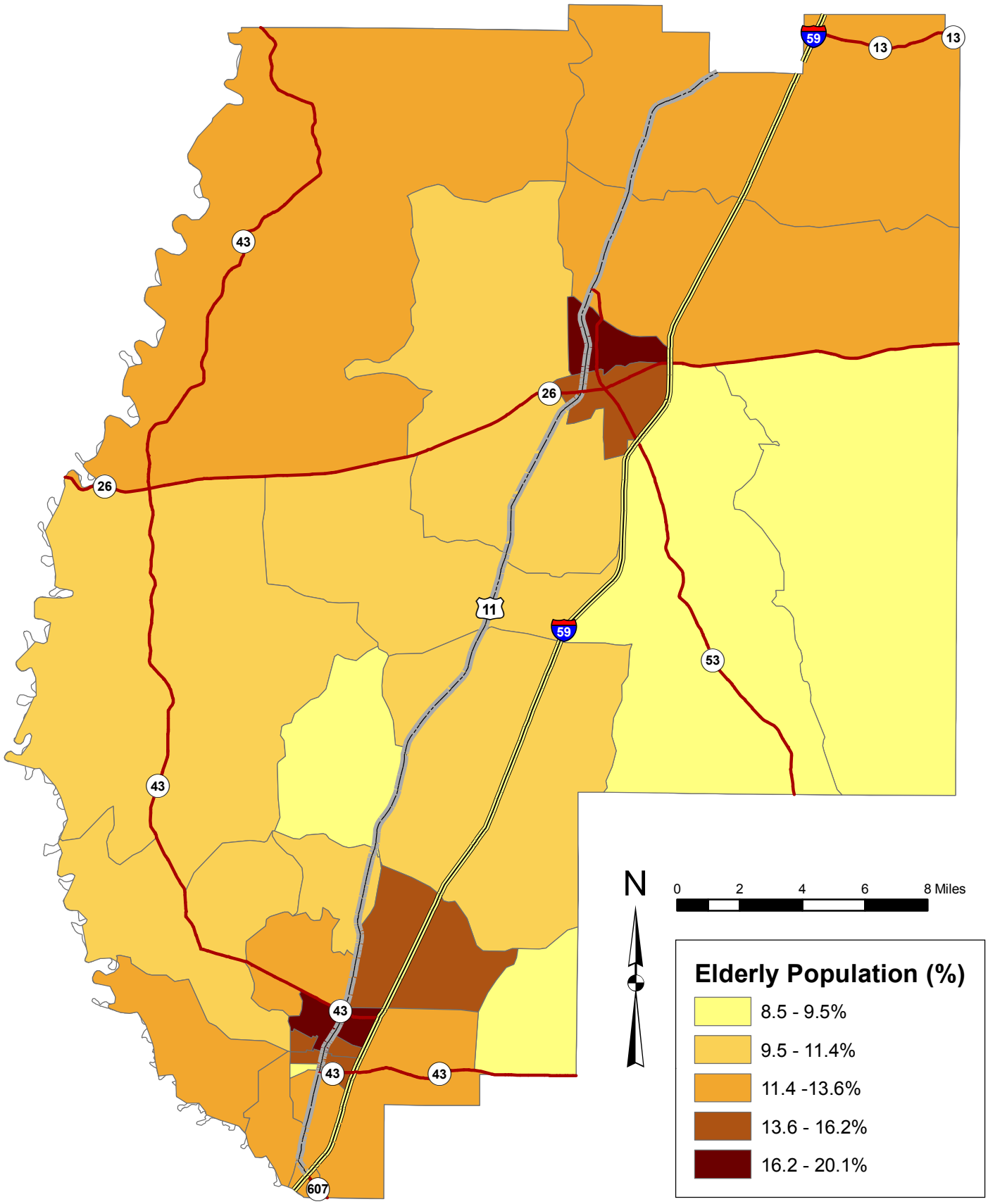

Pearl River County, MS
Demographic Profile

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proportion of the population within the county than they do within the state (1.6 and 1.7 percent respectively).

Just over 1 percent of residents, according to the 2000 census, are foreign born, nearly 96 percent of whom were born in Europe, Latin America or Asia. French, English, German and Irish are the most common ancestries reported (together totaling nearly 35 percent). Fewer than 4 percent of residents speak a language other than English at home.

2.2.4 Education

Pearl River County residents, according to 2000 census figures, are more likely to be high school graduates than Mississippi residents are as a whole (74.6 and 72.9 percent respectively). However, they are less likely to have a bachelor's degree or higher (13.9 and 16.9 percent respectively). City residents are more likely to achieve higher degrees, 15.5 percent of Picayune residents and more than 22 percent of Poplarville (home to Pearl River County Community College) residents have a bachelor's degree or higher. Approximately 2,000 individuals (or 4 percent of the population) are currently enrolled in college or graduate school. Nearly 50 percent of the children and young adults enrolled in school are in elementary school. High school students make up 22 percent of the county's school enrollment.

2.3 Economics

Existing economic forces in the Gulf Coast region influence how land is used and capitalized within Pearl River County. There are a number of industrial and commercial centers which serve to stimulate the local economy. The John C. Stennis Space Center in neighboring Hancock County is a prestigious draw for a highly-educated and specialized workforce. Nearly 62 percent of its employees have achieved a Bachelor's degree or higher. Furthermore, more of the Center's employees live in Pearl River County than in any other surrounding municipality, including Hancock County itself. (Source: John C. Stennis Space Center. "2005 Economic Impact." March 2006.) Thus, the Center, and in turn, Pearl River County, is attracting a highly skilled and well-educated labor force.

The Center supports many federal, state, academic and private organizations within Pearl River County, including contractors such as Ionatron, which works to disable vehicle electrical instrumentation systems. Additionally, plastics manufacturing is an emerging industry in the County; Heritage Plastics is one of Pearl River's largest employers (a 110-person workforce).

The health care and aviation industries are also growing within the County. Forrest General Hospital extended its services through its 2006 acquisition of Crosby Memorial Hospital and the Picayune Airport expanded its terminal in order to better serve the charter interests of the community. Chevron-Texaco, Inc. and El Paso Energy both have helicopter maintenance facilities located at the airport.

Additionally, Chevron recently relocated its offices from the Gulf Coast to Picayune and is now one of the County's largest local employers.

According to the Mississippi Employment Security Commission, as of 2001, the labor force within Pearl River County counted 20,920. The local government, including the cities and county, is among the top employers in the County. Other leading employers within the County include Avon Engineered Fabrications, Wal-Mart, Home Depot, Movie Star, Inc., Huey Stockstill, Inc., and Valspar Refinish, Inc. Additionally, there are organizations working within the County to stimulate and promote economic growth through business incentives and workforce training: Partners for Pearl River County, Mississippi Gulf Coast Alliance for Economic Development and the Pearl River Community College (PRCC) Workforce Development Center.

2.4 Development/Built Environment

Development within Pearl River County is expanding greatly, fueled by the post-Katrina population increase, the demand for housing in safer, higher ground, and the relatively inexpensive cost of land in the county. The number of building permits issued within the County nearly doubled from 788 in 2005 to 1,537 in 2006.

The majority of development occurs within and around the two cities of Picayune and Poplarville. Just seven communities, including the cities, Nicholson, Salem, Caesar, McNeill and Whitesand, contain more than a third of the County's development projects. Those districts where development is not occurring as rapidly are found throughout the County but are concentrated in Pearl River County's central and northeastern region.

Several common building types and styles give form to Pearl River County's built environment. Development in the county is overwhelmingly residential. More than 75 percent of buildings constructed within the County are homes, single- or multi-family, including mobile homes. Residential buildings vary, but the majority of structures within the County are one story houses, accounting for more than a third of all new buildings in 2003. A ubiquitous housing typology in the unincorporated portions of the county is the single-story brick home with low pitched roofs of red metal or asphalt shingle. Most commonly these buildings are situated on large lots, set back fairly far, located on arterials, collectors, and local roads.

In the urban areas of the County, residential neighborhoods typically consist of two-story structures on lots no narrower than approximately 80 feet. Buildings are single-family residences set back roughly 50 feet from the street, and sidewalks are sometimes present on one or both sides of the roadway. While there is no single architectural style, buildings in residential urban neighborhoods tend to have pitched roofs and prominent front porches. Garages and carports are often set back farther than the primary building frontage or located in the rear. Buildings in these neighborhoods use a wide variety of materials including brick, stucco, and wood

siding painted in a range of colors. There are many historic buildings in urban residential neighborhoods, dating from the first half of the 20th century or earlier.

A great deal of recent residential development is in large subdivisions. The most common building typology here is the two-story brick and stucco single-family house. Common architectural elements include small front porches, columns, and steep pitched roofs covered with asphalt tiles. It is common for two- or three-car garages to be located on the façade of the main street frontage. These buildings are generally located on lots ranging from one to one-half acres. Front set backs vary but tend to be greater than in traditional urban residential neighborhoods. Roads through the residential development are generally curved and a minimum of 24 feet wide. Buildings are located several hundred feet from each other, and frequently their primary frontages are not aligned, instead the structures are oriented at different angles away from the street and neighbors.

Commercial development comprises only 3 percent of all development. Outside of city centers, retail is found primarily along the major arterials that feed the cities of Picayune and Poplarville. These districts center around two-lane roads that carry high-speed traffic and have no sidewalk or shoulder. Attached retail, or strip malls is a common typology in these areas. The buildings' frontages are separated from the roadway by large parking lots that often comprise a significant portion of the lot. The structures are one story tall and contain little architectural detailing or variation. Concrete and stucco are common siding materials, and roofs tend to be metal. Individual businesses are not differentiated in the façade. Glazing rarely makes up more than 40-50 percent of the façade.

Unattached retail is also common in these corridors. This type of development does not follow a single typology, and it ranges from big box to small converted structures. Like attached retail, these buildings are almost always setback from the roadway and contain a great deal of surface parking in front of the structure.

Pearl River County's downtowns contain a variety of buildings that define the County's physical environment. Several historic civic buildings such as the old Picayune City Hall, and the Pearl River County Courthouse in Poplarville are markers of the county's past. The downtowns contain a mix of single- and two-story buildings. The streetwall is generally consistent, with building frontages lining up to the sidewalks. Facades contain over 50 percent glazing and distinctive signage. Streets are two lanes with parallel parking and sidewalks on both sides. There are few street trees or street furniture. This traditional downtown fabric is interrupted in places by other types of buildings, such as large metal structures that house light industry or offices, or chain restaurants and retail businesses with larger signs and drive-through windows.

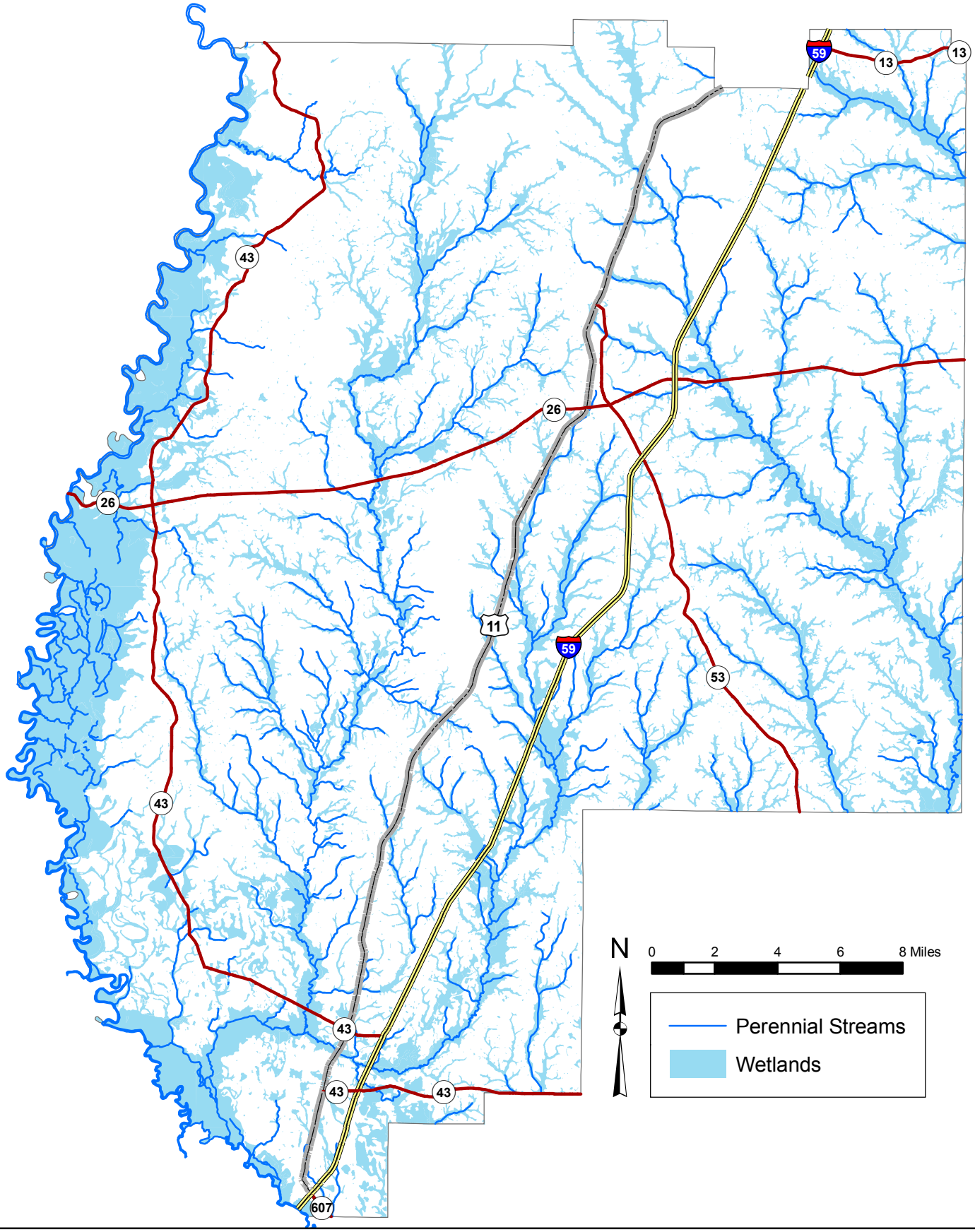
2.5 Natural Environment

Pearl River County is extensively undeveloped, which enables its natural beauty to remain not only unspoiled but one of its most notable assets. The County's namesake, Pearl River, serves as its 116-mile western border with Louisiana. The River provides opportunities for fishing, boating and swimming for the region's residents. Smaller rivers, streams and creeks, such as the Wolf River and Hobolochitto Creek, are found throughout the County. More than one-fifth of the County's total acreage (112,005 acres) is within a floodplain zone, as shown in Figure 24. These are areas adjacent to rivers which are inundated in a flood that has a 1 percent (100-year) or 0.2 percent (500-year) annual chance of occurrence. An additional 25,000 acres are not in a floodplain but are considered wetlands, as shown in Figure 25. Picayune alone contains more than 8,300 acres of freshwater wetlands, the majority of which are found along and within the Bogue Chitto National Wildlife Refuge.

The Wolf River was designated as the State's first Scenic Stream in 2000 (MS Code of 1972, as amended, SEC. 51-4-23), and is included in the State Scenic Streams Stewardship Program. Hunting is a popular activity within the county. The Wolf River Wildlife Management Area, which spans the county's northern border into Lamar County, and the Old River Wildlife Management Area, east of MS 43, together make up more than 26,200 acres reserved specifically for hunting, fishing and preserving the natural environment.

Pearl River County is located in the Piney Woods soil area, characterized by gently rolling hills and ridges. The DeSoto National Forest, located in the northeastern most corner of the county, spans into seven neighboring counties and at 378,538 acres is the largest national forest in Mississippi. Nearly 170 miles of trails on the DeSoto are accessible to hikers, ATV riders, mountain bike riders and horse riders.

The county enjoys a mild climate with annual temperatures averaging in the upper 60's. Mean winter temperatures range from 38 to 65 degrees Fahrenheit with summer temperatures ranging from 69 to 91 degrees Fahrenheit. January, on average, is the coolest month, whereas July is usually the warmest. Average monthly precipitation is approximately 5.3 inches, with March and July the wettest months, each accumulating nearly 6.5 inches of rain. The County's location near the Gulf makes it susceptible to high winds and heavy rains.



Pearl River County, MS
Wetlands and Perennial Streams

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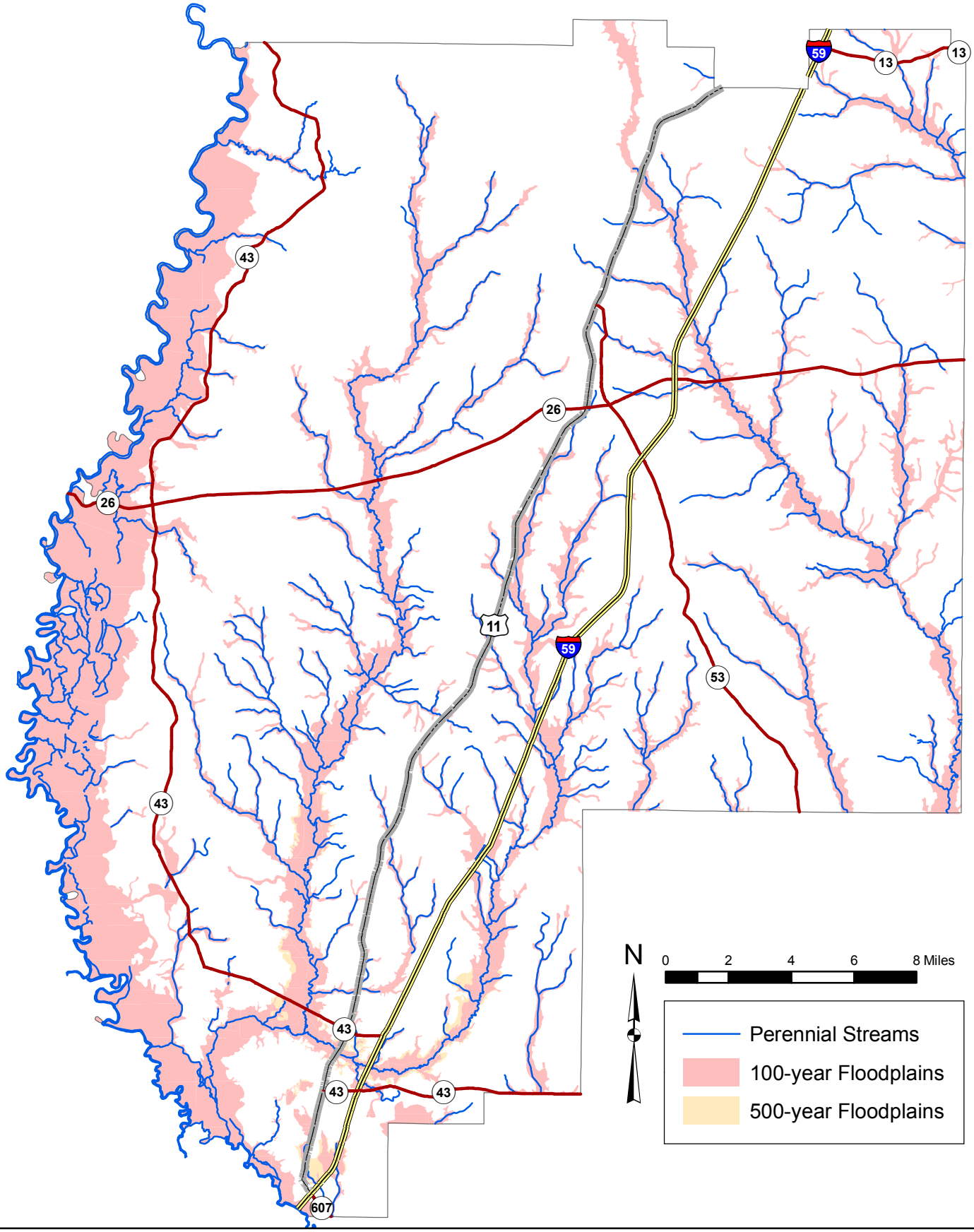

Pearl River County, MS
Floodplains and Perennial Streams

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Section 3 Growth Trends

Determining how to best guide growth in Pearl River County requires an awareness of the extent and nature of this growth. This section presents the predictions for how, what, and where growth will take place in the county during the next 20 years.

3.1 Population Projections

3.1.1 Factors Behind Population Growth

The population of Pearl River County is expected to grow substantially in the next 20 years. In the months following Hurricane Katrina, the population jumped as much as 14%, and several hurricane-related explanations are among the factors for long-term growth in the coming years.

The population of Pearl River County is expected to grow substantially in the next 20 years. In the months following Hurricane Katrina, the population jumped as much as 14%, and several hurricane-related explanations are among the factors for long-term growth in the coming years.

3.1.2 Population Figures

Conservative estimates of population growth in Pearl River County indicate that by the year 2025 the population will have grown by over 75% of its 2005 level. The greatest rise in population is expected to occur between 2005 and 2010, due largely to the immediate effects of Katrina, as discussed above. In the following fifteen years, the population is expected to continue growing at a rapid pace. Even these population projections, which are conservative, point to the great population growth that is expected in the coming 20 years. (These population projections were publicly released by the state of Mississippi in fall 2006.)

	2005	2010	2015	2020	2025
Population	51,809	67,624	76,511	83,649	91,454
Percent Growth (from preceding year)		23%	12%	9%	9%

Population growth was calculated separately for the eight census tracts within Pearl River County. The tracts with the greatest growth are in the south of the county, specifically in and around Picayune.

3.2 Development Projection

The substantial growth in population forecast for the next twenty years is linked to substantial development of the land in Pearl River County. It is estimated that by 2025 almost 30,000 acres will be developed to accommodate this growth. The table below summarizes the development of land that will accompany the increase in population.

Using the population projections discussed above, development was projected to 2015 and 2025. 2015 projections indicate how development will occur in the short term, while 2025 projections can help one to imagine the developed landscape at the end of the planning period. As with the population projections, the development calculations are conservative, but they nonetheless show a steep increase in developed acreage in the next twenty years. (Methodology for development projections is explained sections 3.2.1 and 3.2.2.)

	2005	2015	2025
Residential Acreage*	41,568	50,667	63,453
Commercial/Industrial* Acreage	3,405	7,655	10,655

*Development projections do not include US Census tract 950600, which corresponds with the City of Picayune, as most of the city is currently developed, and additional development will increase density rather than consume open space.

3.2.1 Residential Development

As the population of Pearl River County grows, residential development will account for the majority of new land development in the next 20 years. By 2025 it is predicted that almost 22,000 acres of land that are now undeveloped will be used for new housing. This new development constitutes an approximately 50% increase in the housing stock of the county and will lead to the creation of new neighborhoods and residential communities. This is a sizeable change that will have a major impact on the land use and natural resources of the county.

Residential development projections were calculated by dividing the projected population figure for each census tract by the number of persons per housing unit. This calculation yields the future total number of housing units in each tract. (Based on 2005 US Census data, there was an average of 2.65 persons per housing unit in 2005, and this number was extended out to 2015 and 2025 using a geometric regression equation and taking into account national trends in household size.) Translating the number of housing units into acres of developed land was achieved by multiplying the number of housing units by the typical acreage of high density, low density, and rural residential areas determined during the land use analysis. This was done for each census tract according the proportion of residential densities that existed in 2005.

The Breakdown of residential densities for the County overall is shown in the table below; this proportion of residential densities was maintained constant in the projections for 2015 and 2025.

RESIDENTIAL DENSITIES IN 2005 (entire county)	**PERCENT OF RESIDENTIAL LAND AREA**
High Density Residential	25%
Low Density Residential	68%
Rural Residential	7%

The result is a detailed estimate that projects the breakdown and types of future residential development.

3.2.2 Commercial Development

Commercial development is difficult to project using a numerical coefficient, as there is no commercial equivalent to "persons per housing unit" used in the analysis of residential development. Nonetheless, it is possible to forecast a certain amount of growth for the next twenty years based on current projects and typical ratios between residential population and retail and office square footage (in essence a "population to business" ratio).

The amount of land devoted to commercial and industrial development in Pearl River County is expected to more than double within the next 20 years. A substantial portion of the projected development is anticipated to occur in office and industrial parks that are linked to the County's economic development planning efforts. Big box retail (single business covering 20,000-200,000 square feet) and smaller local retail comprise the balance of the projected commercial development. Currently, development in all of these segments is increasing, and with the growth of the population and continued economic development efforts, it is predicted that the trend for increased development will continue.

Acreage	2005	2015	2025
Office/Industrial park		+3,000	+900
Small retail		+950	+2,100
Big box retail		+300	
Total	3,405	7,655	10,655

3.3 Buildout Analysis

In the absence of growth controls and planning, the projected new development could occur anywhere in the county. Using a buildout model, it is possible to approximate where the projected development would likely take place, assuming that no growth management is applied. This analysis can help determine the areas that would be most likely to experience near term growth, based on assumptions that growth is less expensive to the development community, and has greater access to jobs, shopping, health care, and public services when it occurs at the periphery of existing development. These standard development assumptions can help illustrate how the County might potentially build out/develop in the future without management tools.

3.3.1 Methodology

As described above, the number of housing units in each census tract was projected and then categorized as high density, low density, and rural residential in the same proportion that existed in 2005. The 2005 land use map was divided into 25-acre grid squares, where each of the grid squares has a specific capacity for new housing units. These capacities were based on the typical densities observed in Pearl River County in the 2005 Land Use map and the current population data: high density residential was defined as 1.4 units/acre (.71 acres/unit); low density residential was defined as .67 units/acre (1.5 acres/unit); and rural residential was set at .07 units/acre (15 acres/unit).

The focus of this analysis is to predict the most probable locations that will experience new land development (vs. site redevelopment). Therefore, urban infill areas were not included. Census tract 600 was eliminated from these analyses, as it is entirely contained by the City of Picayune. Likewise, figures for census tracts that include Picayune were reduced in proportion to the percentage of land contained by the city. In addition, the areas that are currently high density residential, low density residential, and rural residential were treated as fully-built out, and new construction was located only on areas that were Forest or Agricultural in 2005.

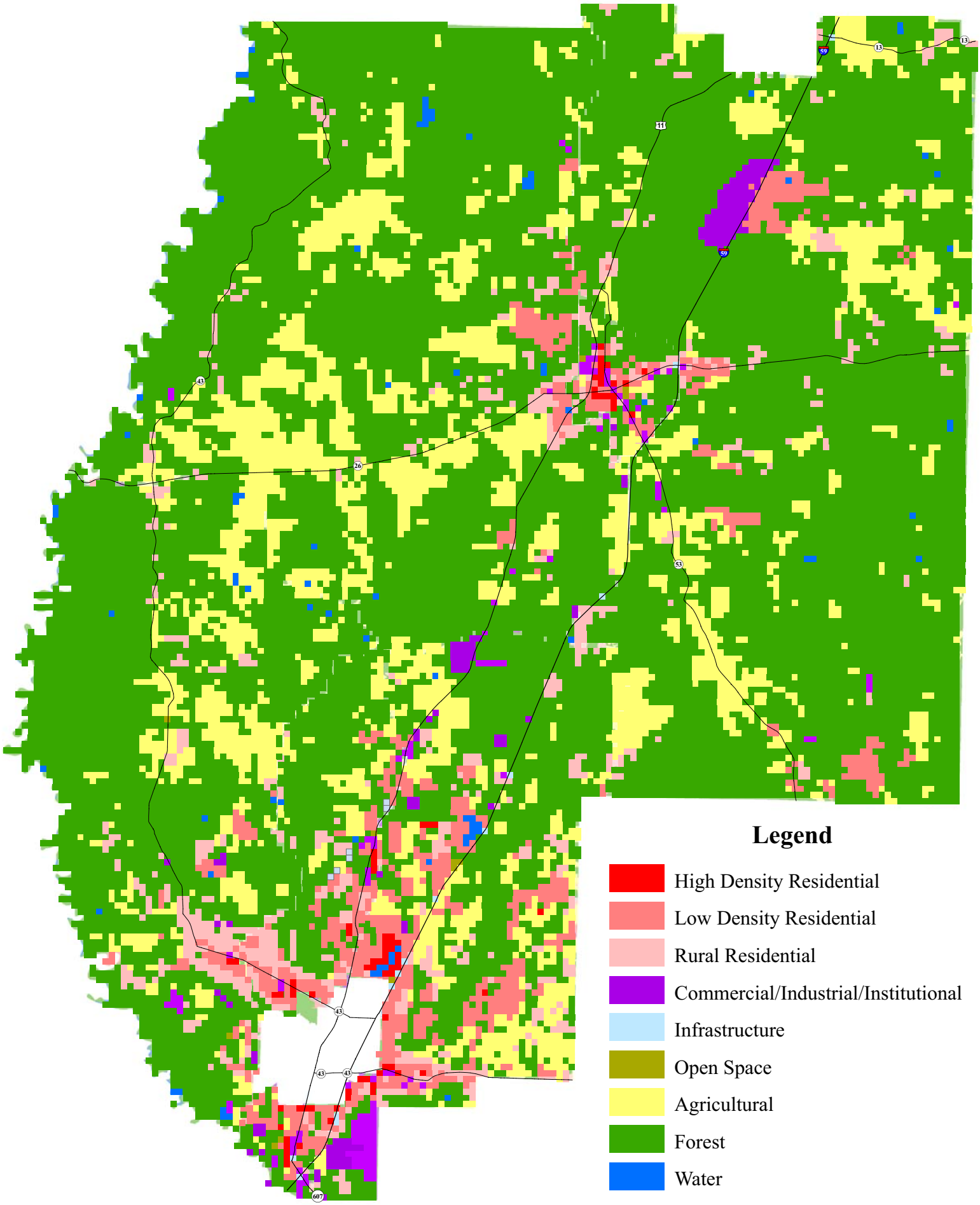
The buildout analysis attempts to simulate a typical and often observed development process by applying a mix of criteria that approximate the decision process used in selecting development sites. Given recent trends in Pearl River County (see Sec. 2 Existing Conditions), it seems likely that new development will be located along major roads. Access to existing sewers is also a traditional draw for developers. New development also tends to occur adjacent to existing development. These three factors were combined to rate the likelihood of development of each of the grid squares in the county. The projected number of housing units was then geographically distributed based on which of the currently undeveloped areas of the county were most likely to be developed. This process was conducted for 2015 and 2025.

The result is a theoretical forecast of the land use pattern in 2015 and 2025 that is likely if growth is not planned and managed. This analysis illustrates what this growth will look like in terms of physical development and the use of forest and agricultural land if the population grows as projected.

3.3.2 2015 Buildout

The 2015 buildout map (Figure 26) projects the addition of 6,276 housing units and over 4,000 acres of commercial and industrial development to the existing development landscape. The bulk of the growth takes place in the south of the county, around Picayune. Agricultural and forest areas along Highway 43 could see the most striking change, as this area was predominantly undeveloped in 2005. New residential development is also predicted in the 11-59 corridor north of Picayune.

In the northern portions of the county, new residential growth is predicted to cluster around Poplarville, particularly along Route 26. Commercial development in Hillsdale is also expected to increase substantially.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Low Density Residential
Rural Residential
Commercial/Industrial/Institutional
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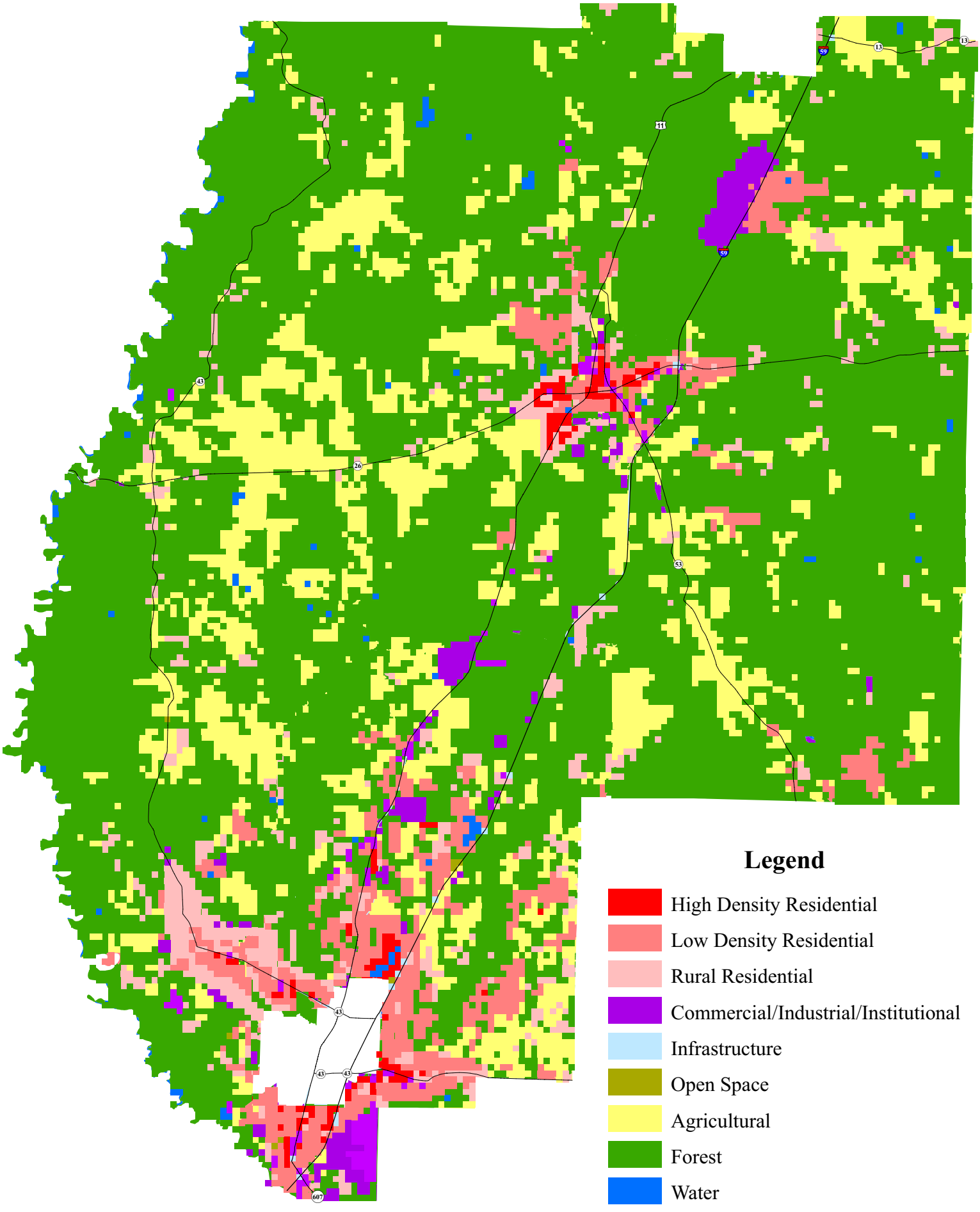
Open Space
Agricultural
Forest
Water

3.3.3 2025 Buildout

By 2025, it is possible that there will virtually no forest and agricultural land in the two-mile radius surrounding Picayune, with dense development reaching as far as three miles from the city boundary. The city and its surroundings are expected to be built up with an additional housing units. Commercial and industrial development near the southern border of the county could also expand substantially. The areas adjoining Highway 43 could see further development, and the 11-59 corridor near Picayune could become densely built-up.

Poplarville could experience a great expansion by 2025. High density residential development would be likely to occur along Highway 11 and Route 26.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Open Space
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Water

3.3.4 Guiding Future Growth

The buildout projections herein are theoretical, and development will not occur in exactly the manner projected. However, as a predictive model, the future buildout provides a generalized concept of where development might occur if no growth management is approved and considered by the County. Projected development in 2015 and 2025 using an unconstrained and unplanned trend model highlights several land use outcomes that may be important to better manage. Dense residential development that could surround Picayune could interfere with wetlands and floodplains. The southern portion of the county is likely to experience greater development. Large portions of forest and agricultural land will be developed.

The theoretical future scenarios generally indicate where it is useful to consider adoption of land use policies. Development along the major transportation routes through the cities suggests the importance of locating development in a pattern that preserves the visual character of the county in key high-visibility locations. In addition, the overlap of possible development with natural systems indicates a need to identify and conserve certain natural resources.

3.4 Goals for Future Growth

The County's objective is to guide growth in a manner that best conserves Pearl River County's natural resources and unique character and simultaneously promotes economic vitality. The goals of the county's residents, business owners, elected officials, and planners form a vision for the county and provide the basis for planning.

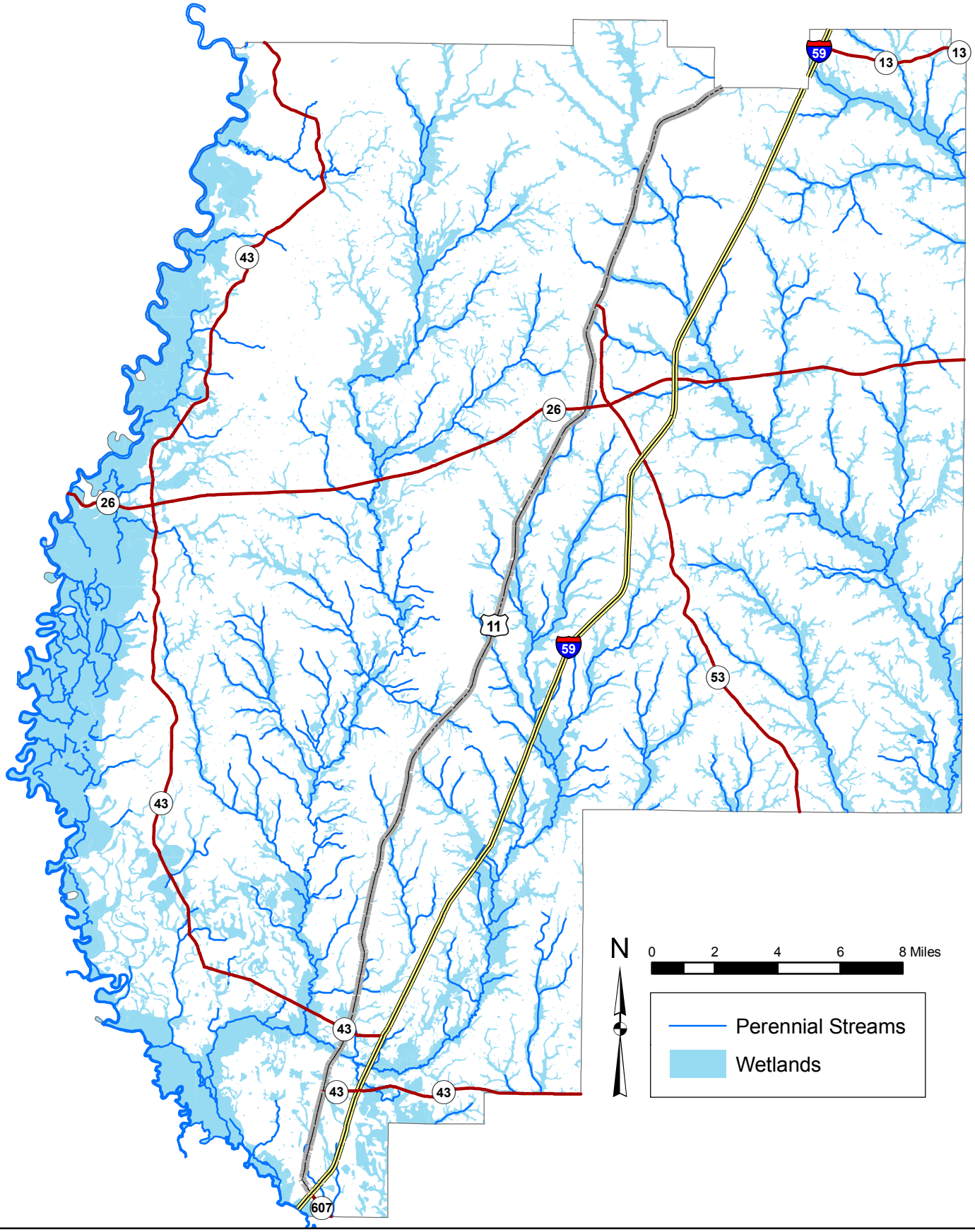
3.4.1 Planning Goals

One of the objectives of Pearl River County is to promote new development along the transportation corridors that are best suited to sustain growth. These major corridors were identified as Highway 11-Interstate 59 and Highway 43. These corridors constitute broad, general areas that provide a solid foundation on which to further study and propose the most appropriate locations for growth.

Another central goal of the County planners is the expansion and creation of new east-west transportation routes. Improved east-west access is considered a major priority. Following increased access, these routes can serve as additional growth corridors. Areas that have been identified for improved east-west access and growth include Millard, Anchor Lake, and McNeill.

County planners envision Pearl River County as a place with distinctive yet locally appropriate architecture and urban design. New development in and near urban areas should respect and enhance the small-town feel, while new developments should create attractive new neighborhoods.

Conservation of natural resources is a key goal of county planners. The principal areas that should be protected from the impacts of growth are the Wolf River and Hobolochitto Creek and the wetlands that form part of these watersheds.



Pearl River County, MS
Wetlands and Perennial Streams

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3.4.2 Community Members Goals

The residents, business owners, and community leaders of Pearl River County have a variety of individual views on how the county should grow. Together these different viewpoints form a rich vision for the future of Pearl River County that contains some clear mandates for the current planning efforts.

The visual integrity of the county is very important. Residents are concerned that major thoroughfares remain attractive and visually appealing. Trash and litter on major transportation routes is seen as a problem. There is a desire to preserve the "old downtowns" and maintain the character of urban areas.

The form of new development is a major concern. Residents and community leaders express a desire to avoid "sprawl" and "ugly" new buildings, a threat that is seen on other parts of the region that have changed rapidly from rural to urbanized. Maintaining the character of the county through new built development is important; residents wish to incorporate new housing that appears "rural." In addition, new development needs to keep pace and coordinate with public services. New development must occur in a manner that makes efficient use of social services, such as police and fire, as well as public and private utilities.

Community members acknowledge that steps must be taken to prepare for and accommodate the significant trends indicating strong population growth. However, the public has indicated in past public forums that they do not favor the adoption of traditional zoning tools for Pearl River County. Overregulation is a serious concern, and growth management must take place in a way that does not burden community members with unnecessary restrictions. Residents want to make the most of growth; the growth trends described in this section are an unavoidable change that can provide benefits for the residents of the county. Economic growth and the ability to make economic use of developable land are major goals.

3.5 Planned Development Buildout

A buildout under proposed planning controls indicates that the same predicted population growth can be accommodated with the consumption of fewer acres of land. By focusing commercial development and conserving natural areas, development can occur in an orderly manner that meets the County's desire to preserve the rural nature of the majority of the County.

Section 4 Implementing Land Use Planning

Adapting the right techniques for Pearl River County can provide the County with the guiding policies with which to successfully plan for growth consistent with the County's goals. Preserving the County's sense of place can be achieved through such planning.

There are development areas that will cause significantly less impact on the environment and the County's infrastructure systems than others. This is one of the basic factors used for determining future land use, and sections 4.1 and 4.2 review the approach used to identify the most appropriate development lands in Pearl River County.

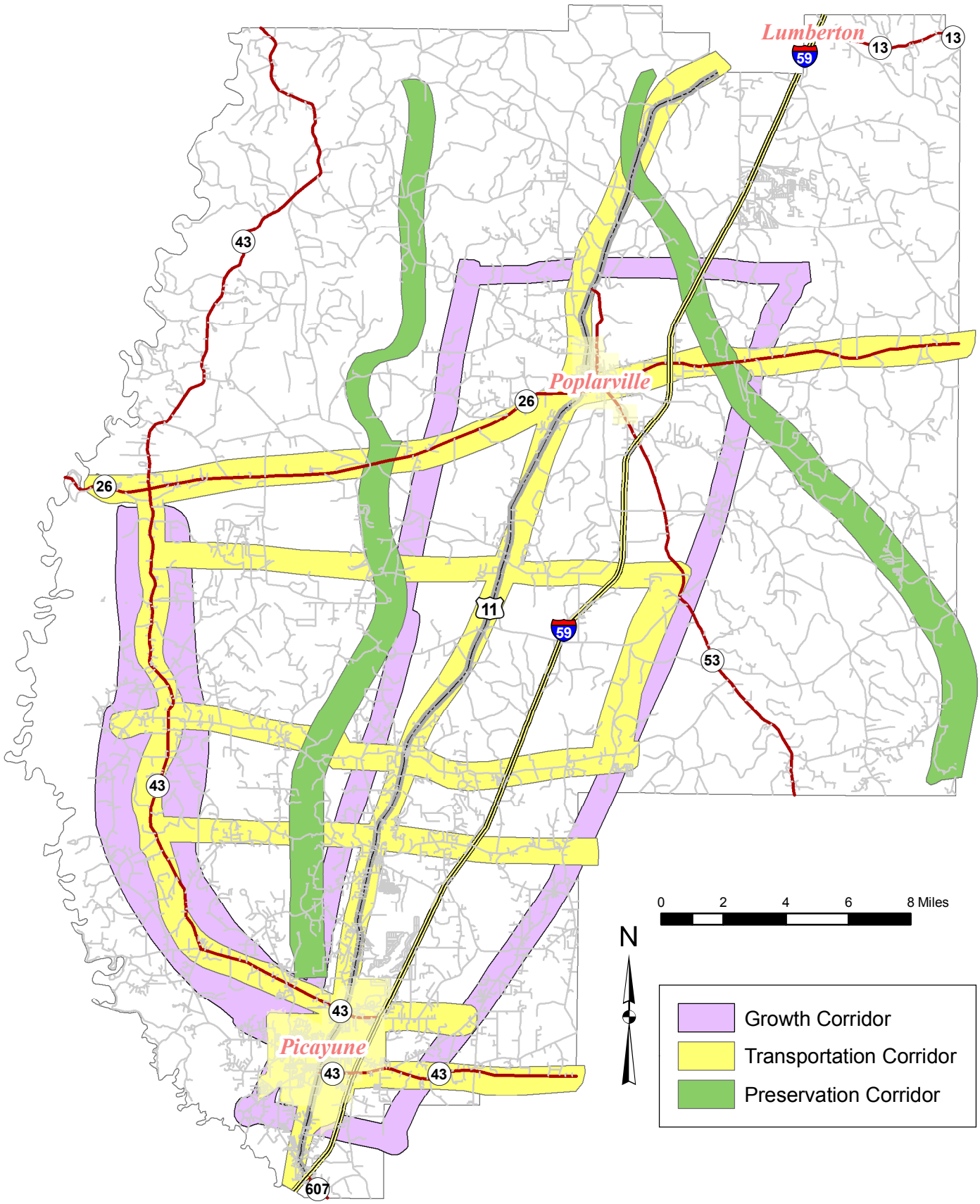
The next step is to craft a regulatory system for implementing the land use decision-making that fulfill the County's specific goals and can be effectively and successfully applied. Sections 4.3-4.7 of this chapter lay out the groundwork for the implementation of land use tools in Pearl River County. The final section proposes possible next steps to continue planning in the county.

4.1 Growth Corridors

As Pearl River County's population grows, the connection between the expanding residential and commercial districts becomes increasingly important. As a result, new development is expected to cluster along the County's already existing roadways. However it is essential to foster this growth along key transportation corridors in order to preserve the County's rural character and environmental resources.

Key transportation corridors are often identified by analyzing and classifying the current roadway system. The most heavily traveled roadways are those that offer direct service between cities and regional centers. Residential and commercial establishments tend to concentrate along these corridors so as to facilitate easier access to and from the sites. Currently the County's residents are concentrated within the Poplarville and Picayune metropolitan regions, and along the Highway 11 (Hwy 11) and Interstate 59 (I-59) corridor between them. State Highway 43 (MS 43) south of State Highway 26 (MS 26) is also relatively heavily populated. These areas are identified as the potential growth corridors for the County.

I-59, Hwy 11 and MS 43 offer continuous north-south routes through the County. Besides MS 43's eastward turn through Picayune, MS 26 is at present the only major east-west connector within Pearl River County. In order to increase mobility and alleviate the congestion associated with expected rapid growth, more east-west connectors are recommended within the growth corridor. Roadways formerly operating at the local or community level could be enhanced so as to serve through-traffic as well. Roads such as Savannah-Millard, McNeill-Steephollow and Anchor Lake will increase in importance as the volume of vehicles on the roads increase and people seek alternative routes. Thus the potential growth corridors serve as a nexus for development and mobility. Proposed growth corridors are seen in Figure 29.



Pearl River County, MS
Anticipated Future Growth

CDM

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4.2 Conservation Corridors

Conservation of undeveloped land is important to land use planning in Pearl River County. Protecting certain natural areas of the county from development serves two functions. Firstly, vital natural systems such as stream corridors and wetlands serve an ecological function that must be protected in order to ensure the future sustainability of the county. Second is the rural landscape, which is central to Pearl River County's character, can only be maintained if significant portions of the county are allowed to remain forest and agricultural lands. For these two reasons, it is important to identify the lands that are best suited for conservation.

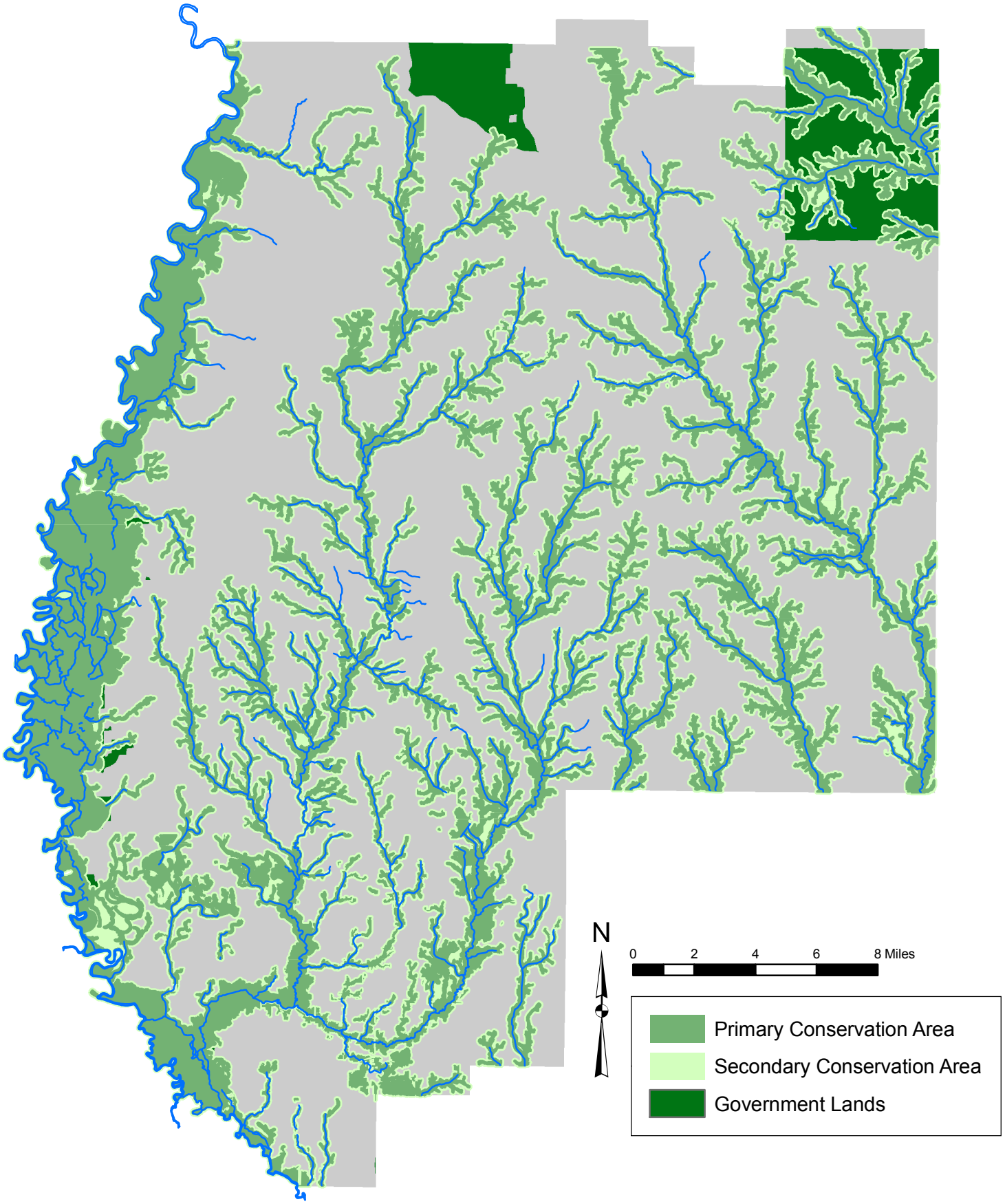
A consultant to the county (Randall Arendt) recommended in 2004 that the County develop a "Countywide map of Potential Conservation Lands." It was recommended that this map separate conservation lands into three categories: Primary Conservation Areas, Secondary Conservation Areas, and Existing Conservation Areas. Primary Conservation Areas are lands that are "deemed to be inherently unsuitable due to extremely severe environmental constraints." In contrast, Secondary areas contain "resources that are either significant at some level or are at least notable and worthy of consideration for conservation whenever possible."

The division of conservation areas into these categories is useful in the regulation and design of future development. The County may choose to apply different regulatory restrictions on Primary areas versus Secondary areas. For example, strong restrictions on development could be allowed in Primary areas, while development in secondary areas might be less strictly managed, for example, by use of special permits.

The County could apply a variety of regulatory approaches that make use of this tiered conservation plan. Developers, land owners, and designers can also benefit from knowing which portions of their sites are crucial to the sustainability of the county and which areas should be avoided. The County needs a tool to quickly identify its conservation priorities in order to best guide and encourage development.

Based on the categories indicated by Arendt, a map of proposed conservation lands has been developed as part of the land use planning process (Figure 30). Primary conservation areas consist of wetlands and FEMA Q3 floodplains. Wetlands perform crucial ecological functions such as filtering ground water; building in floodplains is inadvisable. As such, wetlands and floodplains constitute some of the county's greatest natural resources but also represent some of the greatest susceptibility to development, making these lands appropriate for a high level of protection.

To identify the areas of primary conservation, the wetlands and floodplain delineations were merged and given a 200 foot buffer to provide the potential for additional protection of anticipated wetland and floodplain areas. Where these areas overlapped with existing development, the conservation designation was removed. The result is a comprehensive demarcation of the natural areas that are most important to protect. Secondary conservation areas consist of the 300-foot area surrounding the primary conservation zones. Secondary areas are not directly in



Pearl River County, MS
Recommended Conservation Areas

CDM

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contact with waterways or wetlands but nonetheless merit protection because of their close proximity. The only current conservation lands in Pearl River County are government-owned park lands, which are also indicated on conservation map. Primary conservation areas comprise 241 square miles, or 29% of the county, and secondary conservation lands constitute an additional 117 square miles, or 14%.

Much of the land delineated in the conservation map is already regulated to some degree by Army Corps of Engineers , FEMA and the Mississippi Department of Environmental Quality. To further tailor the conservation strategy to the natural resources present in Pearl River County, this basic map of conservation lands can be augmented to encompass a broader range of environmental considerations. Additional factors include: estimated habitats of endangered species, old growth forests, high-value agricultural soils, stormwater and groundwater recharge areas, steep slopes, viewsheds, and access points to lakes and streams. Selection of the these criteria can be sued to create a tertiary conservation category, or additional lands can be added to the primary and secondary categories. Although floodplains and wetlands are the cornerstone of natural systems in the County, the conservation corridors ultimately should preserve all of the most important natural resources that will ensure sustainability.

4.3 Regulatory Approaches

4.3.1 Traditional approaches

It is generally accepted that zoning alone cannot be used to guide land development . Nonetheless, traditional zoning has been used to promote the construction of denser residential neighborhoods. Often granted by special permit, development in these districts allows greater density than is normally allowed in the underlying residential district zoning. The use of traditional zoning tools that promote dense housing and open space exist in many forms, such as “cluster zoning,” “open space residential districts,” and “conservation subdivisions,” the last of which is used in Pearl River County. In addition, traditional zoning can be used to conserve natural resources in any such district where the construction of buildings is not permitted.

Traditional zoning, however, has many drawbacks. If zoning is not tailored to the needs of a specific community, it can have the effect of needlessly restricting how landowners can use their land. In addition, by focusing almost entirely on separation of land uses and lot dimensioning, the physical guidance it provides is limited to very basic requirements. Traditional zoning usually focuses on managing the intensity of development rather than the character of development. Many zoning codes were adopted in an era when conservation and neighborhood character were not well understood. As a result, traditional zoning codes have little regard for the specific context of a site and systematically discourage higher intensity development. Traditional zoning is considered largely to blame for the sprawl that the County seeks to deter.

The recommended approach to land use regulation is form-based codes. Unlike traditional zoning, which is based on the segmentation of land by use, form-based codes regulate the building types that are allowed within certain areas. With form-based codes, the physical design of a neighborhood determines development, and different uses will naturally be accommodated in the context of well-designed urban form.

4.3.2 A Regulatory Approach for Pearl River County

Pearl River County has a deeply held tradition of independence, and a regulating scheme that constricts residents is not desired. A traditional zoning code is limiting, it does not accommodate variety or innovative design and form, and is unlikely to achieve development necessary to fulfill the county's objectives. In order for Pearl River County to preserve its sense of place, two key objectives must be met: open space must be protected, and the form of development must be visually and functionally compatible with existing development and the existing landscape.

Regulation is certainly not the only tool for implementing the County's land use objective, but providing guidance for development and conservation requires a detailed and enforceable standard. As such, the County in the future should employ a form-based approach that fully integrates environmental conservation objectives, as identified from input to this land use planning process. A form-based system can set basic design parameters for the types of developments that are most desirable in Pearl River County. Simple, illustrative guidelines will help designers, developers, and owners to visualize the characteristics that are most important in maintaining the character of the County.

4.4 Development Types

The creation of built environments that are visually attractive, environmentally sustainable, and complementary to the treasured character of Pearl River County is essential in implementing the County's vision. . Clearly identifying the development types that will create such places is essential for implementation. An analysis of current buildings and the key goals identified in the planning process can be combined to assemble development characteristics that should be implemented. The result is a roster of preferred typologies that comprise the built form that fosters the county's unique character. Building typologies are representation of categories of buildings.

4.4.1 Rural Buildings

Traditional cabins and farm houses should remain the predominant type of development in rural areas. Rural buildings accommodate very low-density residential development in agricultural and forested areas. Buildings in agricultural or forested areas should be designed in a manner to protect views and the natural landscape of Pearl River County.

4.4.2 Residential

Residential subdivisions, which will likely be the largest segment of new development in Pearl River County, should reflect traditional residential patterns and local architectural styles. Sprawling, homogenous neighborhoods with very wide roads and few trees are a problematic type of development that is found across the country. Residential subdivisions should strive to avoid these problems and create walkable districts modeled on the closely knit neighborhoods of the Gulf Coast. Shared open space, mature trees, and relatively dense development can make new subdivisions feel and operate like traditional neighborhoods.

Infill development and development near the cities' historic neighborhoods should largely reflect their context. That said, the development of multi-unit residential buildings should be promoted. Increased affordability and more efficient provision of services should drive the development and design of multi-unit housing. A series of attached town houses or an apartment building located near a city or village center are examples of multi-unit residential buildings possible in Pearl River County. Increases in density, such as is achieved in an apartment building, can greatly reduce the impact of development.

Housing affordability will be essential as the population of Pearl River County grows and diversifies. In addition to multi-unit housing, other affordable options such as manufactured housing will be in demand. Manufactured housing should be accommodated in certain locations while maintaining the predominance of traditional residential neighborhoods.

4.4.3 Retail

Traditional downtown shopping districts are a hallmark of Pearl River County. New retail development should resemble these pedestrian friendly commercial areas. Narrow buildings, animated storefronts with large windows, distinctive signage, and easy pedestrian access are the basic characteristics of such districts. Close proximity between the roadway and the building frontage is an underlying feature of the traditional business district. Parking should be segmented and located away from street frontages. Sidewalks should be accessible on all frontages, and features such as drive-thru windows and loading areas should be avoided on the main public frontage.

Local retail should avoid the traditional strip-mall model, which is characterized by unornamented facades and large parking lots that separate the building frontage from the roadway. Local retail should be organized in clusters of business in a manner to create a sense of place that is similar to traditional shopping districts. Businesses in attached local retail centers can benefit from reduced costs and activity from adjoining businesses.

Big box retail may be inevitable, but it can be designed in a manner that greatly reduces its environmental and visual impact. Increased architectural articulation and greater glazing can transform monolithic facades into building frontages that

resemble traditional shopping districts. Landscaping and screening can be used to minimize the sight of large retail structures from the public view. Moderately scaled signage and parking areas with landscaping, trees, and islands reduce environmental impact and create more attractive settings. Such designs are not frequently employed by big box retailers but are growing in popularity, both among businesses and local communities.

4.4.4. Office

Small offices should be integrated into retail and commercial areas, as is found in the cities. Buildings should be harmonious with surrounding structures. Maintaining a consistent street frontage and height and the use materials and styles found in traditional downtowns will create a traditional business and commercial district. Parking, while essential to accommodate employees and customers, should be located in the rear.

4.4.5 Industrial

Larger offices and light industry are best suited on industrial campuses. These sites should be screened from the public view to minimize the visual impact of large buildings. Pedestrian infrastructure, such as benches and sidewalks, should be used to integrate the campus into the adjoining fabric and to create more traditional and attractive spaces. Large parking lots should be avoided; landscaping, islands, trees, and the use of porous paving will reduce environmental impact. Like retail buildings, industrial park structures should avoid large, uninterrupted, windowless facades. Traditional design elements, rooflines, and glazing patterns will create campuses that bolster the architectural character of the county.

4.4.6 Mixed Use

A mix of uses is vital. As indicated earlier, the strict separation of uses that is inherent in traditional zoning does not create the vibrant neighborhoods that will maintain Pearl River County's character. It is important for neighborhoods to include residential, commercial retail, and civic buildings. In addition, buildings themselves can house multiple uses, such as retail on the ground floor and residences on upper floors. Being able to walk to local stores for convenience items, and to local health and other government services is highly desirable, both in terms of providing transportation options, and in terms of supporting healthy lifestyles.

4.5 Complementing and Integrating with Current Programs

Implementing the land use recommendations in this plan will require coordination with several existing regulations and regulatory agencies. The use of land use regulations will require the County to promote a clear system for regulatory compliance, assuring that all applicable regulations work synchronously. The following regulations may intersect with the proposed land use planning efforts and should be considered if policies and regulations are used.

- Subdivision Regulations: The County's subdivision regulations contain minimum site design standards that include lot size, street design, landscaping, neighborhood density, building setbacks, and open space. Land use regulations, which will address land use and design, will encompass these topics as well.

- Hazard Mitigation and Flood Protection Plan: This plan identifies environmental threats and preparedness at the County level. Largely in sync with the Comprehensive Plan, the hazard mitigation plan urges the protection of natural resources and the creation of service, infrastructure, development, and utility plans and regulations. Community goals and strategic recommendations for these topics are included.

- Pearl River County Utility Authority Rules and Regulations: The PRCUA regulates some aspects of site design and water, stormwater, and wastewater systems. The standards and approval for individual systems and connection to public utilities will have a substantial impact on the location, cost, and design of future development.

- Family of International Building Codes for Pearl River County: The building code sets minimum standards for building, plumbing, electrical, gas, and sanitary features of structures in the county. These regulations have an important impact on the design of buildings, which is also in the purview of the a form-based system. In addition, the building code entails a review and permitting processes that will have to be integrated with additional regulatory approvals.

- Pearl River County Strategic Plan: Public input on conservation, economic development, infrastructure improvements, and the provision of County services is compiled in the Strategic Plan. The goals and initiatives expressed in this report have an impact on the shape of development and the underlying land use patterns.

- Mississippi Storm Water Pollution Prevention Plan (SWPPP): Requiring review and approval for construction that may affect water quality, the Mississippi Department of Environmental Quality regulates the impact that development can have on hydrological systems. The land use plan's conservation areas are largely based on hydrology and will overlap in their protection of these lands.

4.6 Administration

Implementing land use planning will require dedicated staff and clearly defined roles at the county and city levels and across several departments and organizations. An administrative framework, as opposed to creating an additional administrative body, is suggested for managing its implementation and success. It is recommended that the County appoint members of a Planning Task Force to help ensure the successful implementation of the plan and the Code. This Task Force would include the agencies and stakeholders mentioned in Section 4.5 and others at the discretion of the Board of Supervisors. Planning Department staff will be responsible for development review.

4.7 Economics of Growth Management

This plan seeks to lay the groundwork for future development that respects conservation and makes efficient use of resources. In applying the strategies and goals of this plan, it is important to consider the economic and fiscal impacts of growth management. Under a system of growth management, the County's upfront costs for management, infrastructure development, and the provision of services will be higher than if development were allowed to proceed without planning. However, the growth management approach advocated in this plan can ultimately reduce the cost of government expenditures and services.

Land use management in Pearl River County will guide future development into existing developed areas and new centers, while discouraging development in rural and environmentally sensitive areas. This pattern of development leads to denser development, which can be beneficial in long-term cost savings. Growth management that concentrates growth in developed areas and new centers and conserves natural resources can have the following economic impacts:

- Infrastructure: Fewer miles of additional roadways and improvements to existing roadways are necessary when development is more compact. Development in or near existing neighborhoods further decreases the need for additional investment.

- Water & Sewer: Demand may not appear to be significantly lower, infrastructure costs can be lowered. Denser development can reduce the cost of water and sewer infrastructure due to multi-unit housing and more compactly oriented single-family lots. As with roads, the use of existing infrastructure in already developed areas will help further reduce costs by carefully managing the extension of infrastructure systems and public services.

- Housing affordability: Future land use that provides for a variety of development intensities will create neighborhoods that range from rural to suburban to urban. The result can be housing prices that are lower because of the densities of urban communities, as well as the housing mix possible in denser, traditional neighborhoods.

- Schools: As the population of school-age children rises, it will be necessary to provide school transportation and facilities to meet increased demand. Transportation costs can be greatly reduced if residential development is concentrated in certain areas, particularly near major transportation corridors. The construction of additional facilities can also be better located to increase accessibility to residential developments that are contained in more compact neighborhoods.

- Emergency Response: As with school transportation, the provision of police, fire, and emergency services is greatly improved by concentrated residential development with easy accessibility to major transportation routes. Reduced travel time will decrease response time. Costs associated with covering dispersed districts, such as multiple stations and a larger staff, will also be reduced.

- Urban Communities: The incorporated urban areas of Picayune and Poplarville will gain in several respects. Encouraging growth in the cities makes use of existing services and infrastructure and reduces impact on undeveloped surrounding land. As development is encouraged within the cities, commercial and residential construction will occur, drawing businesses and residents that will boost the cities' tax bases. Employment and income for city residents can also increase with a higher concentration of commercial development in cities.

4.8 Additional Land Use Programs

In tandem with using a form-based system for development, the following programs can help achieve the County's land use goals.

4.8.1 Forest Conservation areas

The conservation corridors that are delineated in this plan are focused on hydrology and constitute the most essential lands for protection. There are many other undeveloped areas that can be of great value to the County if maintained in a natural state. In particular, forested land is abundant in Pearl River County and is a key element in its distinctive rural character. Through a variety of methods, the County can protect significant swaths of forest land. The proposed conservation map could be augmented with the addition of forest conservation areas, which will restrict the use of this land to its current natural condition. In order to avoid unfair takings or to overly regulate, forest conservation areas should be delineated in consultation with land owners. One possibility is for forest conservation areas to be created as a form of mitigation for related development projects.

4.8.2 Walkability Zones

Pearl River County is an expansive area whose rural character will require that residents use vehicular transportation to travel in and through the county. Nonetheless, pedestrian activity is a feature of the county's small-town character that can be promoted. Walking has many advantages, including health benefits, reduced congestion, reduced pollution, and a lively public realm. The State of Mississippi has established the "Let's Go Walking" campaign to promote community health. Design standards for future development will encourage neighborhoods that are relatively dense and have sidewalks, which supports pedestrian activity. In continuing to promote pedestrians, Pearl River County could establish districts in which future development must expressly be oriented toward increasing walkability. Within these areas, sidewalk networks would be continuous, and dense, mixed use development would be strongly encouraged if not required. The result would be a new choice in residential lifestyle that is particularly well suited to residents who do not wish to drive, such as senior citizens. Walkability zones would be appropriate in or near existing areas of development, or in new planned downtowns.

4.8.3 Low Impact Development

In order to minimize the environmental impact of land development, Pearl River County has the option of considering low impact development (LID) strategies. LID

encompasses a wide variety of sustainable land development approaches to stormwater management. Their aim is to reduce rainfall runoff and pollution at its source, through design techniques which preserve and recreate a site's natural hydrologic features. These techniques, such as permeable pavement surfaces, bioretention ponds (or rain gardens), green roofs (or roof gardens), and cistern collection systems, decrease the impervious footprint of a site, which decreases the surface runoff and so improves the quality of stormwater drainage. Additionally, LID works to reduce non-point source pollution to drinking water supplies, recreational waters and wetlands. Due to its flexibility in design and emphasis on natural processes, LID techniques are often more cost-effective than traditional stormwater management practices.

Section 1 Existing Conditions and Trends

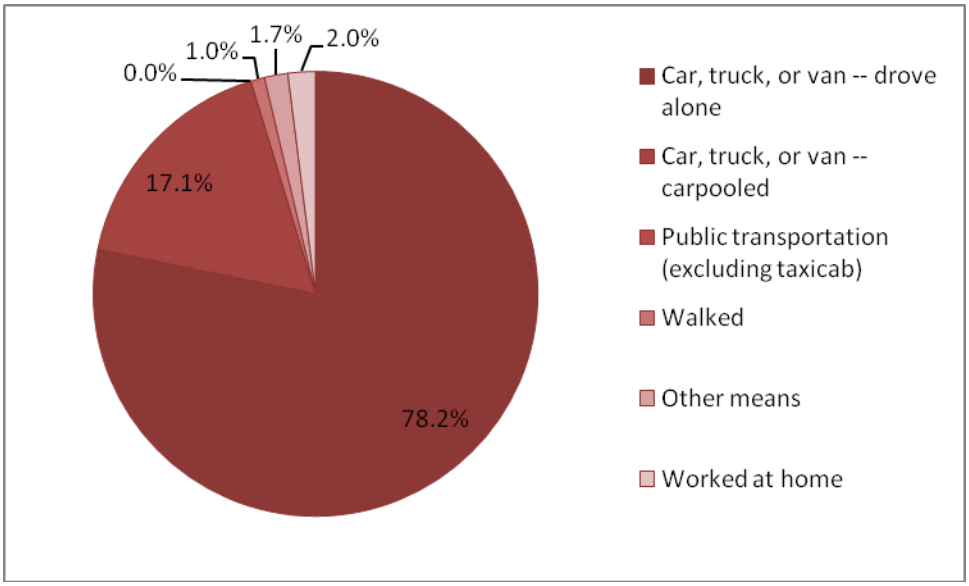
1.1 Introduction

Transportation is a key component of planning for growth in Pearl River County. Transportation systems both accommodate and encourage development, and thereby can help guide development and activity patterns in such a way as to most effectively meet community needs, while also conserving the County's sense of place. This element of the Comprehensive Plan provides an inventory of current conditions and trends within Pearl River County's transportation network.

1.2 Travel Patterns

According to the U.S. Census Bureau's 2005-2007 American Community Survey (ACS), the average employee in Pearl River County commuted to work an estimated average of 36.5 minutes.[1] As demonstrated in **Figure 8**, more than 78 percent of those 16 years or over commuting to work drive alone. An additional 17 percent carpool to work. A total of 2.7 percent are estimated to walk or commute to work by other means, which includes by bicycle, taxicab and motorcycle.

Figure 8: Method by which Residents 16 Years and Over Commute to Work



Source: 2005-2007 ACS

1.2.1 Traffic Generators

An estimated 55.5 percent of employees residing in the county also work in the county. The other 44.5 percent work in a neighboring county or out of state, most likely Louisiana. New Orleans, the Mississippi Gulf Coast and the Stennis Space Center are major employment centers and thereby serve as major traffic generators outside the county. Pearl River Community College is one of the largest traffic generators within the county.

[1] U.S. Census Bureau, American Factfinder. "2005-2007 American Community Survey 3-Year Estimates." Accessed: http://factfinder.census.gov

New Orleans

New Orleans, which lies roughly 40 miles southwest of the county, is a major center of employment, entertainment, and commercial, educational and social services. Traffic to and from New Orleans is carried principally on Interstate 59 (I-59). Recent Louisiana transplants with ties to the New Orleans area, chiefly through employment, added to the post-Katrina flow of traffic between New Orleans and the county.

Mississippi Gulf Coast

The Gulf Coast counties and cities are also a source of employment, entertainment, and services, although Katrina-related damage has reduced this region's draw. Trips between Pearl River County and the Gulf Coast counties take place largely on I-59 and Mississippi State Highway 53 (MS 53).

Stennis Space Center

This national defense center located in neighboring Hancock County employs over 5,286 people who support contracts with NASA and the U.S. Navy, among others.[2] As a major job source, Stennis is a substantial traffic generator in the county, for county residents make up the largest group of personnel, approximately 29 percent.[3] Access to the center is generally via I-59.

Pearl River County Community College

Located in Poplarville, Pearl River County Community College's (PRCC) main campus draws students and staff from throughout the county and neighboring areas. PRCC also has centers in Forrest and Hancock Counties. Its district includes Pearl River, Forrest and Hancock Counties, as well as Jefferson Davis, Marion and Lamar Counties. During the 2007-2008 school year, 86 percent of students resided in the PRCC district; the largest proportion, nearly 29 percent, resided in Pearl River County. PRCC's total enrollment was more than 4,500 students as of Fall 2008,[4] Nearly 54 percent of whom (2,416 students) were enrolled at the Poplarville campus.[5]

Figure 9 demonstrates the major traffic generators within and outside the County.

[2] NASA. "NASAfacts: Stennis Space Center, 2008 Economic Impact." March, 2009. Accessed: www.nasa.gov/centers/stennis/news/factsheets/index.html.
[3] Ibid.
[4] Pearl River County Community College. Press Release from the Office of Public Relations. "PRCC celebrates 1st 100 years with eye on future." September 11, 2008.
[5] Pearl River County Community College, Public Relations Department. Telephone correspondence, June 30, 2009.

Figure 9

Figure 1-2
Pearl River County Traffic Generators
Pearl River County Comprehensive Plan

1.3 Roadways

As shown in Figure 1-1, more than 95 percent of county residents commute to work by way of automobile. Vehicular transportation is the principal form of transportation in Pearl River County due to its rural development patterns and large size. As the population grows and development increases, the use of current roadways will rise. The post-Katrina influx of new residents and the associated congestion on roadways is perhaps one of the greatest concerns for county residents.

I-59, U.S. Highway 11 (Hwy 11) and Mississippi State Highway 43 (MS 43) are the most traveled roadways in Pearl River County. Together with I-59, Hwy 11 creates a 24-mile north-south transportation corridor between the country's major cities. MS 43 runs south along the western side of the county and curves eastward to bisect Picayune. State highways MS 26 and MS 13 are the major east-west connectors in the county.

Most of the roadways within the county are one or two lanes; only parts of MS 43 and I-59 span four lanes of traffic each way.

1.3.1 Functional Classifications

Functional classifications define a roadway's role in a transportation network and are used to determine funding levels for state and federal transportation projects. The Mississippi Department of Transportation (MDOT), employing Federal Highway Administration guidelines, classifies Pearl River County's roads into the following categories:

Interstate Highway

An interstate highway is a component of a limited access integrated highway system that is continuous throughout the urbanized area, serves the central city, regional centers, industrial areas and intermodal facilities, connects freight routes and provides direct service from each entry point to each exit point. These roadways are characterized by the highest degree of mobility (level of service), and the highest speeds over the longest uninterrupted distance. Average posted speeds on this system are between 55 and 75 miles per hour. I-59 is the only interstate highway in Pearl River County.

Principal Arterial

A principal arterial is a roadway intended for through traffic, consisting of a connected network of commonly used continuous routes. They provide direct service between cities, large towns and other destinations that attract long distance travel. Examples of principal arterials are Hwy 11, MS 26 and MS 13.

Minor Arterial

Minor arterials carry a mix of local and through traffic, connecting local and collector roads with major arterials. Hillsdale Road is an example of a minor arterial.

Major Collector

A major collector is a roadway operating at the community level to provide local connections to minor and major arterials. These roads balance accessibility with mobility, gathering traffic from local streets and providing circulation within residential neighborhoods, commercial, and industrial areas. An example of a major collector within Pearl River County is Savannah-Millard Road.

Minor Collector

Minor collectors are found exclusively in rural areas. Like major collectors, minor collectors provide connections between local roads and arterials; however minor collectors tend to link smaller towns and economic centers to the transportation network than their major collector counterparts. Minor collectors are spaced at determined intervals, consistent with population density. An example is Jackson Landing Road.

Local

Pearl River County contains local roads which provide access to adjacent lands within and between neighborhoods, businesses, farms and other local areas. Local roads do not allow for through traffic; stop signs, stop lights and speed bumps are common along this type of roadway. Speed limits tend to range from 20 to 45 miles per hour.

Figure 10 shows Pearl River County's roadway system by functional classification.

Figure 10

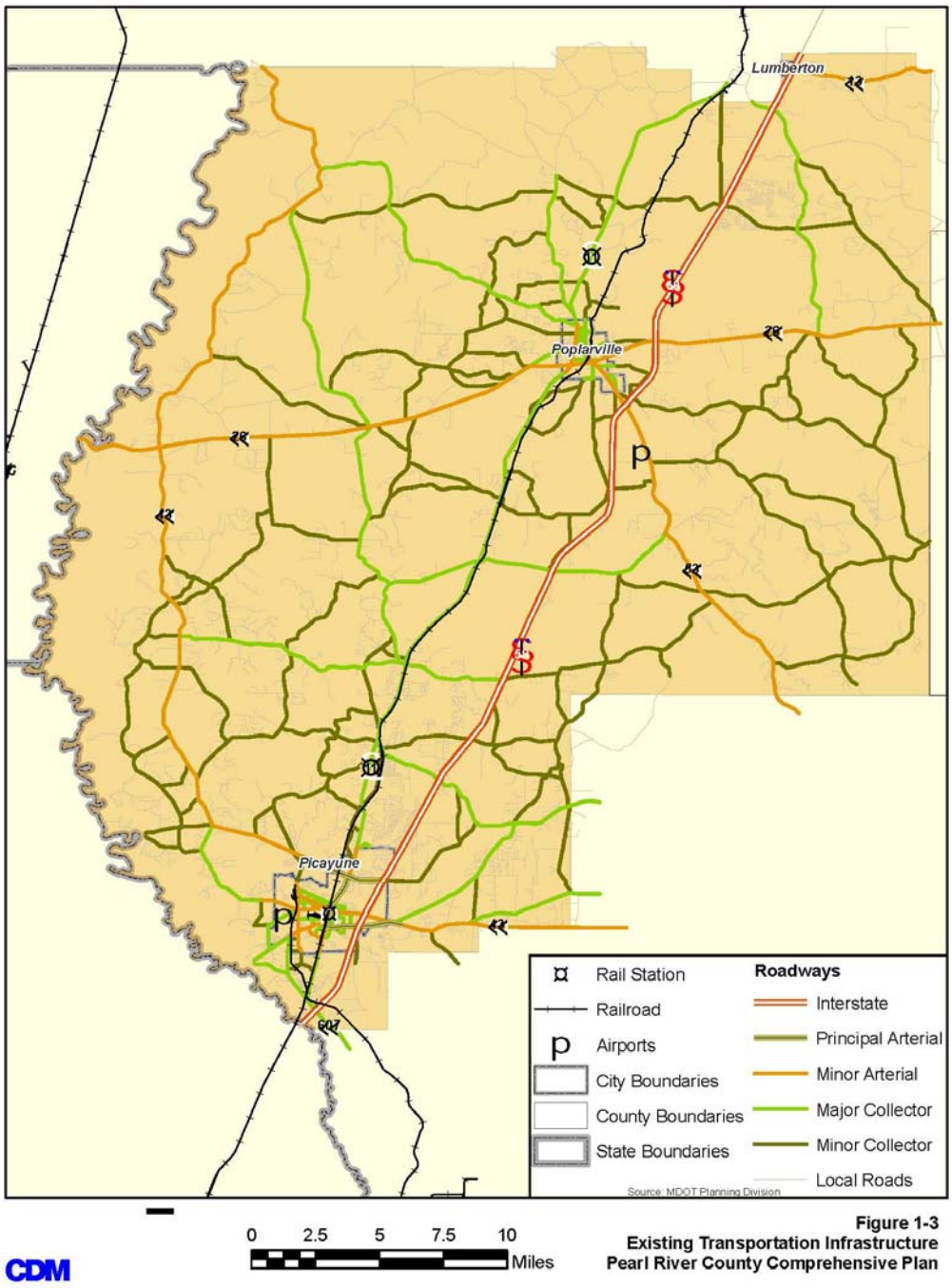


Figure 1-3
Existing Transportation Infrastructure
Pearl River County Comprehensive Plan

1.3.2 Physical Conditions and Maintenance

Nearly 190 miles of roadway in Pearl River County are managed by MDOT.[6] These roads are principal distributor routes that connect with the State Highway System and other principal county roads to form a network of secondary roads for the state. MDOT's Office of State Aid Road Construction conducts annual maintenance surveys to determine road conditions and needed improvement and repairs. Additionally, MDOT's Research Division collects information biennially on pavement conditions, noting areas of distress and roughness.

Following Hurricane Katrina, many roads were damaged, and their access was greatly restricted. Road recovery since 2005 was swift; the 2006 maintenance inspection report and the 2006 pavement condition data indicated a generally very good overall condition for these roadways and maintenance was "found to be satisfactory."[7] The 2008 pavement condition data indicated a generally good condition on state-maintained roads in the county.[8]

An additional 1,014 miles of roadways in Pearl River County are maintained by the County. Of the total 1,204 miles of state and county-maintained roadways, 351 miles are unpaved.[9] Unpaved roads are commonly private or local roads, connecting adjacent properties within or between neighborhoods and business parks.

1.3.3 Average Annual Daily Traffic

The most heavily traveled roadways are those that offer direct service between cities and regional centers. Traffic volume is most commonly expressed as annual average daily traffic (AADT), which represents the total volume on a roadway segment for one year divided by the number of days in the year. **Table 6** lists the ten most frequently traveled roadway segments in Pearl River County, as measured by MDOT. As demonstrated below, the greatest volume is along I-59, MS 43 and Hwy 11.

[6] MDOT, Planning Division. "Mississippi Public Roads Selected Statistics: Extent, Travel, and Designation." 2005
[7] MDOT, Office of State Aid Road Construction. "Annual Maintenance Inspection of Completed State Aid Projects, Pearl River County." December 2006; MDOT, Research Division 86-01. "2006 Pavement Condition for Pearl River County."
[8] MDOT, Research Division 86-01. "2008 Pavement Condition for Pearl River County."
[9] MDOT, Planning Division. "Mississippi Public Roads Selected Statistics: Extent, Travel, and Designation." 2005

Table 6: Ten Most Frequently Used Road Segments in Pearl River County

Roadway	Segment	Functional Class	AADT	Year Most Recently Measured
MS 43	0.3 mi E of I-59	Principal Arterial	39085	2005
I-59	0.8 mi N of Canal Street	Interstate	35339	2005
I-59	4.5 mi S of MS 43	Interstate	30362	2006
MS 43	0.2 mi W of I-59	Principal Arterial	26125	2007
MS 43	0.4 mi W of I-59	Principal Arterial	22022	2006
I-59	3.2 mi N of MS 43	Interstate	21741	2006
Hwy 11	0.1 mi S of MS 43	Principal Arterial	20083	2006
Hwy 11	S of Carroll St	Principal Arterial	18352	2006
I-59	3.8 mi N of MS 26	Interstate	16734	2006
I-59	2.0 mi S of McNeil Steep Hollow Rd	Interstate	16682	2007

Source: MDOT, Planning Division, 2009.

Figure 11 displays the ten most frequently used roadways segments in the County. These segments concentrate within and around the City of Picayune. **Figure 12** shows the AADT measured throughout the County.

1.4 Freight

Freight in Pearl River County involves commercial transport by land and rail. Rail is discussed in Section 1.6 below. The logging industry, and in recent years, the homebuilding industry, has been a major source of commercial trucking in the county. The most heavily used trucking routes are 1-59, MS 26 and MS 43. **Table 7** indicates the roadway segments whose AADT consisted of 20 percent or more of commercial trucks.

Table 7: Ten Most Frequently Used Road Segments by Commercial Trucks in Pearl River County

Roadway	Segment	Percent Commercial Trucks	Year Most Recently Measured
I-59	3.8 mi N of MS 26	37%	2006
I-59	2.8 mi S of MS 53	35%	2007
I-59	2.0 mi S of McNeil Steep Hollow Rd	34%	2007
I-59	1.3 mi S of Savannah Millard Rd	34%	2007
I-59	1.1 mi S of MS 26	27%	2006
I-59	2.7 mi N of MS 43	25%	2006
MS 26	1.7 mi E of Stone County Line	25%	2005
MS 26	4.4 mi E of MS 43	21%	2006
I-59	0.8 mi N of Canal Street	20%	2005
Flat Top Road	0.6 mi S of MS 43	20%	2006

Source: MDOT, Planning Division, 2009.

As shown in **Figure 11**, the most frequently used commercial truck road segments concentrate along I-59.

Figure 11

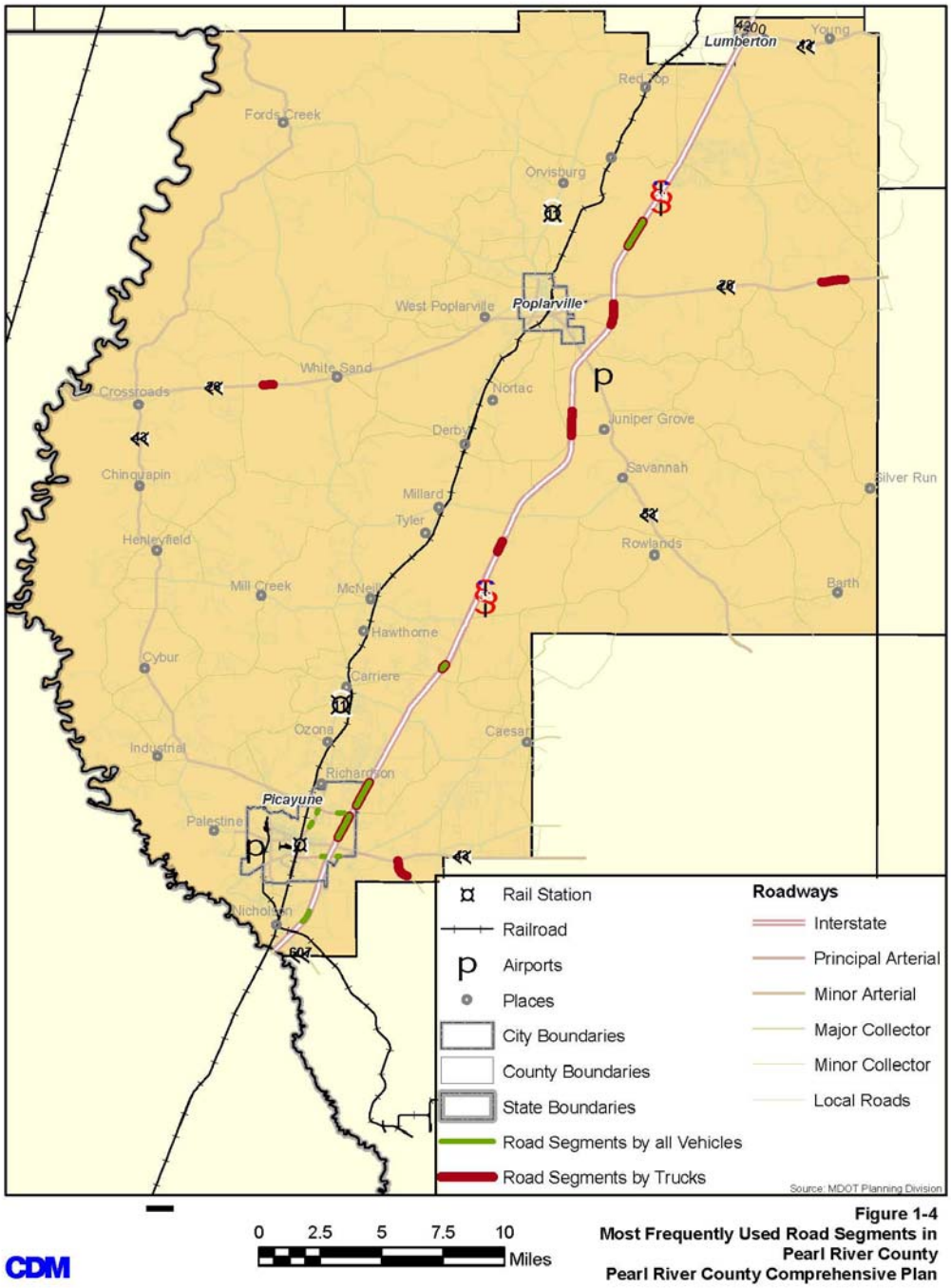
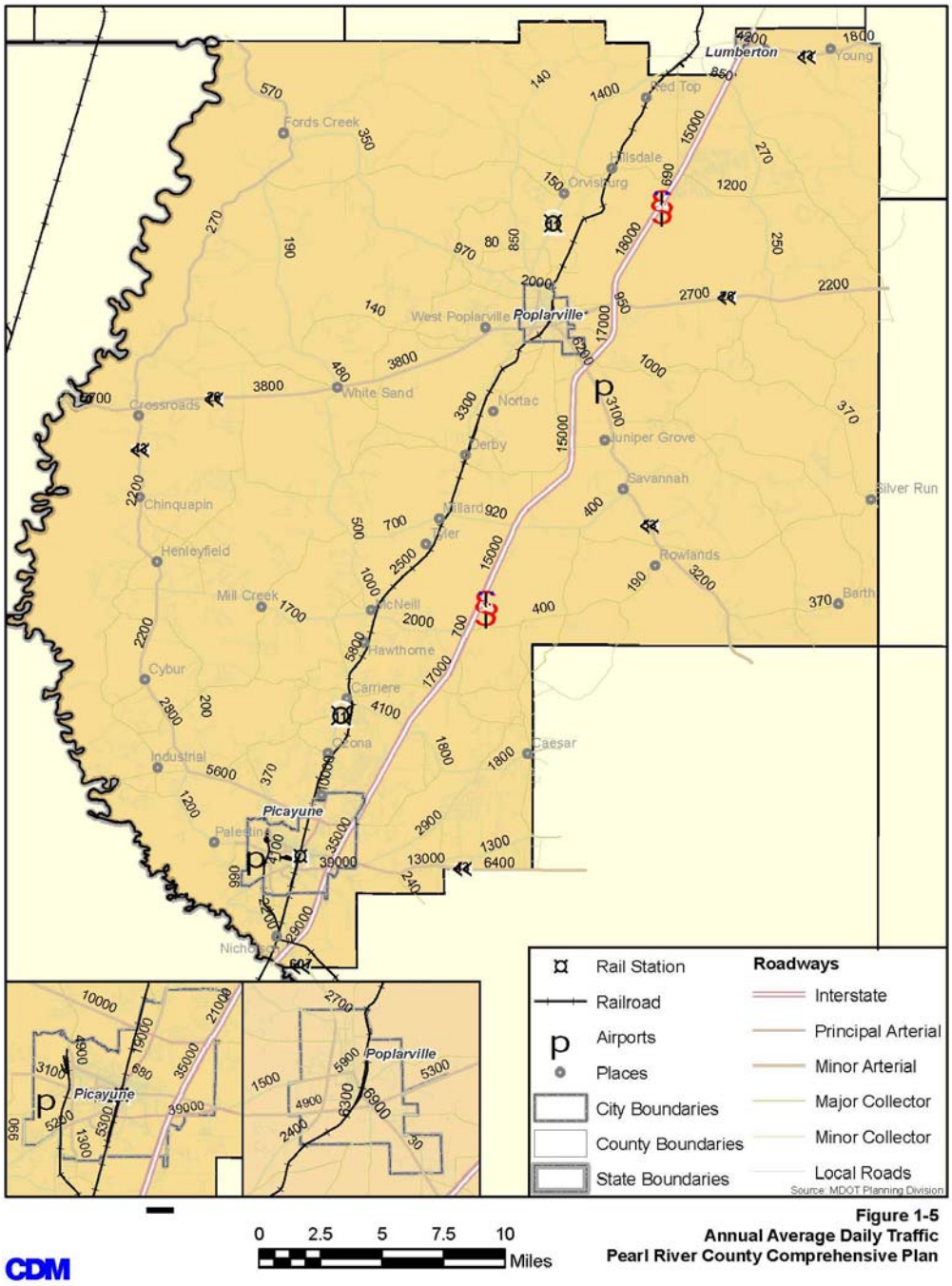


Figure 1-4
Most Frequently Used Road Segments in Pearl River County
Pearl River County Comprehensive Plan

Figure 12



Trucking in Pearl River County is regulated by the Heavy Haul Ordinance, adopted in 1997 and updated in 2005. The ordinance requires heavy haulers to obtain a permit and post a $25,000 bond to the Pearl River County Road Department as security for possible roadway damage. Failure to obtain a permit can lead to a fine. Furthermore, many roadways are not paved in such a manner as to sustain heavy loads. Thus, only specific roads are identified as preferred trucking routes. When trucking results in

damage, the hauler would often pay the Road Department to perform maintenance and repair. Since the adoption of the ordinance, the County's Road Department has not received reports of nor acted against parties violating the ordinance.

1.5 Aviation

Pearl River County is home to two public general aviation airports: Picayune Municipal Airport and Poplarville-Pearl River County Airport. These airports do not support commercial or military carriers, but rather personal and private business air travel. Picayune Municipal Airport is owned and operated by the City of Picayune. The runway is 5,000 feet long with a weight-bearing capacity of 30,000 lbs. Fifty-three aircraft are based at the airport.[10] Poplarville-Pearl River County Airport is owned and operated by the City of Poplarville. The runway is 4,000 feet long with a weight-bearing capacity of 25,200 lbs. Ten aircraft are based at the airport.[11] As of June 2008, there were, on average, 34 flights per day and 19 flights per day respectively at the two airports.[12] These two airports are displayed on Figures 10 and 11.

In addition, the county is home to six private airports and heliports in the Picayune and Poplarville areas.

1.6 Rail

Pearl River County carries a rail line from its northeastern corner to its southwest. The line is owned by Norfolk Southern Corporation and carries both freight and passenger trains. The rail is used by Norfolk Southern, Pearl River Valley Railroad Company Inc., and Amtrak. Amtrak's sole passenger station in Pearl River County is located in Picayune. At this station there were 2,392 recorded boardings and alightings in 2008.[13] Picayune is a stop on Amtrak's Crescent Route, which daily runs north to New York City, via Meridian, and south to New Orleans. Picayune's station was redeveloped in October 2008 from a platform and outside waiting area to an enclosed train depot. Plans call for the new facility to house a museum as well.[14] The rail line and station are shown on Figures 10 and 11.

1.7 Alternative Transportation

Alternative transportation encompasses those modes which do not employ a single-occupancy vehicle; such modes include walking, bicycling, or carpooling. An alternative transportation network provides an integrated and comprehensive transportation network which offers viable travel options to local residents. Pearl River County's rural settlement patterns, large size, and relatively low density mean that a high level of automobile use will be necessary for the foreseeable future. Even

[10] Federal Aviation Administration "Report to Congress: National Plan of Integrated Airport Systems (NPIAS) 2009-2013"
[11] Ibid.
[12] AirNav, LLC. "KMJD: Picayune Municipal Airport." Accessed: www.airnav.com/airport/KMJD; AirNav, LLC. "M13: Poplarville-Pearl River County Airport." Accessed: www.airnav.com/airport/M13.
[13] Amtrak Government Affairs. "Amtrak Fact Sheet, Fiscal Year 2008: State of Mississippi." Released November 2008.
[14] "Amtrak Ink" Vol. 13 Issue 10, November-December 2008.

so, the current and future role of alternative transportation options is important in determining an overall transportation strategy for the County.

1.7.1 Public Transit

There is no public transit in Pearl River County. There have been plans for a shuttle bus service in Picayune that have not been implemented.

1.7.2 Bicycle

Pearl River County has no dedicated bicycle lanes along its roadways. Just under 2 percent of county residents are estimated to bike, motorcycle, taxicab or use other means to get to work. However, there are no specific estimates on bike ridership. Community feedback suggests that bicycling is not used as a form of transportation in any significant numbers.

1.7.3 Pedestrian

Pedestrian-friendly environments exist in Picayune and Poplarville. In the cities, retail and civic buildings are accessible from sidewalks along major streets. However, walking remains an infrequent travel mode choice throughout the county. As demonstrated in Figure 8, just 1 percent of county residents walk to work.

Section 2 Identified Needs

2.1 Introduction

An assessment of existing conditions and trends within the transportation network yields to consideration for areas of improvement within the network. This section identifies both short-term and long-term needs within the current transportation system, and presents community-wide goals to achieve those ends.

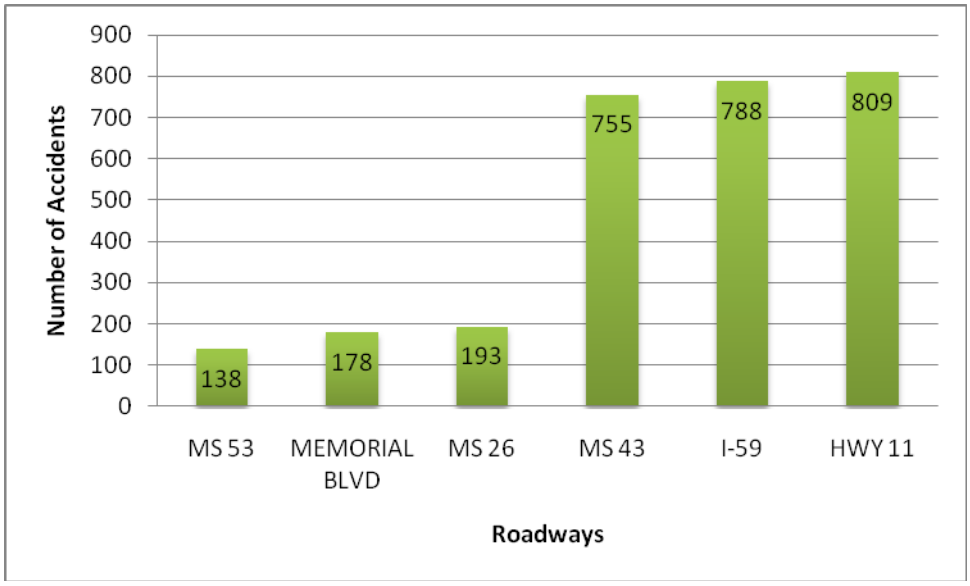
2.2 Identified Needs

2.2.1 Roadways

2.2.1.1 Safety

The accident history of the roadway network identifies roadway segments where safety is a potential concern. The Mississippi Office of Highway Safety maintains accident records for each county within the state. Between January 2007 and April 2009, there were 3,091 accidents within Pearl River County. Approximately 93 percent of all county accidents occurred along or at an intersection of six roadways: I-59, Hwy 11, MS 43, MS 26, MS 53 and Memorial Boulevard. Their statistics are presented below.

Figure 13: Pearl River County Roadways with the Greatest Number of Accidents

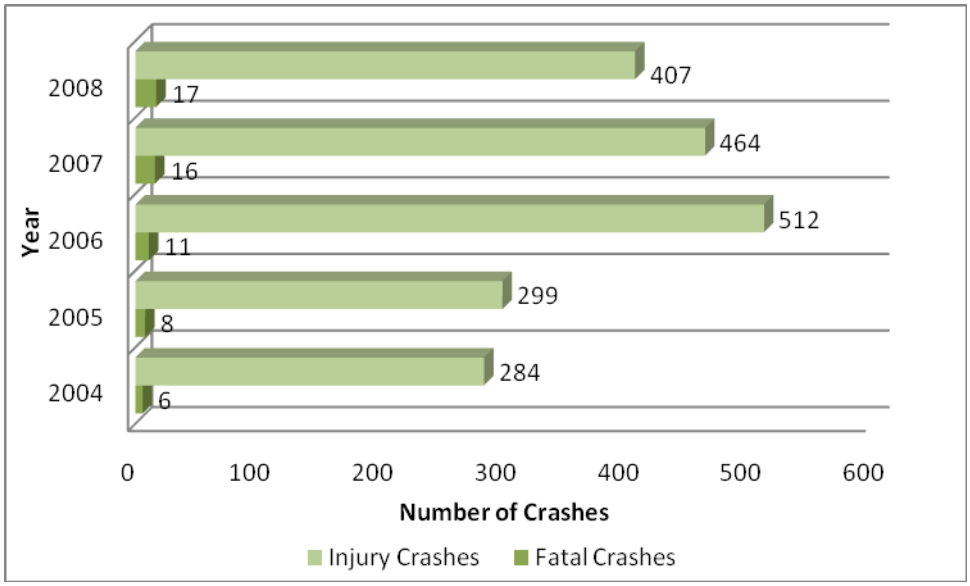


Additionally, more than 13 percent of all accidents occurred at just three intersections:

Intersection	No. of Accidents	Percent of Total
Hwy 11 and MS 43	198	6.41%
I-59 and MS 43	157	5.08%
MS 43 and Frontage Rd	52	1.68%

The disproportionate number of accidents on these roadways and intersections suggest these segments should be given priority for consideration of safety improvements.

Figure 14: Injury and Fatal Crashes in Pearl River County 2004-2008*



*Data for 2009 is incomplete, extending from January to April, 2009.

Although the number of crashes causing injury has decreased from a high of 512 in 2006, the annual number of fatal crashes has steadily increased since 2004.

2.2.1.2 Capacity and Congestion

Capacity is defined as "the maximum flow rate that can be accommodated by a given traffic facility under prevailing conditions."[15] Factors affecting a roadway's capacity include: number of lanes, lane and shoulder widths, posted speed limit, turn restrictions, parking controls, and signal phasing.[16]

Congestion occurs when demand exceeds capacity; in other words, when more vehicles are utilizing the roadway than the roadway was designed for, which thereby decreases the maximum flow rate. Congestion is described in terms of a roadway's level of service (LOS). LOS is a qualitative measure, categorizing transportation

[15] Transportation Research Board. *Highway Capacity Manual 2000*. p 8-17.
[16] Meyer, Michael D. and Eric J. Miller. *Urban Transportation Planning. 2nd Ed.* 2001. p 105

segments with a grade, from A (free traffic flow) to F (frequent traffic standstills). LOS, in turn, is measured by a calculated volume-to-capacity ratio (V/C). V/C compares the amount of traffic on a particular roadway to the amount of traffic the roadway was designed to accommodate (carrying capacity). V/C is commonly expressed as a number between 0 and 1, indicating respectively, little, if any, use of the roadway to the roadway reaching capacity. The following table provides an approximate comparison between V/C and Level of Service (LOS).

V/C	LOS	Description
0.00 – 0.30	A	No Congestion; Free-Flow Operations
0.30 – 0.50	B	Low Congestion
0.50 – 0.75	C	Low Congestion; Maneuverability Noticeably Restricted
0.76 – 0.85	D	Moderate Congestion
0.86 – 1.00	E	Heavy Congestion; Operation at or near Capacity
>1.00	F	Severe Congestion; Operation Exceeds Capacity

V/C categories based on guidance from US DOT, FHWA. Signalized Intersections: Informational Guide. FHWA-HRT-04-091. Chapter 7: Operational Analysis Methods. www.tfhrc.gov/safety/pubs/04091/07.htm#chp711; Puget Sound Regional Council, www.psrc.org

2.2.1.3 Travel Demand Forecasting

A travel demand model is a planning tool which is used to approximate existing travel demand and predict future demand in order to address projected future deficiencies in the transportation network. The Mississippi Department of Transportation commissioned a travel demand model for Pearl River County. The modeling analysis was performed by WilburSmith Associates. **Figures 2-3 and 2-4** display roadway V/C ratios in 2006 and the forecasted V/C ratios in 2035, respectively. According to the MDOT *Project Development Manual for Local Public Agencies,* the local planning agency should strive for a minimum LOS of "C" for roadway projects. The roadway segments determined to have a V/C ratio corresponding to a LOS of D or higher in 2006 and 2035 are presented below.

Roadway	Segment	2006 LOS	2035 Forecasted LOS
Picayune			
Hwy 11	Richardson-Ozona Rd to MS 43/Sycamore Rd	F	F
Hwy 11	MS 43/Sycamore Rd to Seal St	F	E
Hwy 11	Bruce St and MS 43 going east	F	F
Hwy 11	Seal St to Bruce St	E	E
Hwy 11	MS 43 to Meadowgreen Blvd/MLK Jr. Blvd	E	E
Hwy 11	Pullens Rd to Richardson-Ozona Rd	C	F
I-59	On/off ramp from MS 43	F	F
I-59	On/off ramp from Sycamore Rd	E	F
MS 43	Stafford Rd Intersection	F	F
MS 43	From Stafford Rd to Canal St	E	E
MS 43	From Ridge Road to 1-59 ramp	E	E
MS 43	Hwy 11 to Richardson Rd	C	F
MS 43	Canal St to Caesar Rd	C	E
Ridge Rd	MS 43 intersection	F	F
Canal St	Main St to Hwy 11	E	E
Poplarville			
Main St	MS 26 Intersection	D	E
Main St	Jacobs Ave to Barlow Ln	D	E
MS 26	Main St to McGehee St	D	E
Unincorporated County			
MS 43	Canal St to Caesar Rd	F	F
MS 43	Intersection with Caesar Rd	D	E
MS 43	Sam Stockstill Rd to Richardson Rd	D	E
Hwy 11	North of Richardson-Ozona Rd to Pullens Rd	F	F
Hwy 11	Cedar Hill Ln to Pullens Rd	E	E

A portion of Hwy 11 in Picayune, from Richardson-Ozona Road to Hwy 43/Sycamore Road was found to be handling traffic more than double its design capacity in 2006. By 2035, this severely congested segment is projected to extend further along Hwy 11.

Figure 15

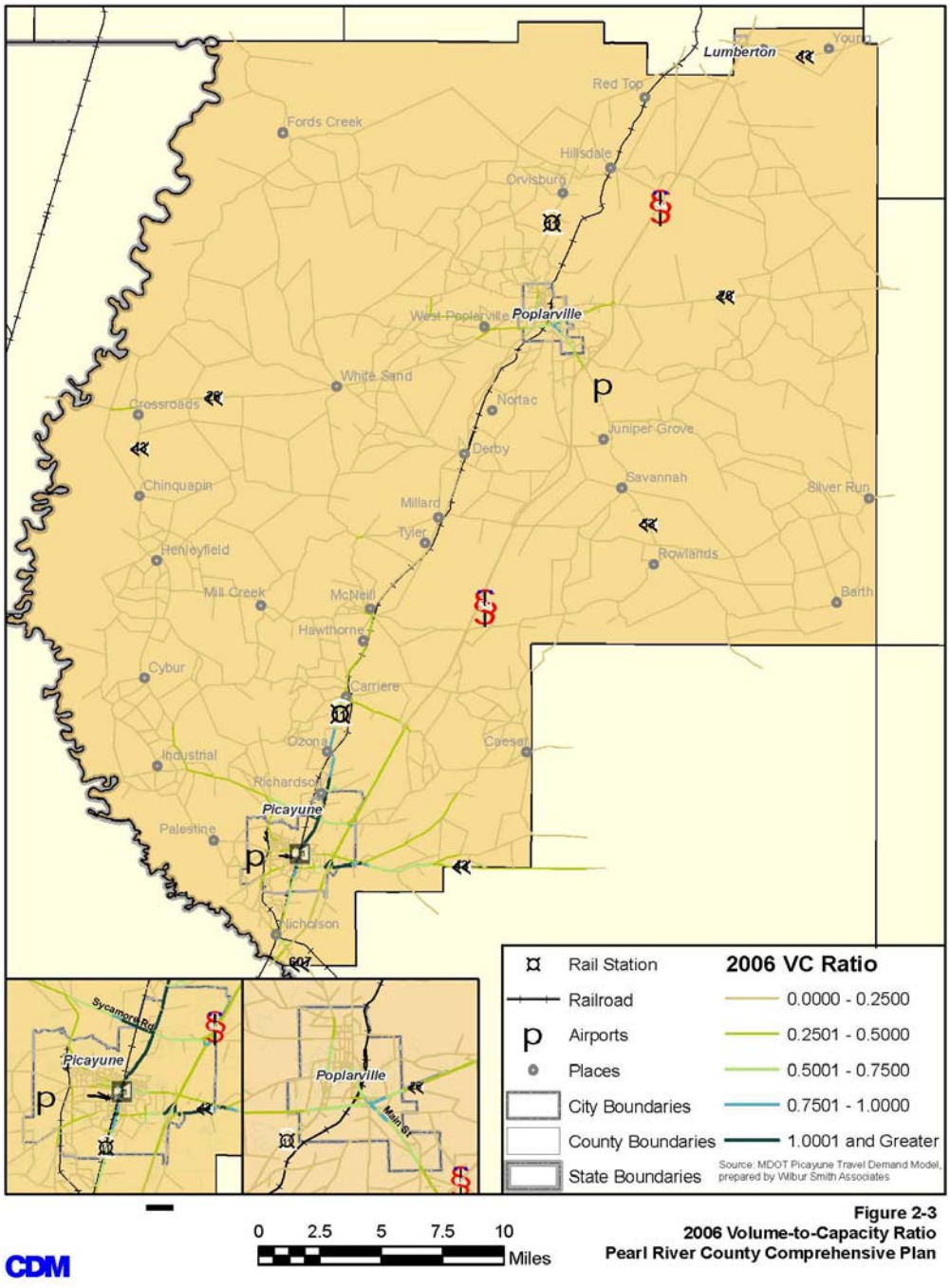


Figure 2-3
2006 Volume-to-Capacity Ratio
Pearl River County Comprehensive Plan

Figure 16

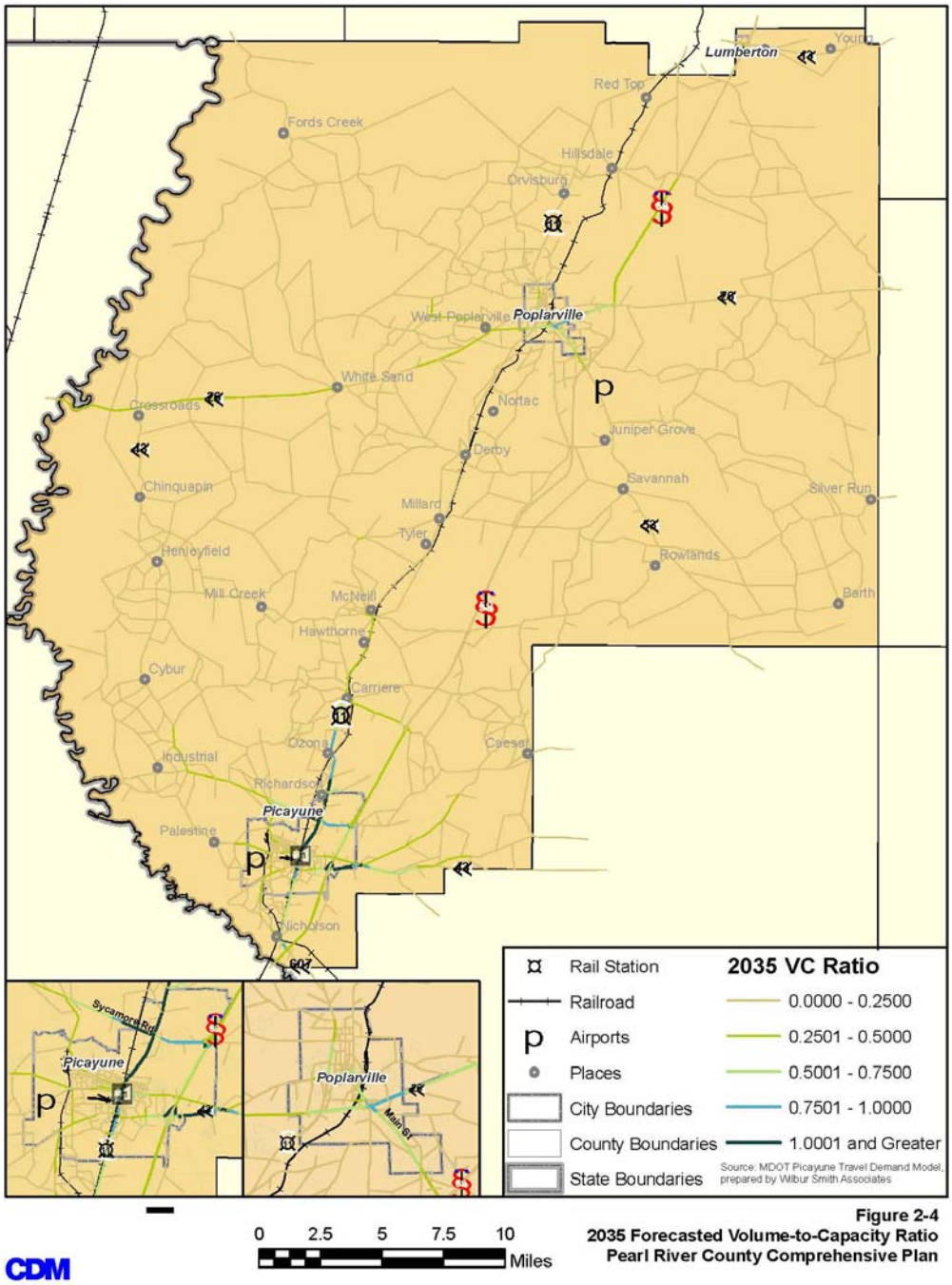


Figure 2-4
2035 Forecasted Volume-to-Capacity Ratio
Pearl River County Comprehensive Plan

2.2.2 Rail

Pearl River County has a private freight rail line within its borders which is leased to Amtrak to provide commercial rail transportation. The Amtrak line stops in Picayune, where the station underwent redevelopment in Fall 2008 and became known as the Intramodal Transportation Center.

2.2.3 Alternative Transportation

2.2.3.1 Public Transit

There is currently no fixed route transit or intercity bus service within Pearl River County.

2.2.3.2 Bicycle

Pearl River County does not have dedicated bicycle facilities. However, there is evidence of bicyclists within the County. For, between January 2007 and April 2009, there were 2 accidents involving bicyclists and motor vehicles. Both of these accidents occurred within the City of Picayune: at Hwy 11 at Bruce Street, and Bogan Circle at South Beech Street.

2.2.3.3 Pedestrian

Between January 2007 and April 2009, there were 20 accidents involving pedestrians and motor vehicles. Many of these accidents, including two which resulted in fatalities, occurred along the county's interstate or highway system, roadways not designed for pedestrian use. The table below lists the intersections where these accidents occurred.

Intersection	No. of Fatalities
Picayune	
6th Ave and Glenwood St	--
Friendship Park Rd and S Haugh Ave	--
Goodyear Blvd and Holly St	--
Kirkwood St and Goodyear Blvd	--
Martin Luther King Blvd and Clover Cir	--
Memorial Blvd and E Jerusalem Ave	--
MS 43 and Hwy 11	--
MS 43 and Pigott Ln	--
MS 43 and Sheppard Blvd	--
Palestine Rd and Carver Dr	--
Rosa St and Lewis St	--
Sally Dr and Jackson Landing Rd	--
S Haugh Ave and Telly Rd	--
S Loftin Ave and Memorial Blvd	--
Telly Rd and S Curran Ave	--
Poplarville	
Martin Luther King Jr Dr and Barber St	--
MS 53 and MS 26	--
Unincorporated County	
I-59 and Hillsdale Rd	1
I-59 and Millard Rd	1
Rollingwood Dr and E Lakeshore Dr	--

Section 3 Community-Wide Goals and Recommendations

The establishment of community-wide goals allows a municipality to optimize the use of available resources to effectively meet the needs and wishes of its constituency. The Pearl River County Strategic Plan identifies both short-term and long-term goals to improve the transportation network and increase the quality of life within the County. The transportation goals and their prescribed action items within the Strategic Plan are:

Goal 1: Improve roads and road maintenance as identified.

Action Items/Recommendations:

- Educate the public on the need for better roads;

  A public marketing campaign to educate the public on transportation needs could include brochures, billboards, both electronic and traditional, information online, particularly the County's website and the Picayune's and Poplarville's Chamber of Commerce websites, newspaper editorials, and public hearings.

- Promote a funding mechanism for maintenance;

  In order for the County to consistently provide adequate maintenance, reliable funding sources are necessary. Potential governmental funding should be pursued through federal and state programs.

- Encourage cooperative efforts to improve road maintenance that address the needs within the County, not necessarily within supervisor districts; and

  The transportation network is not distinct within each district, but rather to the County as a whole, and should be treated comprehensively. Pavement condition assessment should be conducted periodically, to prioritize maintenance expenditures.

- Work with the Mississippi Department of Transportation Southern District Commissioner to enhance funding for new projects and maintenance projects.

  Potential governmental funding should be pursued through federal and state programs.

Goal 2: Adequate transportation for Pearl River county residents in need of supportive services.

Action Items/Recommendations:

- Survey other groups who have attempted to do this, especially for those needing access to jobs, and health services;

An example of such a service is one operated by the Coast Transit Authority (CTA). The CTA provides a demand response service for senior citizens in Harrison County, MS. The service offers limited non-emergency curb-to-curb service for medical appointments, grocery shopping trips, and senior citizen's center transportation.

A demand response service, or paratransit service, has no fixed routes or schedules, but rather is on-call to those it serves. A paratransit service open to not just senior citizens, but all those in need of supportive services, would be a feasible option to achieve this goal.

- Approach ministers and groups about possible participation in meeting this goal;

  The CTA works with the Gulf Coast Community Action Agency in order to publicize its paratransit service. Civic and social service groups may be able to help support both financially and materially.

- Investigate financial and legal aspects of such services; and

  Potential governmental funding should be pursued for the state and federal level. The U.S. Department of Transportation provides technical assistance and legal guidance to state and local governments regarding paratransit services. Government-funded services must adhere to the Americans with Disabilities Act (ADA)

- Solicit donations from private enterprise in the form of funds or vehicles.

  Local or regional agencies with a mission geared towards providing or assisting in supportive services for those in need should be considered first for solicitations.

Another County-wide transportation goal arising from the analysis in Section 2 includes:

Goal 3: Create a safe and efficient transportation network that addresses congested conditions and minimizes the potential for accidents.

Action Items/Recommendations:

- Give priority consideration to those projects which would alleviate existing safety deficiencies;

  Segments of the transportation network identified with safety deficiencies include those intersections with a disproportionate number of accidents, most notably along MS 43.

- Explore transportation system management (TSM) strategies which serve to enhance the efficiency and safety of the transportation network in order to lessen congestion and improve air quality of the region; and

TSM strategies include new or expanded infrastructure such as new roadways, new transit or bicycle facilities and widened sidewalks; and modifications to existing service such as improved traffic signalization schemes and road striping.

Although there are no bicycle facilities within Pearl River County, consideration should be given to the possibility of bicyclists utilizing the roadways, especially in Picayune.

In addition, the majority of accidents involving pedestrians occurred along the county's interstate or highway system, roadways not necessarily equipped with pedestrian facilities. Pedestrian use of these roadways should be taken into account.

- Investigate transportation demand management (TDM) strategies which are designed to alter travel behavior in order to minimize congestion and provide viable and convenient transportation alternatives to driving alone, especially as the population begins to age.

  TDM measures include land-use management strategies such as in-fill development, enhancing existing transportation options such as providing an emergency ride home to carpoolers, and mitigating congestion such as encouraging telecommuting or flexible work hours. TDM strategies would alleviate pressure on the already over-capacity roadways.

Section 4 Performance Measures

There are a number of ways Pearl River County could measure its progress on improving its transportation network. MDOT measures the annual average daily traffic measurements for transportation segments within Pearl River County. However, not all transportation segments are in fact measured annually. The County could work with MDOT to update its figures and determine which roadways are the most frequently used.

In addition, the Mississippi Office of Highway Safety maintains accidents records for Pearl River County. These records can be compared annually to determine if strategies to enhance safety within the transportation network are making an impact.

The County could also commission a travel demand model to determine if roadways currently designated with a LOS of D or higher would be downgraded as a result of a range of possible transportation initiatives and improvements.

These follow-up studies would serve as valuable tools in measuring the effectiveness of implemented strategies. Once performance indicators are measured, existing strategies can be adjusted according to their level of effectiveness.

Community Character & Image

Section 1: Introduction

1.1 Overview

1.2 History of Pearl River County Development

In 1890, the New Orleans and Northern Railroad was completed, linking the very sparsely settled Pearly County to New Orleans and Atlanta. Pearl River County was established on February 22, 1890, with Poplarville as the county seat. By 1892, the city held a courthouse and a boarding school. In 1908, Pearl River County annexed from Hancock County the land area containing Picayune, which began as a trading post along the Hobolochitto Creek.

In addition to the two cities, Pearl River County has contained several rural communities. Many of the small communities that depended on the timber industry, such as Anderson, Barth, Bola Junction, Burge Spur, Conn, Elder, Emery, Forena, Loftin, Long Branch, McGehee, New Camp Rowlands, Orvisburg, Tyler, and Wilco, disappeared by the the 1930s, when much the timberlands were cut over for the cultivation of Tung trees. Other communities, such as Carriere and Henleyfield, persisted with the support of a major institution or industry.

The Tung oil industry thrived for approximately 30 years but suffered with the introduction of synthetic paint ingredients in the second half of the century. While logging continued to some degree, at mid-century, agriculture--cattle, sheep, dairy and hog farming, truck farming, pecans, satsumas and pears—became the primary land use and economic driver.

Pearl River County saw the arrival of its first sizeable white collar population when NASA constructed its rocket-testing site on the Pearl River in neighboring northwestern Hancock County in the 1960's. In the ensuing years, suburban residential developments for New Orleans and Gulf Coast workers have been developed on former agricultural and timberland areas, particularly in the southern half of the county.

Section 2: Lake Troy / Millard

2.1 Overview

The rapid pace of land development in Pearl River County in recent years presents both opportunities and challenges to the future of the County. Development brings with it welcome economic growth, but if allowed to expand unchallenged can result in the endangerment or even the loss of the very features that make Pearl River County so desirable a place to live: the pine forests, rolling hills, and branching streams that define the area's geography. The conceptual plan for the development of a new community in Millard on the proposed Lake Troy seeks to balance the financial imperatives of successful real-estate development with the responsibilities of environmental stewardship in a sustainable manner.

2.2 Integration of Community and Ecology

In scenarios that have become all too common across North America, new residential communities are designed and constructed without thought to the local environment or the things that make living in a natural setting desirable in the first place. Places of scenic beauty quickly become run-of-the mill suburban developments—harming the natural environment, the quality of life of the residents, and property values of the real estate. Examples do exist, however, for the careful planning of residential and commercial development that respect and maintain look and function in the existing landscape. These examples range from the 19th-century "Emerald Necklace" of parks and woods in Boston to more recently projects such as The Woodlands, Texas, a modern subdivision design within a forested setting. In Mississippi, Canebreak, outside of Hattiesburg , and Florence Gardens in Gulfport are two local examples of successful neighborhoods designed within a natural setting.

At Lake Troy, the integration of resource management with strategies to maximize land value and quality of life is a driving factor behind the master plan. In the design of the new Lake Troy community, the elements of the constructed "natural" environment—in the form of maintained wetlands, conservation zones, recreational trails, drainage swales, and Lake Troy itself—are carefully woven together to create a vibrant, viable community that takes full advantage of its unique setting to create a special place for residents and visitors.

a. Lake Troy

The single most important feature of the Lake Troy community is, of course, the Lake itself. The preliminary design of the community provides for multiple neighborhoods of different size lots with natural areas between and within the neighborhoods. Many homes will have lakefront property and the neighborhoods can be designed to allow a view of the lake from homes that are not on the shoreline. The lake will offer boating opportunities with a public boat launch. The ability to have both motorized and non-motorized vessels in the different areas of the lake will allow recreational opportunities for a variety of lifestyles. The provision of a public beach will add to the entire county's enjoyment of the water.

b. Conservation Zones

While conventional suburban development plans begin with laying out roads and lots and then (maybe) leave aside small bits of land as open space, the strategy with the Lake Troy community is to first designate areas that will remain zoned as "conservation space" within and around developed areas. Establishing conservation zones at the outset guarantees the preservation of these open spaces—wooded areas, pastures, and wetlands—that provide scenic beauty and environmental well-being, two aspects of new community design which have been proven to generate and maintain economic value. Furthermore, when tied in with the Lake and surrounding wetlands by the trail-and-swale system described below, the Conservation Zones—essentially public and semi-public park spaces—become a valuable component in Lake Troy's recreation and resource management system. Conservation Zones in Lake Troy can occupy up to 40% of a given parcel, and are generally placed throughout lower-lying areas.

c. Wetlands

The water management strategy of the new Millard / Lake Troy community will be both defensive—offering protection in the case of high-water events, and constructive—creating and conserving wetlands around the Lake that tie into the community recreation system. With these twin purposes in mind, a Wetland Conservation Zone has been established between the mean elevation of the new Lake Troy and the projected 100-year flood level around the lake. By setting aside this wetland zone and restricting development within it, the health of this resource is ensured. These freshwater wetlands, properly managed, will be home to plant species such as native marsh grasses as well as to rich peat soils and, in time, may host new lowland cypress and upland pine growth—trees which once dominated the region but have since given way to the pressures of development. The plants in the wetlands support migratory waterfowl such as egrets and heron. As scenic landscapes which can be experienced up-close, these wetlands will contribute to the overall "sense of place" that will make Lake Troy so special. They also serve important ecological functions, stabilizing the slopes along the bank of Lake Troy and filtering stormwater as it enters the lake—an essential part of successful water management, as the Lake will host recreational activities such as boating, swimming, and fishing.

d. Drainage Swales

A second key component of water management in Lake Troy is the planted swales which drain the developed areas into the Lake. Situated in naturally-occurring troughs, these three-to-four foot deep, tree-and grass-lined swales collect stormwater from the developed areas around the Lake, transport it through the wetlands, and drain into the Lake itself. Like the wetlands, these swales are both scenic and functional. The swales direct stormwater away from developed areas into wetlands and the Lake; at the same time they form natural "fingers" of green space that

intersect with the developed areas, creating additional scenic views and recreational areas.

e. Trail System

While the community's road system makes getting around by car easy enough, an extensive network of pedestrian and bike-only trails runs through the community's conservation zones. These alternate transportation and recreation paths are semi-paved with bark, mulch, and boardwalk, and connect neighborhood lots to one another.

f. Dam Breach Zone

According to safety codes, the area surrounding the spillway side of the Lake Troy Dam (opposite of the Lake reservoir) must remain undeveloped in the unlikely event of a dam breach. This restriction, while essential to maintain the safety of the community, also results in 400+ acres of undeveloped open space available for recreational use in the Dam Breach Zone. It is suggested that an equestrian park and trails can be established in the dam breach area.

2.3 Community Design to Create a Sense of Place

a. Development Zones

i. Low-Density Suburban Residential

The Low-Density Suburban Residential Zone is characterized by detached single-family homes placed at 2-6 units per acre (approximately 1500+ units total). The slightly higher density than conventional suburbs allow for "conservations zones" to be effective resources for recreation and environmental quality. Lots will be placed to maintain wooded buffers along roads and to maximize views to Lake Troy. Premium lots will be located along the lakefront. Home designs should be designed to be energy and water efficient to fit with the overall community objectives and to benefit residents in the form of lower utility costs.

ii Medium Density Residential

Around 20% of residential construction, these properties will be located throughout the low-density parcels, in the form of duplex townhouses and walkups in mixed-use locations in "Town Center" *(see below)*. These units will serve several markets, including affordable housing, senior housing, and young professionals.

iii. Medium Density Commercial/Retail

Local retail and commercial services will be concentrated in one of three "nodes" serving future Lake Troy neighborhoods along major roads. Each neighborhood will be less than a mile from shops to reduce travel time and make walking and biking an option. Where possible, these centers will be designed to front the street and sidewalks, as traditional small town centers were designed before the automobile, to make storefronts and walking the focal point, instead of parking lots and car traffic. Land use controls should not allow "Big Box" retail within the new community, but

should accommodate the needs for local/smaller scale groceries, professional offices, small businesses, pharmacies, restaurants, etc. The Big Box development should be within other cities or along the Interstate Highway. The Town Center will have some additional specialty stores attracting customers from inside and outside the Lake Troy community.

b. Road and Lot Layout

The road and lot layout is designed to work with the existing lay of the land wherever possible, reducing the need for culverts and crossings, and to maximize views over conservation areas. This also creates many winding roads and a feeling of privacy for residents. The lots will follow the winding road layout. The major road is a "half-ring" road laid out around lake connecting Highway 11 to Interstate 59 through the Northwest, Southwest, and Southeast quadrants around the lake, serving as the main circulation through the community and main entrance/exit to the highways on either side. Secondary roads branch off from the main road leading into developed residential areas. Planted buffers, represented in the siteplan as contiguous with the Conservation Zones, separate the main road from nearby residential developments.

c. Public Beach and Boat Launch

There are two public beaches in the community site plan, along the western bank of Lake Troy. The northernmost beach will include a boat launch for recreational boaters. The southernmost beach sits in between the Town Center and scenic hotel area, geared more for swimming and other non-motorized recreational activities.

d. Scenic Hotels and Private Beach

Situated south of Millard Lake Road, near the Town Center, the beach and hotel area will be a premier destination. Hotels will maximize lake views and wooded settings.

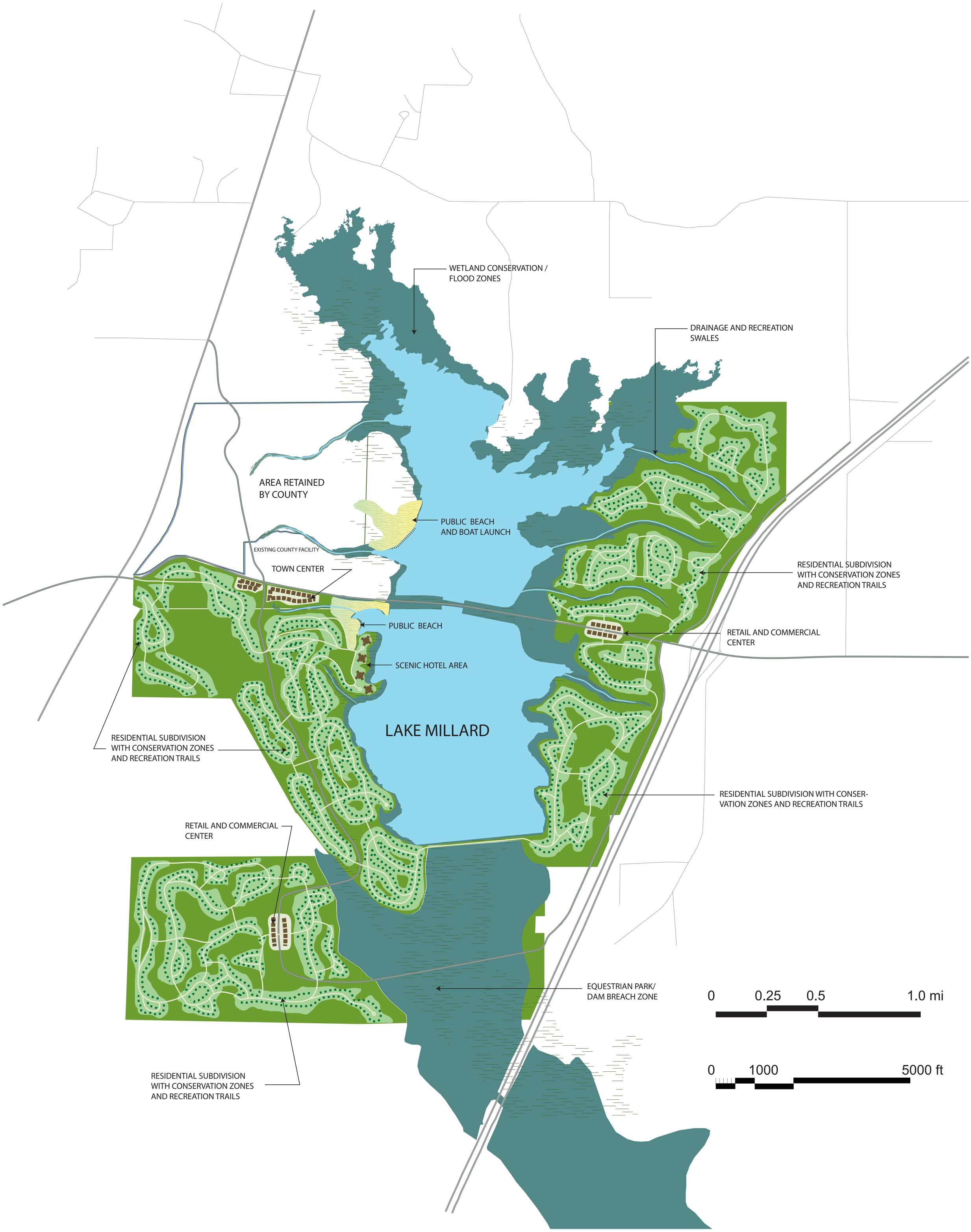
e. Equestrian Park

The Dam Breach Zone will be used as semi-private Equestrian Park to maximize the available recreational space. Permanent structures here are highly restricted due to safety concerns in the unlikely event of a dam breach, which makes a passive recreational activity such as horseback riding as ideal use.

2.4 Design and Construction Phasing

Any development of this size is quite rightly not going to be built as one, large project. It will be necessary to break it up into phases. The choice of which portion to design and build first will be impacted by several factors and will depend on priorities of the County and the Developer. A suggested option is to build the Town Center and hotel area first to attract tourism and visitors bringing attention to the area as a new destination not only for visiting but also a future residential community. This is will likely involve greater investment and commitment of funds because of more infrastructure and pay-back time. Another option may be develop a residential area with corresponding retail center. The northeast corner might be the best site to start

with because of its proximity to existing developments. This would show what residents could expect from the rest of the development and could require less financial commitment because funds would be recouped from home sales.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WITH CONSERVATION ZONES
AND RECREATION TRAILS
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RETAIL AND COMMERCIAL
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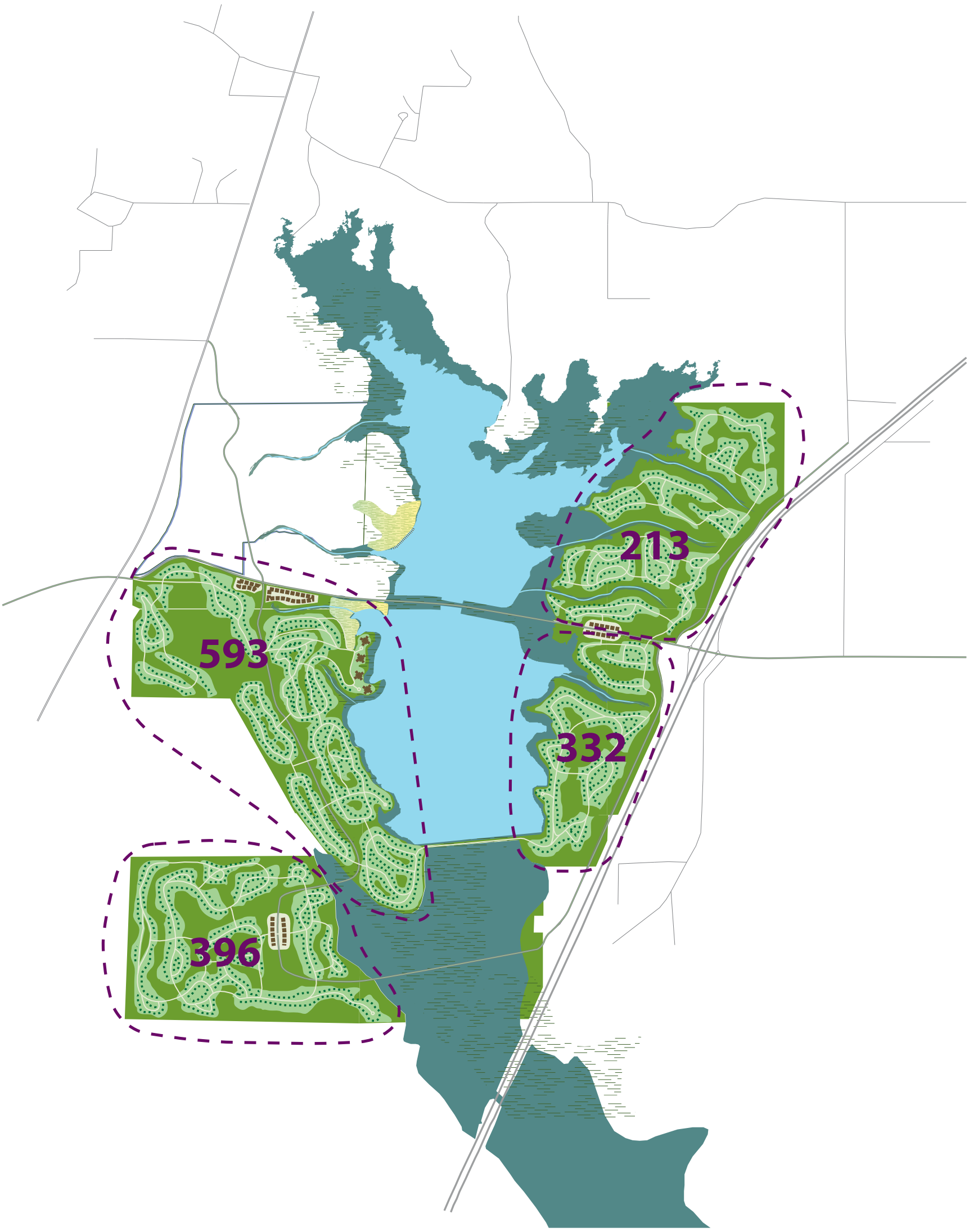
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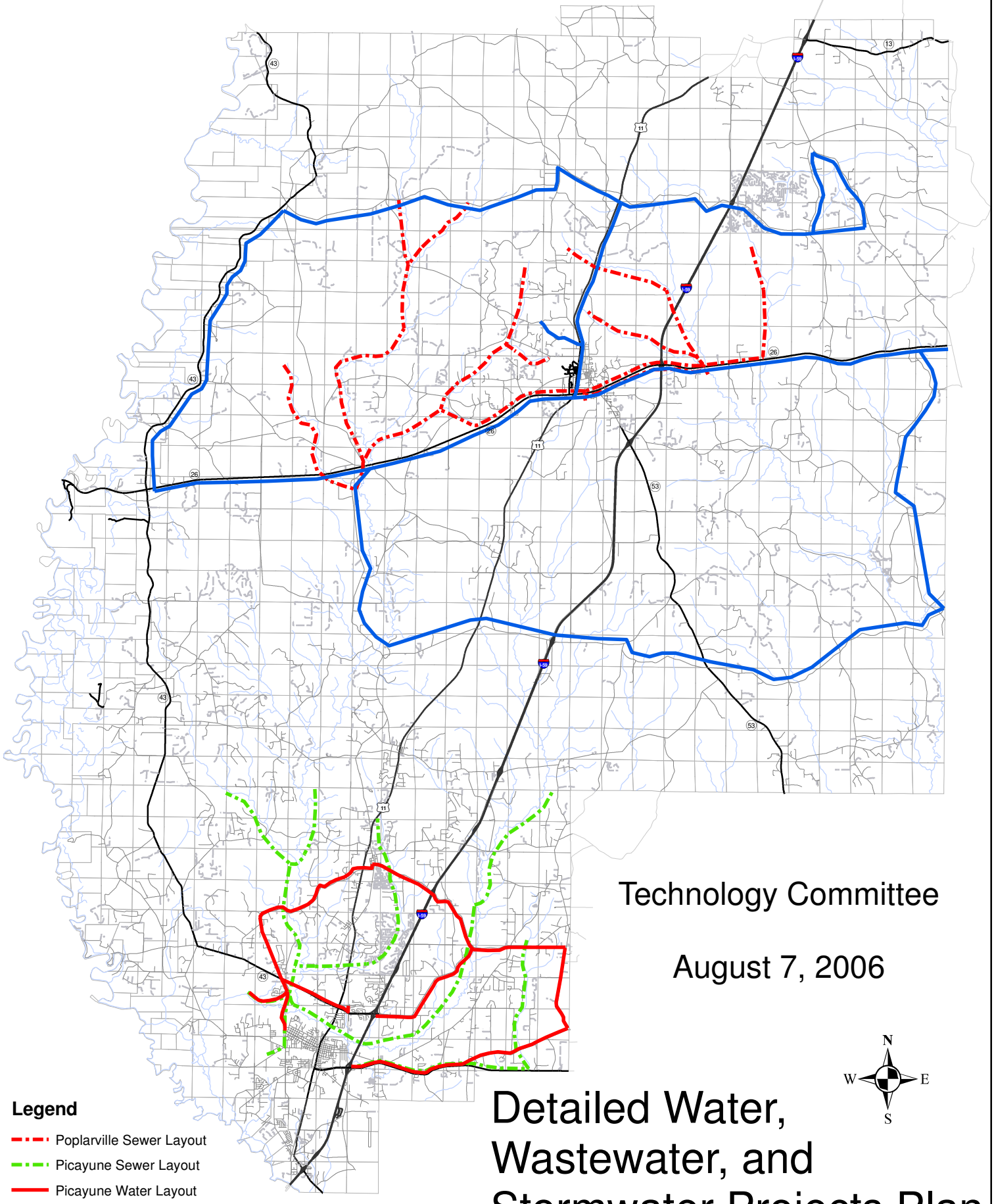
Pearl River County Utility Authority



Technology Committee

August 7, 2006

Detailed Water, Wastewater, and Stormwater Projects Plan

PEARL RIVER COUNTY UTILITY AUTHORITY

DETAILED

WATER, SEWER AND STORM WATER DRAINAGE

PROJECTS PLAN

TECHNOLOGY COMMITTEE

7 AUGUST 2006

Introduction

The Pearl River County Utility Authority (PRC UA) was established by MS Gulf Coast Region Utility Act, Senate Bill 2943 and held its charter meeting on 8 May 2006. Members of the Pearl River Utility Authority are as follows:

Mr. Steve Lawler,	President	Pearl River County Representative,
Dr. Don L. Durham	Vice Pres.	Pearl River County Representative,
Mr. Glade Woods	Treasurer	Picayune Representative,
Mr. Scott White	Member	Picayune Representative,
Mr. Tommy Breland	Member	Poplarville Representative,
Mr. Ike Lewis	Member	Pearl River County Representative. and
Dr. James (Sonny) Sones	Member	Pearl River County Representative.

At the charter meeting, three standing committees were formed with membership and chairperson appointed by the newly elected PRC UA Board President, Mr. Steve Lawler. One of these committees is the Technology Committee whose make up is as follows:

Dr. Don L. Durham	Chairperson,
Dr. James (Sonny) Sones	Member, and
Mr. Scott White	Member.

Data Gathering

The chairperson of this technology committee accompanied the local engineering firm, Dungan Engineering, (who is a subcontractor under the Mississippi Engineering Group (MSEG), Inc.) to each "information gathering" meeting with PRC UA's stakeholders (Appendix A). These meetings were conducted during the month of May 2006 with some follow up meetings in early June 2006. The format for each of these meetings was (a) brief introduction by Brooks Wallace and/or Caycee Davis, Dungan Engineering, as to the new law establishing the MS Gulf Coast Regional Utility Authority and the six county individual authorities including the PRC UA, (b) discussion of the current understanding of the management of the HUD Community Development Block Grant (CDBG) of $500M and need of a strategic plan for the six counties in order to receive such grant, (c) brief discussion by Dr. Don L. Durham of the PRC UA and its role, intentions, and limitations by MS Gulf Coast Region Utility Act and the implementation of the CDBG, and (d) detail dialogue in filling out the predefined forms for data collection (Appendix B). These forms were forwarded to each entity before the initial meeting. A follow up meeting was arranged with each entity at the close of the initial meeting. There were four water associations who chose to not meet with the engineers and PRC UA representative. Those associations not wanting to participate or share information are: Pearl River Central Water Association, Center Water Association, Sunny Oaks Water Association and Nicholson Water and Sewage Association. The forms and data collected from each association are Appendix C (separately bound) and were

submitted at the end of June 2006 to the MSEG, Inc. by Dungan Engineering in fulfilling one of their subcontractor deliverables.

Prioritization of Projects

An initial priority list of projects (Appendix D and E) was developed to address defined needs and requirements within Pearl River County that met the intent of the HUD CDBG and would be in compliance with the constraints of the anticipated Housing and Urban Development funds for the MS Gulf Region Water and Waste Water Plan (www.msgulfregionplan.org). This initial list of projects is based upon the data gathered earlier (Appendix C), discussions with various board members, detail engineering design and demographic considerations by the technology committee with Dungan Engineering support and advice, and concepts of regionalization within local areas considering benefits to multiple organizational entities. This priority list was briefed at the 17 July MDEQ public meeting in Picayune, MS as PRC UA's overall project needs.

Mississippi Department of Environmental Quality's contract with MSEG, Inc. was modified to allow their subcontractors and engineers to provide engineering assistance to each county utility authority for general engineering layouts, technical write ups, and cost and time estimates for the county utility authorities' specific projects. MSEG, Inc. required that Pearl River County's initial five comprehensive sewer and water projects (Appendix E) be broken down into 18 smaller projects for phased development, incremental costing and spiral implementation. A list of these prioritized projects is presented in Table I. A detailed technical write up and map reflecting various phases of development for each project are presented in Appendix F. These projects and their prioritizations were developed with full consensus by the PRC UA board. They were presented to and discussed with the City of Picayune Mayor and Council, City of Poplarville Mayor and Aldermen, and the Pearl River County Supervisors.

Long Range Infrastructure Plan

The Pearl River County Utility Authority's plan includes a long range strategy of providing wholesale sewer infrastructure such as mechanical treatment plants, gravity interceptor lines, and minimum number of lift stations and forced collector or interceptor lines. The interceptor lines are located along the existing river and creek basins just outside the 100 year flood plain in order to minimize the effects on any wet lands but allow the opportunity for enhancing and defining "green-space", its usage, and improve storm water drainage within these drainage basins. The long range strategy for providing wholesale water infrastructure includes looped high pressure high volume water mains along the major highways and economic growth corridors within the county and large volume wells and water tanks strategically located in the county. This wholesale water infrastructure will allow the PRC UA on a case by case basis to wholesale water to any existing water association as well as to other entities in uncertificated areas of the county. This infrastructure will assure sufficient water pressure and supply throughout the county during emergences and routine operations for drinking and fire protection. Figure 1and 2 depict the PRC UA's 10 to15 year long range infrastructure layout for wholesale sewer

Table 1

Pearl River County Priorities

Water and Wastewater Projects

Priority #1 - Picayune Area Wastewater Project - Phase I					
Project Name	**Construction Costs**	**Engineering (12%)**	**Land Acquisition**	**Admin and Contingencies (15%)**	**Estimated Cost**
West Picayune Wastewater Treatment Plant	$ 28,050,000.00	$ 3,366,000.00	$ 250,000.00	$ 4,207,500.00	$ 35,873,500.00
Picayune Plant Interceptor - Phase I	$ 780,000.00	$ 93,600.00	$ 37,304.87	$ 117,000.00	$ 1,027,904.87
Picayune Plant Interceptor - Phase II	$ 720,000.00	$ 86,400.00	$ 34,435.26	$ 108,000.00	$ 948,835.26
Boley Creek Interceptor	$ 576,000.00	$ 69,120.00	$ 45,913.68	$ 86,400.00	$ 777,433.68
Project Total:	**$ 30,126,000.00**	**$ 3,615,120.00**	**$ 367,653.81**	**$ 4,518,900.00**	**$ 38,627,673.81**

Priority #2 - Poplarville Area Water Supply Project - Phase I					
Project Name	**Construction Costs**	**Engineering (12%)**	**Land Acquisition**	**Admin and Contingencies (15%)**	**Estimated Cost**
Highway 11 North Water Supply Project	$ 5,484,600.00	$ 658,152.00	$ 124,655.65	$ 822,690.00	$ 7,090,097.65
Hillsdale Road Water Supply Project	$ 4,540,800.00	$ 544,896.00	$ 106,519.74	$ 681,120.00	$ 5,873,335.74
Project Total:	**$ 10,025,400.00**	**$ 1,203,048.00**	**$ 231,175.39**	**$ 1,503,810.00**	**$ 12,963,433.39**

Priority #3 - Picayune Area Water Supply Project - Phase I					
Project Name	**Construction Costs**	**Engineering (12%)**	**Land Acquisition**	**Admin and Contingencies (15%)**	**Estimated Cost**
Dixie Utilities Water Supply Project	$ 5,616,800.00	$ 674,016.00	$ 96,189.16	$ 842,520.00	$ 7,229,525.16
Project Total:	**$ 5,616,800.00**	**$ 674,016.00**	**$ 96,189.16**	**$ 842,520.00**	**$ 7,229,525.16**

Priority #4 - Picayune Area Wastewater Project - Phase II					
Project Name	**Construction Costs**	**Engineering (12%)**	**Land Acquisition**	**Admin and Contingencies (15%)**	**Estimated Cost**
West Boley Interceptor - Phase I	$ 705,600.00	$ 84,672.00	$ 28,122.13	$ 105,840.00	$ 924,234.13
Mill Creek Interceptor - Phase I	$ 1,526,400.00	$ 183,168.00	$ 70,592.29	$ 228,960.00	$ 2,009,120.29
Mill Creek Interceptor - Phase II	$ 583,200.00	$ 69,984.00	$ 46,487.60	$ 87,480.00	$ 787,151.60
East Boley Interceptor - Phase I	$ 2,184,000.00	$ 262,080.00	$ 91,827.36	$ 327,600.00	$ 2,865,507.36
Project Total:	**$ 4,999,200.00**	**$ 599,904.00**	**$ 237,029.38**	**$ 749,880.00**	**$ 6,586,013.38**

Priority #5 - Poplarville Area Wastewater Project - Phase I					
Project Name	**Construction Costs**	**Engineering (12%)**	**Land Acquisition**	**Admin and Contingencies (15%)**	**Estimated Cost**
West Poplarville Regional Plant - Site "B"	$ 12,100,000.00	$ 1,452,000.00	$ 150,000.00	$ 1,815,000.00	$ 15,517,000.00
North Boley Interceptor - Phase I	$ 810,000.00	$ 97,200.00	$ 28,696.05	$ 121,500.00	$ 1,057,396.05
White Sand Creek Interceptor - Phase I	$ 2,457,000.00	$ 294,840.00	$ 96,418.73	$ 368,550.00	$ 3,216,808.73
Poplarville Plant Interceptor - Alternative 2	$ 3,412,800.00	$ 409,536.00	$ 164,141.41	$ 511,920.00	$ 4,498,397.41
Project Total:	**$ 18,779,800.00**	**$ 2,253,576.00**	**$ 439,256.20**	**$ 2,816,970.00**	**$ 24,289,602.20**

Priority #6 - Poplarville Area Wastewater Project - Phase II					
Project Name	**Construction Costs**	**Engineering (12%)**	**Land Acquisition**	**Admin and Contingencies (15%)**	**Estimated Cost**
Highway 26 East Interceptor - Phase I	$ 1,814,400.00	$ 217,728.00	$ 123,966.94	$ 272,160.00	$ 2,428,254.94
Highway 26 East Interceptor - Phase II	$ 748,800.00	$ 89,856.00	$ 59,687.79	$ 112,320.00	$ 1,010,663.79
Beaverdam Creek Interceptor	$ 2,016,000.00	$ 241,920.00	$ 128,558.31	$ 302,400.00	$ 2,688,878.31
Project Total:	**$ 4,579,200.00**	**$ 549,504.00**	**$ 312,213.04**	**$ 686,880.00**	**$ 6,127,797.04**

Priority #7 - Picayune Area Wastewater Project - Phase III					
Project Name	**Construction Costs**	**Engineering (12%)**	**Land Acquisition**	**Admin and Contingencies (15%)**	**Estimated Cost**
East Boley Interceptor - Phase II	$ 3,081,600.00	$ 369,792.00	$ 122,819.10	$ 462,240.00	$ 4,036,451.10
East Boley Interceptor - Phase III	$ 1,125,000.00	$ 135,000.00	$ 71,740.13	$ 168,750.00	$ 1,500,490.13
Project Total:	**$ 4,206,600.00**	**$ 504,792.00**	**$ 194,559.23**	**$ 630,990.00**	**$ 5,536,941.23**

Priority #8 - Picayune Area Wastewater Project - Phase IV					
Project Name	**Construction Costs**	**Engineering (12%)**	**Land Acquisition**	**Admin and Contingencies (15%)**	**Estimated Cost**
Highway 43 South Interceptor	$ 2,196,000.00	$ 263,520.00	$ 175,045.91	$ 329,400.00	$ 2,963,965.91
East Mill Creek Interceptor - Phase I	$ 1,593,000.00	$ 191,160.00	$ 101,584.02	$ 238,950.00	$ 2,124,694.02
East Mill Creek Interceptor - Phase II	$ 439,200.00	$ 52,704.00	$ 35,009.18	$ 65,880.00	$ 592,793.18
Project Total:	**$ 4,228,200.00**	**$ 507,384.00**	**$ 311,639.12**	**$ 634,230.00**	**$ 5,681,453.12**

Priority #9 - Poplarville Area Wastewater Project - Phase III					
Project Name	**Construction Costs**	**Engineering (12%)**	**Land Acquisition**	**Admin and Contingencies (15%)**	**Estimated Cost**
Alligator Creek Interceptor - Phase I	$ 1,641,600.00	$ 196,992.00	$ 65,427.00	$ 246,240.00	$ 2,150,259.00
Alligator Creek Interceptor - Phase II	$ 1,166,400.00	$ 139,968.00	$ 46,487.60	$ 174,960.00	$ 1,527,815.60

Wolf Creek Interceptor - Phase II	$ 612,000.00	$ 73,440.00	$ 39,026.63	$ 91,800.00	$ 816,266.63
Wolf Creek Interceptor - Phase III	$ 684,000.00	$ 82,080.00	$ 43,618.00	$ 102,600.00	$ 912,298.00
Hickory Creek Interceptor	$ 1,692,000.00	$ 203,040.00	$ 107,897.15	$ 253,800.00	$ 2,256,737.15
Project Total:	**$ 5,796,000.00**	**$ 695,520.00**	**$ 302,456.38**	**$ 869,400.00**	**$ 7,663,376.38**

Priority #10 - Picayune Area Wastewater Project - Phase V

Project Name	Construction Costs	Engineering (12%)	Land Acquisition	Admin and Contingencies (15%)	Estimated Cost
Mill Creek Interceptor - Phase III	$ 1,791,000.00	$ 214,920.00	$ 114,210.28	$ 268,650.00	$ 2,388,780.28
East Boley Interceptor - Phase IV	$ 666,000.00	$ 79,920.00	$ 60,261.71	$ 99,900.00	$ 906,081.71
East Boley Interceptor - Phase V	$ 705,600.00	$ 84,672.00	$ 84,366.39	$ 105,840.00	$ 980,478.39
Project Total:	**$ 3,162,600.00**	**$ 379,512.00**	**$ 258,838.38**	**$ 474,390.00**	**$ 4,275,340.38**

Priority #11 - Poplarville Area Wastewater Project - Phase IV

Project Name	Construction Costs	Engineering (12%)	Land Acquisition	Admin and Contingencies (15%)	Estimated Cost
White Sand Creek Interceptor - Phase II	$ 1,467,000.00	$ 176,040.00	$ 93,549.13	$ 220,050.00	$ 1,956,639.13
White Sand Creek Interceptor - Phase III	$ 822,000.00	$ 98,640.00	$ 78,627.18	$ 123,300.00	$ 1,122,567.18
North Mill Creek Interceptor - Phase I	$ 471,600.00	$ 56,592.00	$ 48,783.29	$ 70,740.00	$ 647,715.29
Project Total:	**$ 2,760,600.00**	**$ 331,272.00**	**$ 220,959.60**	**$ 414,090.00**	**$ 3,726,921.60**

Priority #12 - Picayune Area Wastewater Project - Phase VI

Project Name	Construction Costs	Engineering (12%)	Land Acquisition	Admin and Contingencies (15%)	Estimated Cost
West Boley Interceptor - Phase II	$ 936,000.00	$ 112,320.00	$ 59,687.79	$ 140,400.00	$ 1,248,407.79
West Boley Interceptor - Phase III	$ 720,000.00	$ 86,400.00	$ 45,913.68	$ 108,000.00	$ 960,313.68
West Boley Interceptor - Phase IV	$ 628,800.00	$ 75,456.00	$ 84,940.31	$ 94,320.00	$ 883,516.31
Long Branch Interceptor - Phase I	$ 1,216,800.00	$ 146,016.00	$ 96,992.65	$ 182,520.00	$ 1,642,328.65
Project Total:	**$ 3,501,600.00**	**$ 420,192.00**	**$ 287,534.44**	**$ 525,240.00**	**$ 4,734,566.44**

Priority #13 - Poplarville Area Wastewater Project - Phase V

Project Name	Construction Costs	Engineering (12%)	Land Acquisition	Admin and Contingencies (15%)	Estimated Cost
North Long Branch Interceptor	$ 1,363,200.00	$ 163,584.00	$ 162,993.57	$ 204,480.00	$ 1,894,257.57
North Boley Interceptor - Phase II	$ 186,000.00	$ 22,320.00	$ 17,791.55	$ 27,900.00	$ 254,011.55
North Boley Interceptor - Phase III	$ 654,000.00	$ 78,480.00	$ 62,557.39	$ 98,100.00	$ 893,137.39
North Boley Interceptor - Phase IV	$ 844,800.00	$ 101,376.00	$ 101,010.10	$ 126,720.00	$ 1,173,906.10
North Boley Interceptor - Phase V	$ 537,600.00	$ 64,512.00	$ 64,279.16	$ 80,640.00	$ 747,031.16
North Boley Interceptor - Phase VI	$ 532,800.00	$ 63,936.00	$ 63,705.23	$ 79,920.00	$ 740,361.23
Little Hell Creek Interceptor	$ 532,800.00	$ 63,936.00	$ 63,705.23	$ 79,920.00	$ 740,361.23
Project Total:	**$ 4,651,200.00**	**$ 558,144.00**	**$ 536,042.24**	**$ 697,680.00**	**$ 6,443,066.24**

Priority #14 - Picayune Area Water Supply Project - Phase II

Project Name	Construction Costs	Engineering (12%)	Land Acquisition	Admin and Contingencies (15%)	Estimated Cost
Highway 43 South Water Supply Project	$ 2,547,600.00	$ 305,712.00	$ 47,750.23	$ 382,140.00	$ 3,283,202.23
Old Kiln Road Water Supply Project	$ 1,440,000.00	$ 172,800.00	$ 45,913.68	$ 216,000.00	$ 1,874,713.68
Sycamore Road Water Supply Project	$ 1,584,000.00	$ 190,080.00	$ 50,505.05	$ 237,600.00	$ 2,062,185.05
Project Total:	**$ 5,571,600.00**	**$ 668,592.00**	**$ 144,168.96**	**$ 835,740.00**	**$ 7,220,100.96**

Priority #15 - Poplarville Area Water Supply Project - Phase II

Project Name	Construction Costs	Engineering (12%)	Land Acquisition	Admin and Contingencies (15%)	Estimated Cost
Highway 26 East Water Supply Project	$ 4,485,600.00	$ 538,272.00	$ 143,021.12	$ 672,840.00	$ 5,839,733.12
Highway 26 West Water Supply Project	$ 5,522,400.00	$ 662,688.00	$ 176,078.97	$ 828,360.00	$ 7,189,526.97
Redmond Road Water Supply Project	$ 2,232,000.00	$ 267,840.00	$ 71,166.21	$ 334,800.00	$ 2,905,806.21
Project Total:	**$ 12,240,000.00**	**$ 1,468,800.00**	**$ 390,266.30**	**$ 1,836,000.00**	**$ 15,935,066.30**

Priority #16 - Picayune Area Water Supply Project - Phase III

Project Name	Construction Costs	Engineering (12%)	Land Acquisition	Admin and Contingencies (15%)	Estimated Cost
Liberty Road Water Supply Project	$ 1,872,000.00	$ 224,640.00	$ 59,687.79	$ 280,800.00	$ 2,437,127.79
West Union Road Water Supply Project	$ 4,095,600.00	$ 491,472.00	$ 97,107.44	$ 614,340.00	$ 5,298,519.44
F. Z. Goss Road Water Supply Project	$ 1,368,000.00	$ 164,160.00	$ 43,618.00	$ 205,200.00	$ 1,780,978.00
Project Total:	**$ 7,335,600.00**	**$ 880,272.00**	**$ 200,413.22**	**$ 1,100,340.00**	**$ 9,516,625.22**

Priority #17 - Poplarville Area Water Supply Project - Phase III

Project Name	Construction Costs	Engineering (12%)	Land Acquisition	Admin and Contingencies (15%)	Estimated Cost
Sones Chapel Road Water Supply Project	$ 5,581,600.00	$ 669,792.00	$ 155,647.38	$ 837,240.00	$ 7,244,279.38
McNeil McHenry Water Supply Project	$ 5,378,400.00	$ 645,408.00	$ 171,487.60	$ 806,760.00	$ 7,002,055.60
Silver Run Road Water Supply Project	$ 3,816,000.00	$ 457,920.00	$ 121,671.26	$ 572,400.00	$ 4,967,991.26
Project Total:	**$ 14,776,000.00**	**$ 1,773,120.00**	**$ 448,806.24**	**$ 2,216,400.00**	**$ 19,214,326.24**

Priority #18 - Poplarville Area Water Supply Project - Phase IV					
Project Name	**Construction Costs**	**Engineering (12%)**	**Land Acquisition**	**Admin and Contingencies (15%)**	**Estimated Cost**
Highway 43 North Water Supply Project	$ 4,320,000.00	$ 518,400.00	$ 137,741.05	$ 648,000.00	$ 5,624,141.05
Stanford Lake Road Water Supply Project	$ 4,680,000.00	$ 561,600.00	$ 149,219.47	$ 702,000.00	$ 6,092,819.47
Project Total:	**$ 9,000,000.00**	**$ 1,080,000.00**	**$ 286,960.51**	**$ 1,350,000.00**	**$ 11,716,960.51**

Total Costs for Priority Projects ***$ 197,488,789.62***

and water services respectively in Pearl River County. The long range strategy for storm water drainage and economic development includes a 920-acre lake in the central portion of Pearl River County with a community center, residential and commercial development and recreational facilities. Figure 3 depicts a conceptual rendering of this storm water drainage and economic development project.

Detail Project Plans

The long range sewer and water infrastructure plans (Figure 1 and 2) were broken down and prioritized into the18 smaller projects (Table 1) for phased development, incremental costing and spiral implementation. Each of Picayune Area Wastewater and Water projects are reflected in detailed layouts in Figures 4 and 5, respectively. Each of the Poplarville Area Wastewater and Water projects are reflected in detailed layouts in Figure 6 and 7, respectively. Tables 2 and 3 are the preliminary engineering design parameters for flow, pipe sizes and lengths, and costs for Picayune Area Wastewater and Water Projects. Tables 4 and 5 are the preliminary engineering design parameters for flow, pipe sizes and lengths, and costs for Poplarville Area Wastewater and Water Projects. For consistency in cost estimates throughout the 6 coastal counties, MSEG, Inc. tasked the engineering firm of Camp, Dresser and McKee (CDM) to estimate the costs of each project in each county. Therefore, the costs reflected in Tables 2-5 are those of the engineering firm of CDM with the local engineering firm, Dungan Engineering, working very closely with CDM and the PRC UA technology committee.

Summary

In ninety days from being chartered, the PRC UA worked closely with MDEQ, MSEG, Inc., Dungan Engineering (local engineering firm) and PRC UA's Tier 1 and 2 stakeholders to establish the prioritized needs and anticipated requirements to meet the water, wastewater, storm water and drainage issues. The technology committee of the PRC UA with Dungan Engineering and CDM developed a long range overall plan and a short term implementation plan for sewer, water and storm water projects, prioritized these projects, socialized them among the PRC UA and Tier 1 stakeholders, developed consensus and support for these projects and met the various ambitious and short fused deadlines of MDEQ and MSEG, Inc. This plan supports economic development and commercial and residential growth over the next 10 years throughout Pearl River County in an orderly and manageable process by assuring the required infrastructure for water, sewer and storm drainage can be made available and will be possible in a timely manner to meet the demand signals as identified and forecasted.

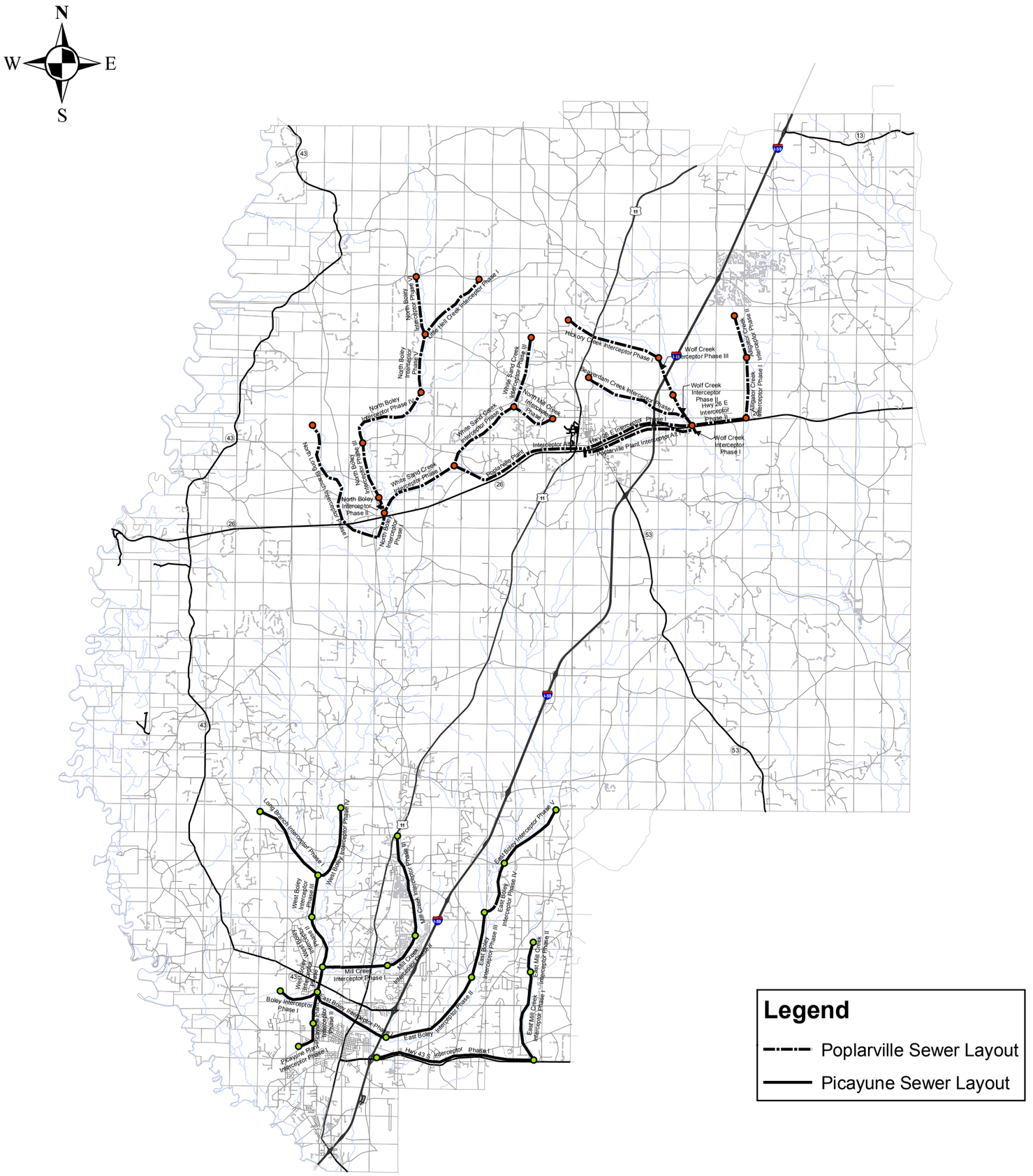


Figure 1

Project Areas
Sewer Improvements
Pearl River County, MS

1 inch equals 20,000 feet

MSEG
MISSISSIPPI ENGINEERING GROUP, INC.
143-A LeFleurs Square • Jackson, MS 39211
601-355-3518 • Fax 601-352-3945

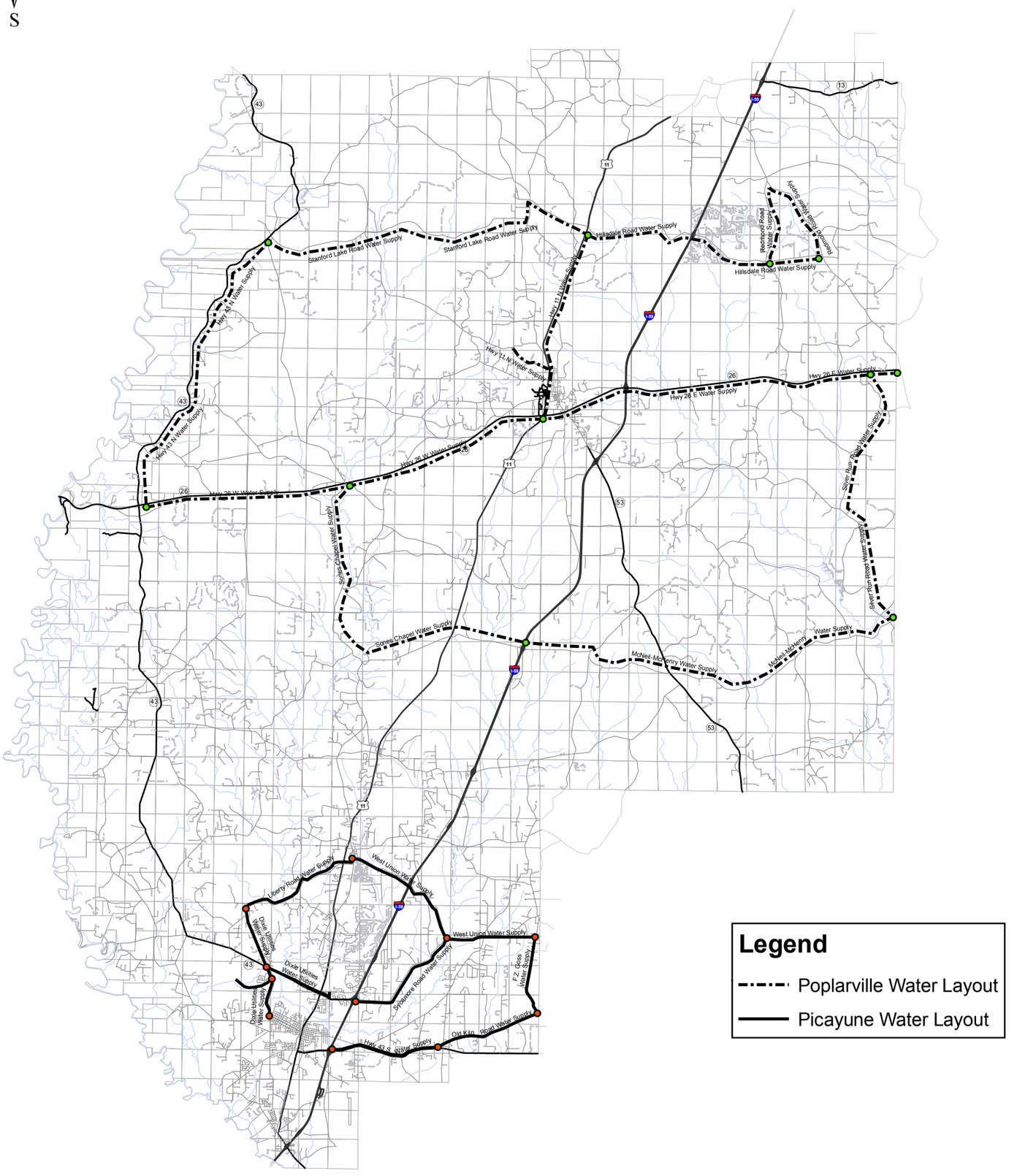


Figure 2

Project Areas
Water Improvements
Pearl River County, MS

1 inch equals 20,000 feet

MSEG
MISSISSIPPI ENGINEERING GROUP, INC.
143-A LeFleurs Square • Jackson, MS 39211
601-355-3518 • Fax 601-352-3945

Lake Troy

Figure 3

A Recreational, Residential, and Commercial Development

Pearl River County, MS

Master Plan

DUNGAN Engineering, PA
Consulting Engineers
113 Tally Road
P.O. Box 135
Picayune, MS 39466
(T) 601-799-2284
(F) 601-799-0480

Figure 4

Picayune Sewer Layout

Force Main

Gravity

Interceptor Location Symbols

- West Boley Interceptor
- East Boley Interceptor
- Boley Interceptor
- Hwy 43 S Interceptor
- Long Branch Interceptor
- Mill Creek Interceptor
- East Mill Creek Interceptor
- Picayune Interceptor

Possible New Plant Location

Possible New Plant Location

Existing Plant

Picayune Area Sewer Layout

1 inch equals 6,000 feet

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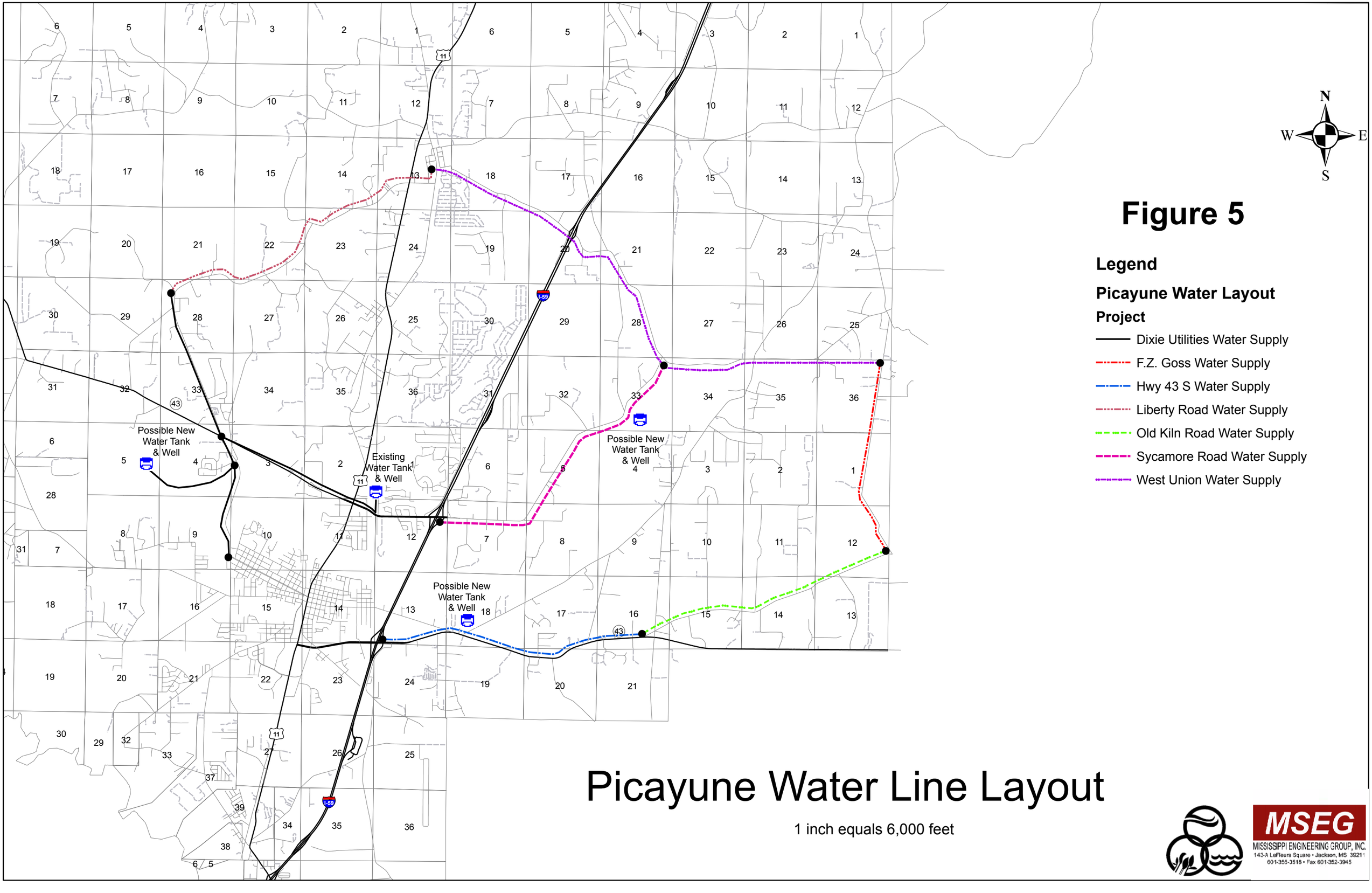

Figure 5

Legend

Picayune Water Layout

Project

- Dixie Utilities Water Supply
- F.Z. Goss Water Supply
- Hwy 43 S Water Supply
- Liberty Road Water Supply
- Old Kiln Road Water Supply
- Sycamore Road Water Supply
- West Union Water Supply

Picayune Water Line Layout

1 inch equals 6,000 feet

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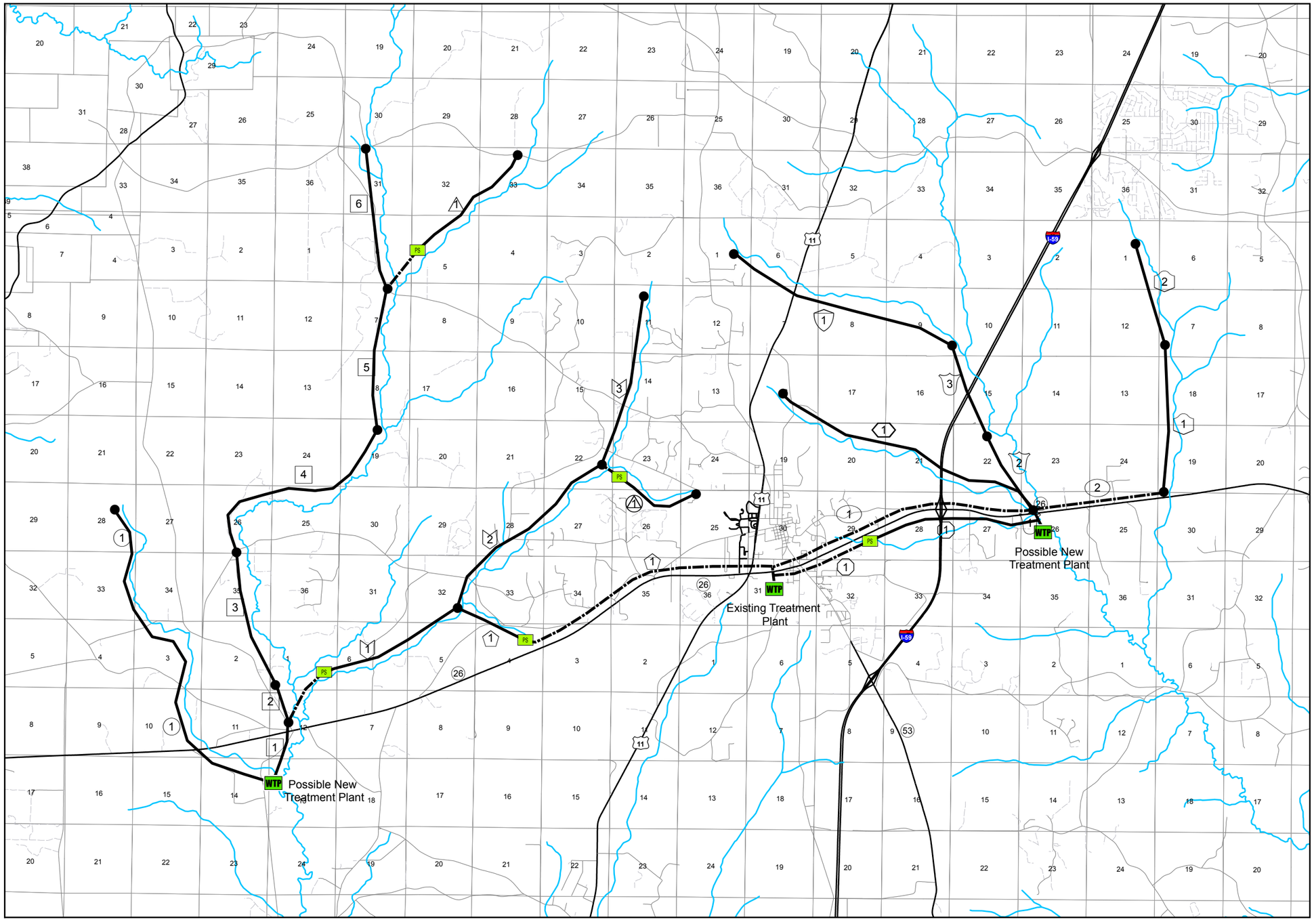

N
W E
S

Figure 6

Legend

Poplarville Sewer Layout

- Force Main
- Gravity

Interceptor Location Symbols

- Alligator Creek
- Beaverdam Creek
- Hickory Creek
- Hwy 26 E
- Little Hell Creek
- North Long Branch
- North Mill Creek
- North Boley
- Poplarville Plant Alt I
- Poplarville Plant Alt II
- White Sand Creek
- Wolf Creek

Poplarville Area Sewer Layout

1 inch equals 8,000 feet

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N

W E

S

Legend

Poplarville Water Layout

Project

- Hillsdale Road Water Supply
- Hwy 11 N Water Supply
- Hwy 26 E Water Supply
- Hwy 26 W Water Supply
- Hwy 43 N Water Supply
- McNeil-McHenry Water Supply
- Oak Hill Road Water Supply
- Otho Davis Road Water Supply
- Redmond Road Water Supply
- Silver Run Road Water Supply
- Sones Chapel Water Supply
- Stanford Lake Road Water Supply

Figure 7

Possible New Water Tank & Well

Possible New Water Tank & Well

Possible New Well

Poplarville Water Line Layout

1 inch equals 10,000 feet

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Table 2
Picayune Area Wastewater Projects

Proposed Wastewater Interceptor Lines
August 6, 2006

			Preliminary Design Flows			Sewer Line Sizes, Lengths and Costs								Estimated Project Costs				
						Gravity				Force Main								
Project Name	2020 Population (Thousands)	Qp/Qa	Avg. Daily Flow (CFS)	Peak Flow (CFS)	Peak Flow X 2	Size (In)	Length (FT)	Unit Price	Subtotal	Size (In)	Length (FT)	Unit Price	Subtotal	Construction Costs	Engineering (12%)	Land Acquisition	Admin and Contingies (15%)	Estimated Total Project Cost
Long Branch Interceptor - Phase I	1.01	3.79	0.16	0.59	1.19	12	16,900	$ 72.00	$ 1,216,800.00	N/A	0	$ -	$ -	$ 1,216,800.00	$ 146,016.00	$ 96,992.65	$ 182,520.00	$ 1,642,328.65
West Boley Interceptor - Phase IV	0.29	4.26	0.04	0.19	0.38	8	11,400	$ 48.00	$ 547,200.00	4	3,400	$ 24.00	$ 81,600.00	$ 628,800.00	$ 75,456.00	$ 84,940.31	$ 94,320.00	$ 883,516.31
West Boley Interceptor - Phase III	2.12	3.29	0.33	1.08	2.16	15	8,000	$ 90.00	$ 720,000.00	N/A	0	$ -	$ -	$ 720,000.00	$ 86,400.00	$ 45,913.68	$ 108,000.00	$ 960,313.68
West Boley Interceptor - Phase II	2.9	3.03	0.45	1.36	2.72	15	10,400	$ 90.00	$ 936,000.00	N/A	0	$ -	$ -	$ 936,000.00	$ 112,320.00	$ 59,687.79	$ 140,400.00	$ 1,248,407.79
West Boley Interceptor - Phase I	10.9	1.94	1.69	3.27	6.54	24	4,900	$ 144.00	$ 705,600.00	N/A	0	$ -	$ -	$ 705,600.00	$ 84,672.00	$ 28,122.13	$ 105,840.00	$ 924,234.13
Mill Creek Interceptor - Phase III	2.78	3.06	0.43	1.32	2.64	15	19,900	$ 90.00	$ 1,791,000.00	N/A	0	$ -	$ -	$ 1,791,000.00	$ 214,920.00	$ 114,210.28	$ 268,650.00	$ 2,388,780.28
Mill Creek Interceptor - Phase II	5.2	2.52	0.80	2.03	4.06	N/A	0	$ -	$ -	12	8,100	$ 72.00	$ 583,200.00	$ 583,200.00	$ 69,984.00	$ 46,487.60	$ 87,480.00	$ 787,151.60
Mill Creek Interceptor - Phase I	7.9	2.18	1.22	2.66	5.32	24	8,900	$ 144.00	$ 1,281,600.00	12	3,400	$ 72.00	$ 244,800.00	$ 1,526,400.00	$ 183,168.00	$ 70,592.29	$ 228,960.00	$ 2,009,120.29
East Boley Interceptor - Phase V	0.52	4.10	0.08	0.33	0.66	8	14,700	$ 48.00	$ 705,600.00	N/A	0	$ -	$ -	$ 705,600.00	$ 84,672.00	$ 84,366.39	$ 105,840.00	$ 980,478.39
East Boley Interceptor - Phase IV	1.39	3.60	0.22	0.77	1.55	12	8,000	$ 72.00	$ 576,000.00	6	2,500	$ 36.00	$ 90,000.00	$ 666,000.00	$ 79,920.00	$ 60,261.71	$ 99,900.00	$ 906,081.71
East Boley Interceptor - Phase III	2.47	3.16	0.38	1.21	2.42	15	12,500	$ 90.00	$ 1,125,000.00	N/A	0	$ -	$ -	$ 1,125,000.00	$ 135,000.00	$ 71,740.13	$ 168,750.00	$ 1,500,490.13
East Boley Interceptor - Phase II	5.25	2.51	0.81	2.04	4.08	24	21,400	$ 144.00	$ 3,081,600.00	N/A	0	$ -	$ -	$ 3,081,600.00	$ 369,792.00	$ 122,819.10	$ 462,240.00	$ 4,036,451.10
East Boley Interceptor - Phase I	10.84	1.94	1.68	3.26	6.52	24	14,000	$ 144.00	$ 2,016,000.00	14	2,000	$ 84.00	$ 168,000.00	$ 2,184,000.00	$ 262,080.00	$ 91,827.36	$ 327,600.00	$ 2,865,507.36
East Mill Creek Inteceptor - Phase II	1.18	3.70	0.18	0.68	1.35	12	6,100	$ 72.00	$ 439,200.00	N/A	0	$ -	$ -	$ 439,200.00	$ 52,704.00	$ 35,009.18	$ 65,880.00	$ 592,793.18
East Mill Creek Inteceptor - Phase I	2.64	3.11	0.41	1.27	2.54	15	17,700	$ 90.00	$ 1,593,000.00	N/A	0	$ -	$ -	$ 1,593,000.00	$ 191,160.00	$ 101,584.02	$ 238,950.00	$ 2,124,694.02
Highway 43 South Interceptor	5.34	2.50	0.83	2.06	4.13	N/A	0	$ -	$ -	12	30,500	$ 72.00	$ 2,196,000.00	$ 2,196,000.00	$ 263,520.00	$ 175,045.91	$ 329,400.00	$ 2,963,965.91
Boley Creek Interceptor	7.50	2.22	1.16	2.57	5.15	N/A	0	$ -	$ -	12	8,000	$ 72.00	$ 576,000.00	$ 576,000.00	$ 69,120.00	$ 45,913.68	$ 86,400.00	$ 777,433.68
Picayune Plant Interceptor - Phase I	N/A	N/A	3.40	6.08	N/A	N/A	0	$ -	$ -	20	6,500	$ 120.00	$ 780,000.00	$ 780,000.00	$ 93,600.00	$ 37,304.87	$ 117,000.00	$ 1,027,904.87
Picayune Plant Interceptor - Phase II	29.20	1.42	4.52	6.42	12.85	N/A	0	$ -	$ -	20	6,000	$ 120.00	$ 720,000.00	$ 720,000.00	$ 86,400.00	$ 34,435.26	$ 108,000.00	$ 948,835.26
													Total Costs for Interceptor Lines:	$ 22,174,200.00	$ 2,660,904.00	$ 1,407,254.36	$ 3,326,130.00	$ 29,568,488.36

Proposed Wastewater Treatment Plants

Name	Location	Discharge Point	Average Daily Flow	Estimated Cost	Engineering (12%)	Land Acquisition	Admin and Contingies (15%)	Estimated Total Project Cost
West Picayune Regional Plant - Site "A"	Sec 5, T-6 S, R-17 W	Hobolochitto Creek	5,118,000 Gallons Per Day	$ 28,050,000.00	$ 3,366,000.00	$ 250,000.00	$ 4,207,500.00	$ 35,873,500.00
West Picayune Regional Plant - Site "B"	Sec 9, T-6 S, R-17 W	Hobolochitto Creek	5,118,000 Gallons Per Day					
				Total Costs for Wastewater Treatment Plants:	$ 28,050,000.00	$ 3,366,000.00	$ 250,000.00	$ 4,207,500.00	$ 35,873,500.00
				Total Costs for Picayune Area Wastewater Projects	$ 50,224,200.00	$ 6,026,904.00	$ 1,657,254.36	$ 7,533,630.00	$ 65,441,988.36

Table 3
Picayune Area Water Projects

Proposed Water Supply Projects
August 6, 2006

				Water Main Sizes, Lengths and Costs				Well and Tank Costs		Estimated Project Costs				
Project Name	From	To	Project Description	Length (ft)	Size (in)	Unit Price	Subtotal	Well	Tank	Construction Costs	Engineering (12%)	Land Acquisition	Admin and Contingies (15%)	Estimated Total Project Cost
Dixie Utilities Water Supply Project	Beech Street	Liberty Road	Includes Distribution Mains, 1,000,000 Gal. Elevated Storage Tank and 2 - 500 GPM Wells	41,900	12	$ 72.00	$3,016,800.00	$1,100,000.00	$ 1,500,000.00	$ 5,616,800.00	$ 674,016.00	$ 96,189.16	$ 842,520.00	$ 7,229,525.16
Liberty Road Water Supply Project	Liberty Road	Hwy 11	Distribution Main Only	26,000	12	$ 72.00	$1,872,000.00	$ -	$ -	$ 1,872,000.00	$ 224,640.00	$ 59,687.79	$ 280,800.00	$ 2,437,127.79
West Union Road Water Supply Project	Hwy 11	F.Z. Goss Road	Includes Distribution Mains, 250,000 Gal. Elevated Storage Tank and 500 GPM Well	42,300	12	$ 72.00	$3,045,600.00	$ 550,000.00	$ 500,000.00	$ 4,095,600.00	$ 491,472.00	$ 97,107.44	$ 614,340.00	$ 5,298,519.44
Sycamore Road Water Supply Project	I-59	West Union Road	Distribution Main Only	22,000	12	$ 72.00	$1,584,000.00	$ -	$ -	$ 1,584,000.00	$ 190,080.00	$ 50,505.05	$ 237,600.00	$ 2,062,185.05
Highway 43 South Water Supply Project	I-59	Old Kiln Road	Includes Distribution Mains, 250,000 Gal. Elevated Storage Tank and 500 GPM Well	20,800	12	$ 72.00	$1,497,600.00	$ 550,000.00	$ 500,000.00	$ 2,547,600.00	$ 305,712.00	$ 47,750.23	$ 382,140.00	$ 3,283,202.23
Old Kiln Road Water Supply Project	Hwy 43 S	F.Z. Goss Road	Distribution Main Only	20,000	12	$ 72.00	$1,440,000.00	$ -	$ -	$ 1,440,000.00	$ 172,800.00	$ 45,913.68	$ 216,000.00	$ 1,874,713.68
F. Z. Goss Road Water Supply Project	Old Kiln Road	West Union Road	Distribution Main Only	19,000	12	$ 72.00	$1,368,000.00	$ -	$ -	$ 1,368,000.00	$ 164,160.00	$ 43,618.00	$ 205,200.00	$ 1,780,978.00
									Total Costs for Picayune Area Water Supply Projects:	$ 18,524,000.00	$ 2,222,880.00	$ 440,771.35	$ 2,778,600.00	$ 23,966,251.35

Table 4
Poplarville Area Wastewater Projects

Proposed Wastewater Interceptor Lines
August 6, 2006

			Preliminary Design Flows			Sewer Line Sizes, Lengths and Costs								Estimated Project Costs				
						Gravity				Force Main								
Project Name	2020 Population (Thousands)	Qp/Qa	Avg. Daily Flow (CFS)	Peak Flow (CFS)	Peak Flow X 2	Size (In)	Length (FT)	Unit Price	Subtotal	Size (In)	Length (FT)	Unit Price	Subtotal	Construction Costs	Engineering (12%)	Land Acquisition	Admin and Contingies (15%)	Estimated Total Project Cost
North Long Branch Interceptor	0.37	4.20	0.06	0.24	0.48	8	28,400	$ 48.00	$ 1,363,200.00	N/A	0	$ -	$ -	$ 1,363,200.00	$ 163,584.00	$ 162,993.57	$ 204,480.00	$ 1,894,257.57
Little Hell Creek Interceptor	0.12	4.40	0.02	0.08	0.16	8	11,100	$ 48.00	$ 532,800.00	N/A	0	$ -	$ -	$ 532,800.00	$ 63,936.00	$ 63,705.23	$ 79,920.00	$ 740,361.23
North Boley Interceptor - Phase VI	0.08	4.43	0.01	0.05	0.11	8	11,100	$ 48.00	$ 532,800.00	N/A	0	$ -	$ -	$ 532,800.00	$ 63,936.00	$ 63,705.23	$ 79,920.00	$ 740,361.23
North Boley Interceptor - Phase V	0.31	4.25	0.05	0.20	0.41	8	11,200	$ 48.00	$ 537,600.00	N/A	0	$ -	$ -	$ 537,600.00	$ 64,512.00	$ 64,279.16	$ 80,640.00	$ 747,031.16
North Boley Interceptor - Phase IV	0.53	4.09	0.08	0.34	0.67	8	17,600	$ 48.00	$ 844,800.00	N/A	0	$ -	$ -	$ 844,800.00	$ 101,376.00	$ 101,010.10	$ 126,720.00	$ 1,173,906.10
North Boley Interceptor - Phase III	0.81	3.91	0.13	0.49	0.98	10	10,900	$ 60.00	$ 654,000.00	N/A	0	$ -	$ -	$ 654,000.00	$ 78,480.00	$ 62,557.39	$ 98,100.00	$ 893,137.39
North Boley Interceptor - Phase II	0.81	3.91	0.13	0.49	0.98	10	3,100	$ 60.00	$ 186,000.00	N/A	0	$ -	$ -	$ 186,000.00	$ 22,320.00	$ 17,791.55	$ 27,900.00	$ 254,011.55
North Boley Interceptor - Phase I	21.79	1.54	3.37	5.20	10.40	27	5,000	$ 162.00	$ 810,000.00	N/A	0	$ -	$ -	$ 810,000.00	$ 97,200.00	$ 28,696.05	$ 121,500.00	$ 1,057,396.05
White Sand Creek Interceptor - Phase III	0.81	3.91	0.13	0.49	0.98	10	13,700	$ 60.00	$ 822,000.00	N/A	0	$ -	$ -	$ 822,000.00	$ 98,640.00	$ 78,627.18	$ 123,300.00	$ 1,122,567.18
White Sand Creek Interceptor - Phase II	2.49	3.16	0.39	1.22	2.43	15	16,300	$ 90.00	$ 1,467,000.00	N/A	0	$ -	$ -	$ 1,467,000.00	$ 176,040.00	$ 93,549.13	$ 220,050.00	$ 1,956,639.13
White Sand Creek Interceptor - Phase I	20.99	1.56	3.25	5.07	10.13	27	11,900	$ 162.00	$ 1,927,800.00	18	4,900	$ 108.00	$ 529,200.00	$ 2,457,000.00	$ 294,840.00	$ 96,418.73	$ 368,550.00	$ 3,216,808.73
North Mill Creek Interceptor - Phase I	0.78	3.93	0.12	0.47	0.95	10	6,900	$ 60.00	$ 414,000.00	6	1,600	$ 36.00	$ 57,600.00	$ 471,600.00	$ 56,592.00	$ 48,783.29	$ 70,740.00	$ 647,715.29
Poplarville Plant Interceptor - Alternative 1	6.00	2.40	0.93	2.23	4.46	24	13,600	$ 144.00	$ 1,958,400.00	12	8,300	$ 72.00	$ 597,600.00	$ 2,556,000.00	$ 306,720.00	$ 125,688.71	$ 383,400.00	$ 3,371,808.71
Poplarville Plant Interceptor - Alternative 2	18.05	1.63	2.79	4.57	9.13	27	6,000	$ 162.00	$ 972,000.00	18	22,600	$ 108.00	$ 2,440,800.00	$ 3,412,800.00	$ 409,536.00	$ 164,141.41	$ 511,920.00	$ 4,498,397.41
Beaverdam Creek Interceptor	1.92	3.36	0.30	1.00	2.00	15	22,400	$ 90.00	$ 2,016,000.00	N/A	0	$ -	$ -	$ 2,016,000.00	$ 241,920.00	$ 128,558.31	$ 302,400.00	$ 2,688,878.31
Hickory Creek Interceptor	2.86	3.04	0.44	1.35	2.69	15	18,800	$ 90.00	$ 1,692,000.00	N/A	0	$ -	$ -	$ 1,692,000.00	$ 203,040.00	$ 107,897.15	$ 253,800.00	$ 2,256,737.15
Wolf Creek Interceptor - Phase III	2.88	3.03	0.45	1.35	2.70	15	7,600	$ 90.00	$ 684,000.00	N/A	0	$ -	$ -	$ 684,000.00	$ 82,080.00	$ 43,618.00	$ 102,600.00	$ 912,298.00
Wolf Creek Interceptor - Phase II	3.02	2.99	0.47	1.40	2.80	15	6,800	$ 90.00	$ 612,000.00	N/A	0	$ -	$ -	$ 612,000.00	$ 73,440.00	$ 39,026.63	$ 91,800.00	$ 816,266.63
Wolf Creek Interceptor - Phase I	11.86	1.88	1.84	3.46	6.91	24	1,800	$ 144.00	$ 259,200.00	N/A	0	$ -	$ -	$ 259,200.00	$ 31,104.00	$ 10,330.58	$ 38,880.00	$ 339,514.58
Alligator Creek Interceptor - Phase II	6.50	2.33	1.01	2.35	4.69	24	8,100	$ 144.00	$ 1,166,400.00	N/A	0	$ -	$ -	$ 1,166,400.00	$ 139,968.00	$ 46,487.60	$ 174,960.00	$ 1,527,815.60
Alligator Creek Interceptor - Phase I	6.70	2.31	1.04	2.39	4.79	24	11,400	$ 144.00	$ 1,641,600.00	N/A	0	$ -	$ -	$ 1,641,600.00	$ 196,992.00	$ 65,427.00	$ 246,240.00	$ 2,150,259.00
Highway 26 East Interceptor - Phase II	6.91	2.28	1.07	2.44	4.88	N/A	0	$ -	$ -	12	10,400	$ 72.00	$ 748,800.00	$ 748,800.00	$ 89,856.00	$ 59,687.79	$ 112,320.00	$ 1,010,663.79
Highway 26 East Interceptor - Phase I	11.86	1.88	1.84	3.46	6.91	N/A	0	$ -	$ -	14	21,600	$ 84.00	$ 1,814,400.00	$ 1,814,400.00	$ 217,728.00	$ 123,966.94	$ 272,160.00	$ 2,428,254.94
													Total Costs for Interceptor Lines:	$ 27,282,000.00	$ 3,273,840.00	$ 1,796,946.74	$ 4,092,300.00	$ 36,445,086.74

Proposed Wastewater Treatment Plants

Name	Location	Discharge Point	Average Daily Flow	Estimated Cost	Engineering (12%)	Land Acquisition	Admin and Contingies (15%)	Estimated Total Project Cost
East Poplarville Regional Plant - Site "A"	Sec 26, T-2 S, R-15 W	Wolf River	2,216,000 Gallons Per Day	$ 12,100,000.00	$ 1,452,000.00	$ 150,000.00	$ 1,815,000.00	$ 15,517,000.00
West Poplarville Regional Plant - Site "B"	Sec 13, T-3 S, R-17 W	West Hobolochitto Creek	2,216,000 Gallons Per Day					
				Total Construction Costs for Wastewater Projects:	$ 12,100,000.00	$ 1,452,000.00	$ 150,000.00	$ 1,815,000.00	$ 15,517,000.00
				Total Costs for Poplarville Area Wastewater Projects	$ 39,382,000.00	$ 4,725,840.00	$ 1,946,946.74	$ 5,907,300.00	$ 51,962,086.74

Table 5
Poplarville Area Water Projects

Proposed Water Supply Projects
August 6, 2006

				Water Main Sizes, Lengths and Costs				Well and Tank Costs		Estimated Project Costs				
Project Name	From	To	Project Description	Length (ft)	Size (in)	Unit Price	Subtotal	Well	Tank	Construction Costs	Engineering (12%)	Land Acquisition	Admin and Contingies (15%)	Estimated Total Project Cost
Highway 11 North Water Supply Project	Hwy 26	Hillsdale Road	Includes Distribution Mains and 500,000 Elevated Storage Tank and 500 GPM Well	54,300	12	$ 72.00	$3,909,600.00	$ 700,000.00	$ 875,000.00	$ 5,484,600.00	$ 658,152.00	$ 124,655.65	$ 822,690.00	$ 7,090,097.65
Hillsdale Road Water Supply Project	Hwy 11	Otho Davis Road	Includes Distribution Mains and 250,000 Gal. Elevated Storage Tank and 500 GPM Well	46,400	12	$ 72.00	$3,340,800.00	$ 700,000.00	$ 500,000.00	$ 4,540,800.00	$ 544,896.00	$ 106,519.74	$ 681,120.00	$ 5,873,335.74
Redmond Road Water Supply Project	Hillsdale Road	Hillsdale Road	Distribution Main Only	31,000	12	$ 72.00	$2,232,000.00	$ -	$ -	$ 2,232,000.00	$ 267,840.00	$ 71,166.21	$ 334,800.00	$ 2,905,806.21
Highway 26 East Water Supply Project	Hwy 11	Otho Davis Road	Distribution Main Only	62,300	12	$ 72.00	$4,485,600.00	$ -	$ -	$ 4,485,600.00	$ 538,272.00	$ 143,021.12	$ 672,840.00	$ 5,839,733.12
Highway 26 West Water Supply Project	Hwy 11	Hwy 43	Distribution Main Only	76,700	12	$ 72.00	$5,522,400.00	$ -	$ -	$ 5,522,400.00	$ 662,688.00	$ 176,078.97	$ 828,360.00	$ 7,189,526.97
Highway 43 North Water Supply Project	Hwy 26 W	Stanford Lake Road	Distribution Main Only	60,000	12	$ 72.00	$4,320,000.00	$ -	$ -	$ 4,320,000.00	$ 518,400.00	$ 137,741.05	$ 648,000.00	$ 5,624,141.05
Stanford Lake Road Water Supply Project	Hwy 43	Hwy 11	Distribution Main Only	65,000	12	$ 72.00	$4,680,000.00	$ -	$ -	$ 4,680,000.00	$ 561,600.00	$ 149,219.47	$ 702,000.00	$ 6,092,819.47
Sones Chapel Road Water Supply Project	Hwy 26 W	I-59	Includes Distribution Mains and 500 GPM Well	67,800	12	$ 72.00	$4,881,600.00	$ 700,000.00	$ -	$ 5,581,600.00	$ 669,792.00	$ 155,647.38	$ 837,240.00	$ 7,244,279.38
McNeil McHenry Water Supply Project	I-59	Silver Run Road	Distribution Main Only	74,700	12	$ 72.00	$5,378,400.00	$ -	$ -	$ 5,378,400.00	$ 645,408.00	$ 171,487.60	$ 806,760.00	$ 7,002,055.60
Silver Run Road Water Supply Project	McNeil McHenry Road	Hwy 26 E	Distribution Main Only	53,000	12	$ 72.00	$3,816,000.00	$ -	$ -	$ 3,816,000.00	$ 457,920.00	$ 121,671.26	$ 572,400.00	$ 4,967,991.26
									Total Costs for Poplarville Area Water Supply Projects:	$ 46,041,400.00	$ 5,524,968.00	$ 1,357,208.45	$ 6,906,210.00	$ 59,829,786.45

APPENDIX A

PRC UA STAKEHOLDERS

Key Stakeholders – Pearl River County
Regional Utility Authority

Pearl River Central Water Association
P.O. Box 419
McNeill, MS 39457
601.798.3103

President – Mike Harris
Manager - Larry Copling

Sunny Oak Water Association
P.O. Box 112
Poplarville, MS 39470
601.795.3170

President – Larry Davis
Operator -- Alton Hadley
Maintenance – Chuck Smith

Center Water Association
P.O. Box 299
Picayune, MS 39466
601.798.1401

President – G. A. McCoy
Manager -- James R. Dossett

North Lumberton Utility Association
410 North Front Street
Lumberton, MS 39455
601.796.4941

President – James O. Ross
Operator -- Greg Martin
Office Manager – Deborah Norton

Nicholson Water & Sewer Association
P.O. Box 309
Nicholson, MS 39463
601.798.9696
nicholsonwaterse@bellsouth.net

President – Janes Downes
Water Operator – L.B. Dillard
Office Manager – Judy Patch

Hide Away Lake Water System
P.O. Box 1101
Picayune, MS 39466
601.798.1484

President – Ray Holman
General Manager – Bruce Devillier
Office Manager – Elizabeth Rancat

City of Poplarville
200 Highway 26 East
Poplarville, MS 39470
601.795.8101

Mayor – Billy Spiers
City Administrator – Jody Stuart
City Superintendent – Sam Hale

City of Picayune
203 Goodyear Boulevard
Picayune, MS 39466
601.798.9770

Mayor – Greg Mitchell
City Administrator – Reggie Frierson

Roundrock Utilities, L.L.C.
P.O. Box 550
Picayune, MS 39466
601.799.1191

Co-Owner – E. C. Stuart, Jr.
Operations Manager – Paul Reese

Wildwood Utilities, L.L.C.
P.O. Box 550
Picayune, MS 39466
601.799.1191

Co-Owner – E. C. Stuart, Jr.
Operations Manager – Paul Reese

APPENDIX B

DATA COLLECTION FORMS

GULF COAST REGIONAL UTILITY AUTHORITY QUESTIONAIRE

WORK ORDER 06-0001, 06-0002, 06-0003 MEG-004
PROJECTION OF DEMOGRAPHIC CHANGES

ORGANIZATION:_____
CONTACT NAME:_____ CONTACT PHONE #:_____
DATE OF CONVERSATION:_____

GENERAL INFORMATION

1) What are the major responsibilities of your organization?

2) What are the jurisdictional limits of your organization?

3) What planning or economic studies has your organization prepared for the Gulf Coast region?

4) How has Hurricane Katrina affected the viability of these studies?

5) Does your organization have any information pertaining to recovery trends in regions suffering natural disasters?

6) Which areas are likely to develop within the next 5 years? 10 years? 20 years? At buildout?

7) Which areas provide open space and/or unique natural resources where development should be limited?

8) What mechanisms do local communities use to control development?

9) What are the major issues affecting tourism?

10) What are the major issues affecting economic development?

11) What are the major issues affecting the quality of life?

12) What geographic data do you have describing land use?

13) What geographic data do you have describing utilities (water, sewer, gas, electric, fiber optic, pipeline?)?

14) What geographic data do you have describing planned development?

15) What geographic data do you have describing wetlands?

16) What geographic data do you have describing conservation area?

GULF COAST REGIONAL UTILITY AUTHORITY QUESTIONAIRE

WORK ORDER 06-0001, 06-0002, 06-0003 MEG-004 –WATER, WASTEWATER, AND STORM WATER INFRASTRUCTURE ASSESSMENT

ORGANIZATION:_____
CONTACT NAME:_____ CONTACT PHONE #:_____
DATE OF CONVERSATION:_____

FINANCIAL INFORMATION

1) Could we get copies of your annual financial reports?

2) Could we get a copy of the FY 2007 draft budget and any future projections, if available?

3) Could we get a copy of the debt service schedule for any bonds or loans outstanding?

4) Could we get a copy of the debt service coverage requirement for each revenue bond issue?

5) Could we get a copy of the bond resolution or ordinance that contains bond covenant requirements?

6) Could we get a copy of the last Official Statement issued for bonds?

7) Could we get a copy of the most recent CIP with planned funding source for each project?

8) Is a schedule available for any impact fees, development fees, etc., and a balance in impact funds if impact fees charged?

9) Is there a schedule of all of the reserve funds required and a basis for deposit and withdrawal from each, such as renewal and replacement transfers?

10) If there is any sales tax revenue of any kind, could we get a copy of the schedule of annual revenue received for the current year (budgeted) and previous two years (actual)?

11) Could we have a copy of the ordinance approving the sales tax that describes the approved applications of proceeds gleaned from the tax?

12) What is the latest approved rate schedule?

13) Are there any recent rate studies?

14) How do you anticipate rates being set for these services?

15) Do you prefer common rates across all participants or different rates with different jurisdictions?

WATER UTITLITY

I. Pre-Katrina Conditions:

1) How many customers did you serve before Katrina?

2) What was the capacity of the system/systems before Katrina?

3) What was the monthly consumption?

4) Are pre-Katrina customer profiles and consumption data available?

5) What types of customers are there? (residential, commercial, industrial)

6) Is there a list of the top ten water users available?

7) Which areas contained privately owned utilities?

8) Who owns those private utilities?

9) Approximately, how many patrons are being served in these areas of privately owned utilities?

10) Were there any areas where water pressure was a problem before Katrina?

11) Did the system provide adequate fire protection?

12) If not, where were the problem areas?

13) What sorts of pumps are used?

14) Were you experiencing any problems with the pumps?

II. Post-Katrina Conditions:

1) How many customers do you currently serve?

2) What is the capacity of the current system/systems?

3) What is the current monthly consumption?

4) Are current customer profiles and consumption data available?

5) What types of customers are there? (residential, commercial, industrial)

6) Have any utilities changed ownership since Katrina?

7) If so, who owns those utilities now?

8) Are there any areas where water pressure is currently a problem?

9) Does the system currently provide adequate fire protection?

10) If not, where are the problem areas?

11) What sorts of pumps are currently used?

12) Have you been experiencing any problems with the pumps?

13) Could we get a copy of any agreements to provide water for other towns and/or any special wholesale contracts?

14) What are the major issues affecting tourism?

15) In what ways do your utilities affect economic development?

16) In what ways do your utilities affect the quality of life?

III. <u>Future Development:</u>

1) Which areas are likely to develop in the near future?

2) How much water supply capacity do you have to serve future development?

3) If deficient, have you identified additional water supplies?

4) Does the current system have the capacity to serve these future developments?

5) What modifications to your system are necessary to better withstand future storm events?

6) Which of these modifications can be retrofitted and which require new construction?

7) Do you have any recommendations for consolidation of service?

8) What are the different types of regional entities have you considered? (Authority / District, Regional Utility, Alliance)

9) For multi-jurisdictional entities, what alternatives have you considered in terms of board representation and governance structure?

10) Can you describe to us the regional authorities that you think work well?

11) What are the major issues affecting tourism?

12) In what ways do your utilities affect economic development?

13) In what ways do your utilities affect the quality of life?

SANITARY SEWER

I. Pre-Katrina Conditions:

1) How many customers did you have?

- Residential
- Industrial
- Commercial

2) What was the flow capacity of the:

- Treatment System
- Collection System
- Transportation System

3) Which areas are sewered, and which are unsewered? Are there available maps?

- GIS/map
- Pump stations
- The transportation system
- Lines where available

4) Where were your problem areas? What kind of problems were they?

- Capacity Problems:
    - Transportation system, pumps.
    - Collection system.
    - Treatment system.

5) Who were your largest sewer contributors?

6) What deficiencies were adversely affecting economic development?

II. Post-Katrina Conditions:

1) How many customers do you have now?

- Residential
- Industrial
- Commercial

2) What is the current flow capacity of the:

- Treatment System
- Collection System
- Transportation System

3) Are there available maps?

- GIS/map
- Pump stations
- The transportation system
- Lines where available

4) Where are your current problem areas? What kind of problems are they?

- Capacity Problems:
    - Transportation system, pumps.
    - Collection system.

- Treatment system.

5) Who are your largest current sewer contributors?

6) What deficiencies could now adversely affect economic development?

Private Sewer Systems

7) Which areas contain privately owned sewers?

8) Approximately, how many patrons are being served in areas of privately owned utilities?

9) Who owns those private utilities?

Individual Sewer Systems

10) Which areas are now unsewered?

11) If unsewered, what types of individual systems are in place?

12) How are these systems maintained?

13) What is the general location and number of failing septic systems?

14) What water quality data exists to illustrate the impact of failing septic systems?

15) What is the local sentiment of septic systems in new developments?

16) How are septic systems regulated, and what types of systems are allowable for new developments?

III. <u>Future Development:</u>

1) Which areas are likely to develop in the near future?

2) What type of growth do you expect?

- Residential
- Industrial
- Commercial

3) Does the current flow capacity of the system support this growth?

- Treatment System
- Collection System
- Transportation System

4) Do you have any recommendations for consolidation of service?

5) What are the different types of regional entities have you considered? (Authority/District, Regional Utility, Alliance)

6) For multi-jurisdictional entities, what alternatives have you considered in terms of board representation and governance structure?

7) Can you describe to us the regional authorities that you think work well?

8) What are the major issues affecting tourism?

9) In what ways do your utilities affect economic development?

10) In what ways do your utilities affect the quality of life?

STORM SEWER

I. Pre-Katrina Conditions:

1) What entities are responsible for the operation, maintenance, construction, and regulation of the storm water infrastructure?

2) What is the general location and approximate quantity of drainage infrastructure (please provide maps, tables, or other infrastructure inventories to support)?

- Streams
- Channels and major open channels
- Levees and flood walls
- Bridges and culverts
- Reservoirs and detention facilities
- Roadside ditches
- Curb, gutter, and pipe drainage
- Pumping stations
- Other

3) Do you have any geographic data and/or system maps of the drainage infrastructure (i.e., pipes, channels, streams, bridges, culverts, detention facilities, levees, pump stations)

4) What estimates exist of the area of impervious cover within your jurisdiction?

5) Do you have any geographic data for wetlands?

6) Do you have any geographic data on floodplains?

7) Do you have any geographic data for conservation area?

8) What are the storm water infrastructure deficiencies that adversely impact tourism, economic development, and quality of life?

- Use of coastal waters for tourism (e.g., swimming)
- Use of coastal waters for economic development (e.g., seafood industry)
- Flooding that impacts residential, commercial, and industrial growth
- Stream erosion that impacts residential, commercial, and industrial growth
- Areas without drainage systems
- Others

9) What data/records are available to help identify and quantify these barriers to growth?

10) Where are the areas known to have regular flooding problems?

11) What areas are known to exhibit water quality problems related to storm water and/or non-point source runoff?

12) Have there been any flooding or storm damage studies?

II. <u>Post-Katrina Conditions:</u>

1) What storm water facilities were damaged by Katrina, and how?

2) Which existing drainage facilities did not have adequate capacity to control flooding during Katrina?

3) Can you provide your Phase II storm water management plan and available annual Phase II compliance reports?

4) What is your current level of compliance with your Phase II storm water management plan?

5) What additional measures are anticipated to address TMDLs and/or known water quality impairments?

6) How do basin and political boundaries impede the logical development of storm water infrastructure?

Existing Facility Plans and Hazard Mitigation Infrastructure Plans

7) Do you have a current stormwater management plan?

8) What are the capital projects, operation and maintenance measures, and regulations in this plan that address the storm water deficiencies identified before or during Katrina?

9) Do you have a watershed model for the area?

10) What additional capital improvements have been planned to address storm water problems (e.g., new reservoirs, new/enlarged channels, stream crossings, or storm sewers).

11) What local regulations control the quantity and/or quality of stormwater (e.g., illicit discharge regulations, erosion and sediment control, stormwater detention, drainage design)?

12) What local regulations control development and use of floodplains / floodways

13) Do you have the FEMA flood insurance study, rate maps, and/or supporting data for your jurisdiction?

14) How well do these maps represent flooding that occurred during Katrina?

15) Do you have any recommendations for consolidation of service?

16) What are the different types of regional entities you have considered? (Authority / District, Regional Utility, Alliance)

17) What are the major issues affecting tourism?

18) In what ways do your utilities affect economic development?

19) In what ways do your utilities affect the quality of life?

GULF COAST REGIONAL UTILITY AUTHORITY QUESTIONAIRE

WORK ORDER 06-0001, 06-0002, 06-0003 MEG-004
STAKEHOLDER INVOLVEMENT PROGRAM

ORGANIZATION:_____
CONTACT NAME:_____ CONTACT PHONE #:_____
DATE OF CONVERSATION:_____

NOTE: SUGGESTED THAT THESE QUESTION BE USED AS DISCUSSION TOPICS AT STAKEHOLDER INVOLVEMENT MEETINGS

1) Customer service – how will issues be resolved between different entities?

2) Who will own the existing assets?

3) Will the community that currently owns the assets sell the assets to the new entity?

4) Do you see the ownership of assets remaining with the utility and the operation and maintenance, regulatory compliance and general maintenance of the system being the responsibility of the entity?

5) Do you see any private contractor operations as an option to running the utilities?

6) How will existing employees be handled?

7) If employees are hired by the new entity, what problems do you anticipate?

8) What will happen to existing regulatory enforcement actions?

ADDITIONAL INFORMATION

APPENDIX C

COLLECTED DATA

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APPENDIX D

PRIORITIZED LIST FORMS

Stakeholder Survey
Gulf Region Water & Wastewater Plan
July 17-19, 2006

Your opinion is important to us. To help us better determine the needs of your area, complete and send this form prior to the July 2006 meetings. Please be ready to discuss your priority projects in detail at the scheduled meetings.

Name: _____Job Title: _____

County: _____ City (if applicable): _____

Phone: _____ Fax: _____ E-mail: _____

Please list the projects (by name or description) in your community that you want to include in the Gulf Region Water and Wastewater Plan. Be as specific as possible. Feel free to add additional sheets if you need more space.

A. Wastewater _____

_____

B. Storm water_____

_____

C. Water _____

_____

D. Economic Recovery and Development _____

_____

E. Other topics _____

_____

Thank you for your input. Once complete, please fax this form to 601-362-5425, or Email to *mseg@mseg.net* prior to the next scheduled Gulf Region Water and Wastewater Plan meetings for your area.

MSEG
Mississippi Engineering Group, Inc.
Consulting Engineers
143-A LeFleurs Square • Jackson, MS 39211 • Tel: 601.355.9526

APPENDIX E

PEARL RIVER COUNTY UTILITY AUTHORITY'S

PRIORITIZED PROJECT PLAN

TECHNOLOGY COMMITTEE

17 JUNE 2006

INTRODUCTION

This initial priority list of projects responds to a MSEG Inc request for such information (Appendix D) in preparation for the second round of public meetings held 17 – 19 June 2006. The PRC UA list of projects follows the requested format by MSEG, Inc. in which each project is grouped and prioritized within the topics of waste water, storm water, water, economic development, and other. Therefore, in presenting these by topics their relative importance within each topic has been defined but not prioritized across topics e.g. Poplarville Water and Picayune Sewage projects are basically first within their respect topics but not rated relative to each other. Complete prioritization across all topics and projects will be accomplished by the 28 July submission date for all inputs. In addition, these chosen projects and their write up have tried to encompass more than one entity and make PRC UA projects cover multiple subdivisions and entities Thus, some regionalization concepts at the local level are developed within this initial PRC UA's priority projects plan. As one example, for the Picayune Sewer project, Hide-A-Way Lake is included with a forced main running west out of Hide-A-Way Lake along a newly purposed Beau Jardin subdivision with commercial and multiple as well as single residential "phased developments", and southwest along Richardson Road and south along Bruce Street providing a collection line for Westchester Subdivision including the defunct Dixie Water Association (currently being taken over by Picayune), the new 3,500 residential planned subdivision just west of Picayune Corp Limits (HWY 45 N) and other planned developments along that route. This collection line would terminate at either the current Picayune Treatment site or two other optional sites being considered on the west side of Picayune. The increase in sewage volume (~1.5MGD) can be accommodated by building a new treatment plant or expanding Picayune Treatment Plant from a 2 MGD to 5 MGD operation. Thus, providing a municipality (Picayune) and several county subdivisions with a regional waste water collection and treatment concept. Although the concept is rather local to the surrounding area of the City of Picayune, it provides the potential for infrastructure expansion to accommodate additional growth in the county. Each project in the PRC UA list considered similar regionalization concepts in the definition, selection and prioritization efforts of the Technology Committee.

INITIAL PRIORITIZED PROJECT LIST

A. Wastewater Project Priorities

1. Picayune Area Sewer Expansion

There are several densely developed areas just outside of the Picayune Corporate Limits that currently have no wastewater collection or treatment systems. Hide-a-Way Lake is a community just north of Picayune that currently has 950 houses, all of which are on individual septic tank systems. Many of these lots are waterfront and have septic tank field lines running very close to the shoreline.

The installation of a force main that runs from the Hide-a-Way Lake area westward towards Highway 43 North via Richardson Road and then northwest along Highway 43 back to Beech Street would provide wastewater collection for many areas that lie just outside of the Corporate Limits of Picayune. These areas currently have individual septic tanks for wastewater treatment. Providing a wastewater collection system to these areas would also accelerate growth and development. Hide-a-Way Lake could immediately develop an additional 300 lots and a proposed development in an area west and adjacent to the Picayune Corporate Limits would eventually add 3,500 residential lots. This collection line would also provide the possibility for other developments to be built along Richardson Road that currently has no wastewater collection system in place, north of Hide-a-Way Lake along Highway 11 North where substantial growth is occurring, and west along Highway 43 North where two new subdivisions are planned.

These improvements would also allow the former Dixie Utilities area, now owned by the City of Picayune, to tie its wastewater customers into the City's collection system. The entire Dixie Utilities system is in very poor condition and this project would provide a way for the wastewater from this area to be properly treated.

The additional demands placed on Picayune's waste water treatment system by this project would add an additional 2 plus MGD to the already overloaded system. This would require building a new treatment plant or expanding the City's wastewater treatment plant from its current capacity of 2 MGD to 5 MGD to treat the additional wastewater created by this project and allow for future growth in the area. In addition to an increase in treatment capacity, there will be a need to increase the capacity of certain lift stations and force mains that will transport the additional wastewater to the plant.

By installing a wastewater collection system in the areas surrounding the Corporate Limits of Picayune, the possibilities for development to the north and west of Picayune would be endless. This project would be a multi-jurisdictional project that would serve citizens within and outside the Corporate Limits of Picayune and have an immediate impact on residential expansion and economic development.

2. Hillsdale Area Wastewater Collection and Treatment

Hillsdale is a community that is located in north Pearl River County along Interstate 59. This area currently has a golf course, hotel, recreational lake, and large residential development. All of the residences and businesses in this area use septic systems for wastewater treatment. The area also lacks a community water system, so homeowners and business owners are forced to use shallow private wells for drinking water. The combination of shallow water wells and failing septic systems makes for undesirable and potentially unhealthy living conditions in this area.

The construction of a wastewater collection and treatment system in the more densely populated areas of Hillsdale would eliminate many failing septic systems. This project would also allow for the development of approximately 3,000 residential lots by making it possible to have home sites on less than 1 acre. Building a wastewater collection and

treatment system in this area would also provide wastewater treatment in the northern areas of Pearl River County and the western areas of Stone County which could help develop areas that could not be developed otherwise.

Combining this project with the proposed Hillsdale Area Public Water Authority would add water and wastewater service to as many as 7,000 citizens in northern Pearl River County and western Stone County.

3. Highway 43 South Wastewater Collection and Treatment

Areas in the southeast parts of Pearl River County along with areas in the western parts of Hancock County are currently experiencing rapid growth and development. These areas are seeing new residential developments that are providing home sites for residents that are trying to move out of the hurricane storm surge areas. Communities in these areas include Caesar, Salem, Kiln, Catahoula, and Pearlington.

The construction of a regional wastewater collection and treatment system in this area would provide wastewater service to many existing communities that currently do not have this type of infrastructure. A wastewater treatment plant could be located in the Buffer Zone of the Stennis Space Center were there would be plenty of room for a very large treatment plant. The land in the Buffer Zone will never be developed and could provide many acres for overland discharge of treated wastewater to minimize the amount of discharge into waterways.

This project would be a regional project and would serve citizens in both Pearl River and Hancock Counties. Currently, there is a large force main in Picayune that runs along Highway 43 South. That force main could eventually be turned to route wastewater from the north and east areas of Picayune to the new treatment facility in the Buffer Zone. Doing this would take a sizable amount of wastewater from the Picayune treatment facility and send it to the new treatment facility in the Buffer Zone. This would allow for the additional users to be added to the Picayune system from areas to the north and west of Picayune.

B. Water Project Priorities

1. Poplarville – North Lumberton Water System Upgrades

The City of Poplarville's water system is in desperate need of additional capacity. Currently there is a moratorium in place that does not allow the City of Poplarville to add any additional connections to their system due to the system being over its design capacity. This moratorium has halted all residential, commercial, and economic development in Poplarville and the surrounding areas.

North Lumberton Water Association is a non-profit rural water association that currently serves customers in Pearl River and Lamar Counties. The majority of North Lumberton's customers live in Lamar County and most of the water used by their customers, in both

counties, also comes from Lamar County. North Lumberton is currently experiencing capacity and pressure problems in Pearl River County areas located within a few miles of the City of Poplarville. North Lumberton's lack of capacity and adequate pressure in these areas are limiting residential development. Currently, there are plans to add a subdivision of a 100 lots west of Poplarville that is to be served by North Lumberton Water Association. Due to the Association's lack of capacity, they were only able to give the developer a letter of intent for service to 22 customers. This has caused any future development and growth in these areas to be stopped until additional capacity is provided. Also, there are many other proposed commercial and residential developments in the Poplarville area that would benefit from the additional capacity provided by this project.

A project that would construct a new water well, treatment plant, and elevated storage tank somewhere between the City of Poplarville and the franchised areas of North Lumberton Water Association could solve both entities' need for additional capacity and pressure. This new facility could add additional capacity to the City of Poplarville to remove their current moratorium for new connections as well as help North Lumberton's system in the areas ready for development, but lacking adequate water infrastructure. This project would be a multi-jurisdictional project that would benefit citizens in North Lumberton's Certificated Area, un-certificated areas, and the City of Poplarville. One note to consider is that the increased availability of water and new development in and around Poplarville may require another look at their current waste water treatment plant and its capacity to handle such new growth.

2. Hillsdale Area Public Water Authority

The Hillsdale Area Public Water Authority (HAPWA) is an organization that was formed by Senate Bill 2270 to provide water service to areas in northern Pearl River and Stone Counties. The HAPWA is a proposed new system that will initially serve 1,360 homes and businesses. This system would initially provide water service to approximately 7,000 citizens that currently do not have access to community water supply.

The citizens currently living in the areas to be served by the HAPWA are getting their water from shallow private wells that dry up during summer seasons and provide a very low quality drinking water. The water chemistry in the area is very undesirable and the low pH of the water (ranging 5.0-6.2) causes premature damage to pipes and pluming fixtures. High iron content also gives the water a foul odor and causes staining on clothing and fixtures.

When safe, potable water is available to the public in the HAPWA area, several areas in Pearl River and Stone Counties will show dramatic increases in growth. Currently there are 4,300 residential lots either platted or planned in this Pearl River County area but cannot be built on because of the lack of water supply. A new water supply system would also improve the quality of life for approximately 7,000 citizens that are currently depending on shallow, individual, private water wells for drinking water.

C. Economic Recovery and Development

1. Dam and Lake Project at Millard:

The Pearl River County Board of Supervisors is proposing to build a 950 acre lake at the Millard interchange on Interstate 59 in central Pearl River County. The project consists of a 3,200 acre residential, recreational and commercial development around the proposed lake.

The proposed lake could possibly provide several beneficial uses other than recreational use. If properly designed, the dam could reduce the peak runoff into East Hobolochitto Creek which is currently clogged with downed trees as a result of Hurricane Katrina. Prior to Hurricane Katrina, residents along the creek in the county as well as in the City of Picayune experienced problems with flooding during periods of heavy rainfall. These residents will most likely experience more frequent flooding due to the large amount of storm generated debris in and along the creek. The proposed dam could provide some relief to residents along the creek by reducing the peak runoff into the creek. In addition to reducing the peak runoff, the lake could also improve the quality of the water entering the stream that will eventually move downstream into the coastal tributaries and estuaries. The lake could also be used in the future as a source for potable water.

This project would provide a great option for residents looking to relocate in an area that is out of the storm surge area, but still looking for the advantages of living on or near the water. The proposed recreational facilities would also attract people from outside the county and provide a source of tourism for the central part of the County.

RECOMMENDATIONS

The Technology Committee makes the following recommendations to the full Board of the PRC UA:

- Submit above list of projects to MSEG, Inc prior to 17 July public meeting by MSEG, Inc. in Picayune,
- PRC UA's Board approve this priority list for further development, and
- Seek engineering support to develop preliminary specifications and estimates of prioritized project costs and timelines to be submitted for consideration for the final Governor's MS Gulf Coast regional plan.

APPENDIX F

FINAL PROJECT WRITE-UPS*

***These Project Write-Ups were prepared by members of MSEG, Inc. and have been submitted to MDEQ for review and comments.**

PICAYUNE AREA WASTEWATER PROJECTS

Gulf Region
Water and Wastewater
Plan
Providing for Safety, Prosperity, and Quality of Life

A. Name of Project – Picayune Area Wastewater Project – Phase I

B. Problem Statement

The City of Picayune has a wastewater treatment plant that is currently operating over its capacity due to the large number of people that have relocated to the Picayune area since Hurricane Katrina. This plant had an approximate capacity of 2 MGD but was under consideration for expansion due to its inability to provide adequate treatment. Since Hurricane Katrina the need to develop areas within Picayune and surrounding areas has expanded due to population growth. Providing wastewater collection systems to the areas surrounding Picayune would facilitate residential and commercial development to meet the needs of the relocated population.

A key component of this project would be the construction of a new wastewater treatment plant in the Picayune area. Since the existing plant currently requires development, it would be proposed to abandon this facility and build a new facility to serve the current estimated population for the year 2020. Accordingly, this facility would have an average daily capacity of 5.1 MGD compared to the existing treatment capacity of 2 MGD (Figure F1). The location for this facility would be located 1). in an area to the west of the current facility near a proposed residential development, or 2). in an area behind the current location of the new Picayune City Hall.

This project would also provide the beginning of a vast system of sewer interceptor lines that would eventually be constructed to meet the wastewater needs of the entire southern part of Pearl River County. The interceptor lines installed as a part of this project would collect wastewater from the existing Picayune plant as well as wastewater from the Dixie Utilities Service area and a proposed 3,500 acre residential development. The failing treatment system in the Dixie Utilities area and the overloaded, aging treatment plant in Picayune could be taken offline and properly abandoned upon completion of this project.

By installing a regional wastewater treatment plant and a system of interceptor lines in the areas surrounding Picayune, areas to the north, east and west of Picayune could be opened to development. This project would be a multi-jurisdictional project that would serve citizens within and outside the corporate limits of Picayune.

C. Existing Facilities

Facilities that existed prior to Hurricane Katrina are displayed in Figure F1. This includes the current site of the existing Picayune WWTP. As indicated above the existing wastewater treatment plant had a capacity of only 2 MGD. The extent of sewage collection system is also indicated in Figure F1. Dixie Utilities was taken over by the City of Picayune, at the request of several governmental agencies, after Hurricane Katrina. No centralized sewer is available outside of the existing corporate limits of the city of Picayune.

This project will not address the total rehabilitation of Dixie Utilities estimated at $13.1 million for water and sewer. It also will not address the Picayune Collection System Rehabilitation estimated at a cost of $9.9 Million. However, this project would allow the City of Picayune to focus their resources on the rehabilitation of the "retail side" of the sewer service in the Dixie Utility and Picayune service areas.

D. Regulatory and Environmental Concerns

Overall the proposed project is anticipated to have a positive environmental impact. The new wastewater treatment plant would replace the current Picayune WWTP which is at capacity and experiencing permit non-compliances. The project would also remove the non-compliant functioning of the Dixie Utilities area. By incorporating current unsewered areas in the southern part of the County, the impact of improperly functioning septic tanks on local surface waters would also be eliminated. Overall, the provision of the interceptor system and upgrading the wastewater treatment plant should eliminate multiple impacts on local surface water from improperly functioning treatment plants and septic tanks.

The main environmental or regulatory concern from this project is that it will support residential development in the area. However, there is vast pressure to replace lost housing stock within south Mississippi and Louisiana. With the need for new housing, there is great pressure for the development of subdivisions without centralized water and sewer treatment to support these subdivisions. If developed without centralized sewer collection and treatment, many of these subdivisions may ultimately utilize septic tanks or small treatment systems that ultimately fail and have a greater impact on local surface water quality.

The proposed developmental areas are not within sensitive environmental areas. This development is not anticipated to impact national forests, national wildlife refuges, state parks or wildlife management areas. Although the collection and transmission lines for the sewer collection system are proposed to follow existing streams and rivers, they will be located outside of the 100 year flood plan. Thus, any impact to wetlands should be prevented. The plant should be designed and operated to minimize impacts such as the current impacts from failing septic tanks.

E. Economic Considerations

Multiple planned residential developments are currently on hold or have reduced the scope of their development due to lack of available sewer service. Without this service development will be greatly reduced. Although developers can pursue installation of their own systems, this often results in lower installation standards. Many developers may chose to install individual septic tanks for each home, or package treatment systems. These systems have a high historic rate of failure on the Mississippi Coast. If they impact local streams and water bodies, this impacts the quality of life and economic development within the area. Also, installation of adequate infrastructure is a key component to

supporting new commercial development in any community. With its proximity along the I-59 corridor, Picayune will see positive economic growth if proper infrastructure is provided to support it.

F. Environmental Justice Considerations

The proposed project should positively serve the economic development interests of the entire community of Picayune. The whole community will benefit from positive growth within Picayune. Preventing the construction of new unsewered areas will assure better water quality and quality of life for the entire community. The proposed location of the new WWTP will not be within any economically or socially disadvantaged neighborhoods.

G. Consolidation

Construction of this project will maximize the consolidation of sewer collection and treatment in the Picayune area. This project will assure the use of septic tank and decentralized treatment systems will be minimized and all treatment will be provided in one centralized facility. Due to its limited proximity to other communities, it may not be feasible to combine sewer flows from Picayune into a centralized facility with other cities or counties.

H. Smart Growth

This project should support the positive overall development of the City of Picayune and also support growth along the natural developmental corridors for this City.

I. Alternatives

Alternative 1 – No Action

Development would occur uncontrolled with the possibility of additional unsewered or areas with decentralized treatment to occur. This would likely have an adverse impact on local water quality and economic growth.

- Estimated # of Users/Beneficiaries – No infrastructure would be provided to accommodate anticipated population growth. Thus, this could impact growth projections.
- Time to Implement – Not Applicable.
- Capital Cost – Not Applicable
- Engineering Cost – Not Applicable
- Administrative Costs/Contingency – Not Applicable
- Annual O&M Cost – Not Applicable

Alternative 2 – Proposed Project at New Site

This alternative would accommodate all future growth and minimize impacts to surface water from unsewered areas. It would support economic growth within the City of Picayune and surrounding unincorporated areas. This project would disturb a new site

and would continue to discharge to the Hobolochitto Creek. However, it would accommodate additional upgrades to the existing Picayune collection system.

- Estimated # of Users/Beneficiaries – It is estimated by 2020 that approximately 58,500 would benefit from this project.
- Time to Implement – Construction of the wastewater treatment plant and first phases of the interceptor system would be estimated at 3 years. Complete construction of the Picayune Area Wastewater System is anticipated to continue for approximately 10 years.
- Construction Cost – $30.2 Million
- Engineering Cost - $3.6 Million
- Land Acquisition Cost - $400,000
- Administrative Costs/Contingency - $4.5 Million
- Annual O&M Costs - $2.21/1000 gallons for treatment only.

Alternative 3 – Proposed Project at New Site with a Wetland Discharge

This alternative would accommodate all future growth and minimize impacts to surface water from unsewered areas. It would support economic growth within the City of Picayune and surrounding unincorporated areas. As opposed to Alternative 2, this project would not discharge to a river or stream and would provide an approximately six mile force main and distribution system to wetlands within the Stennis Space Center Buffer Zone. These benefits would further improve the water quality of this impaired water body and should improve the health of the wetlands within the Buffer Zone. The main downfalls would be the additional $6.5 million capital increase to provide the wetland discharge and the cost of a large force main, $4.5 million to be constructed and maintained to carry the effluent to the discharge area.

- Estimated # of Users/Beneficiaries – It is estimated by 2020 that approximately 58,500 would benefit from this project.
- Time to Implement – Construction of the wastewater treatment plant and first phases of the interceptor system would be estimated at 3 years. Complete construction of the Picayune Area Wastewater System is anticipated to continue for approximately 10 years.
- Construction Cost – $41.2 Million
- Engineering Cost - $5.0 Million
- Land Acquisition Cost - $1 Million
- Administrative Costs/Contingency - $6.2 Million
- Annual O&M Costs - $2.21/1000 gallons for treatment only.

A. Name of Project – Picayune Area Wastewater Project – Phase II

B. Problem Statement

Since Hurricane Katrina the need to develop areas within Picayune and surrounding areas has expanded due to population growth. Providing wastewater collection systems to the areas surrounding Picayune would facilitate residential and commercial development to meet the needs of the relocated population. The proposed wastewater interceptor system would service the Hide-a-Way Lake area and would eventually allow this area to remove 950 homes from septic tank systems.

This project would also provide large gravity interceptor lines along West Hobolochitto, East Hobolochitto, and Mill Creeks to begin reaching the unincorporated areas of southern Pearl River County. The East Hobolochitto interceptor would also relieve a capacity problem in the City of Picayune by diverting wastewater from a large force main near Read Road into the new interceptor line. This diversion would allow for additional expansion of the existing system in the south part of Picayune without installing new collection lines.

This project would be the second phase of a six phase wastewater project in this area and would follow the construction of a regional wastewater treatment plant and a system of interceptor lines in the areas surrounding Picayune. This project would be a multi-jurisdictional project that would serve citizens within and outside the corporate limits of Picayune.

C. Existing Facilities

No centralized sewer is available outside of the existing corporate limits of the city of Picayune. This forces new and existing developments in the rapidly growing areas surrounding Picayune to use either individual on-site treatment systems or decentralized sewer treatment systems. The construction of this project will eventually allow more than 950 existing septic tanks in the Hide-a-Way Lake area to be removed as well as provide a sewer transmission point for an additional 300 home sites that are currently unusable because of the lack of sewer infrastructure. The project would also reduce the strain existing overloaded infrastructure in the City of Picayune by redirecting an existing force main into the new gravity interceptor lines.

D. Regulatory and Environmental Concerns

Overall the proposed project is anticipated to have a positive environmental impact. By incorporating current unsewered areas in the southern part of the County, the impact of improperly functioning septic tanks on local surface waters would be eliminated. Overall, the provision of the interceptor system and a state of the art wastewater treatment plant should eliminate multiple impacts on local surface water from improperly functioning treatment plants and septic tanks.

The main environmental or regulatory concern from this project is that it will support residential development in the area. However, there is vast pressure to replace lost housing stock within south Mississippi and Louisiana. With the need for new housing, there is great pressure for the development of subdivisions without centralized water and sewer treatment to support these subdivisions. If developed without centralized sewer collection and treatment, many of these subdivisions may ultimately utilize septic tanks or small treatment systems that ultimately fail and have a greater impact on local surface water quality.

The proposed developmental areas are not within sensitive environmental areas. This development is not anticipated to impact national forests, national wildlife refuges, state parks or wildlife management areas. Although the collection and transmission lines for the sewer collection system are proposed to follow existing streams and rivers, they will be located outside of the 100 year flood plan. Thus, any impact to wetlands should be prevented.

E. Economic Considerations

Multiple planned residential developments are currently on hold or have reduced the scope of their development due to lack of available sewer service. Without this service development will be greatly reduced. Although developers can pursue installation of their own systems, this often results in lower installation standards. Many developers may chose to install individual septic tanks for each home, or package treatment systems. These systems have a high historic rate of failure on the Mississippi Coast. If they impact local streams and water bodies, this impacts the quality of life and economic development within the area. Also, installation of adequate infrastructure is a key component to supporting new commercial development in any community. With its proximity along the I-59 corridor, Picayune will see positive economic growth if proper infrastructure is provided to support it.

F. Environmental Justice Considerations

The proposed project should positively serve the economic development interests of the entire southern part of Pearl River County as well as the City of Picayune. Preventing the construction of new unsewered areas will assure better water quality and quality of life for the entire community.

G. Consolidation

Construction of this project will maximize the consolidation of sewer collection and treatment in the Picayune area. This project will assure the use of septic tank and decentralized treatment systems will be minimized and all treatment will be provided in one centralized facility. Due to its limited proximity to other communities, it may not be feasible to combine sewer flows from Picayune in a centralized facility with other cities or counties.

H. Smart Growth

This project should support the positive overall development of the City of Picayune and Pearl River County and also support growth along the natural developmental corridors for this County.

I. Alternatives

Alternative 1 – No Action

Development would occur uncontrolled with the possibility of additional unsewered or areas with decentralized treatment to occur. This would likely have an adverse impact on local water quality and economic growth.

- Estimated # of Users/Beneficiaries – No infrastructure would be provided to accommodate anticipated population growth. Thus, this could impact growth projections.
- Time to Implement – Not Applicable.
- Capital Cost – Not Applicable
- Engineering Cost – Not Applicable
- Administrative Costs/Contingency – Not Applicable
- Annual O&M Cost – Not Applicable

Alternative 2 – Install Wastewater Interceptor Lines

This alternative would accommodate all future growth in the project areas and minimize impacts to surface water from unsewered areas. The lines would be located along West Hobolochitto, East Hobolochitto, and Mill Creeks and would support economic growth within the City of Picayune and surrounding unincorporated areas.

- Estimated # of Users/Beneficiaries – It is estimated by 2020 that approximately 21,800 would benefit from this project.
- Time to Implement – Construction of Phase II of the Picayune Area interceptor system would be estimated at 2 years. Complete construction of the Picayune Area Wastewater System is anticipated to continue for approximately 10 years.
- Construction Cost – $10.0 Million
- Engineering Cost - $1.2 Million
- Land Acquisition Cost - $230,000
- Administrative Costs/Contingency - $1.5 Million
- Annual O&M Costs - $2.21/1000 gallons for treatment only.

A. Name of Project – Picayune Area Wastewater Project – Phase III

B. Problem Statement

Since Hurricane Katrina the need to develop areas within Picayune and surrounding areas has expanded due to population growth. Providing wastewater collection systems to the areas surrounding Picayune would facilitate residential and commercial development to meet the needs of the relocated population. The proposed wastewater interceptor system would service the areas east of Picayune along Caesar Road and up to the east side of West Union Road.

This project would provide large gravity interceptor lines along East Hobolochitto Creek to begin reaching the unincorporated areas of the Caesar and Carriere communities. There are currently preliminary discussions concerning the incorporation of the Carriere area. These interceptor lines could provide a source for wastewater treatment in the possible areas to be incorporated. The East Hobolochitto interceptor would be an extension of the interceptor planned in Phase II of the Picayune Area Wastewater Project.

This project would be the third phase of a six phase wastewater project in this area and would follow the construction of a regional wastewater treatment plant and a system of interceptor lines in the areas surrounding Picayune.

C. Existing Facilities

No centralized sewer is available outside of the existing corporate limits of the city of Picayune. This forces new and existing developments in the rapidly growing areas surrounding Picayune to use either individual on-site treatment systems or decentralized sewer treatment systems. The construction of this project will allow for higher density developments to be placed in areas that are currently not feasible due to the lack of wastewater infrastructure. It also will provide the already developed Carriere area with a solution for wastewater treatment.

D. Regulatory and Environmental Concerns

Overall the proposed project is anticipated to have a positive environmental impact. By incorporating current unsewered areas in the southern part of the County, the impact of improperly functioning septic tanks on local surface waters would be eliminated. Overall, the provision of the interceptor system and a state of the art wastewater treatment plant should eliminate multiple impacts on local surface water from improperly functioning treatment plants and septic tanks.

The main environmental or regulatory concern from this project is that it will support residential development in the area. However, there is vast pressure to replace lost housing stock within south Mississippi and Louisiana. With the need for new housing, there is great pressure for the development of subdivisions without centralized water and

sewer treatment to support these subdivisions. If developed without centralized sewer collection and treatment, many of these subdivisions may ultimately utilize septic tanks or small treatment systems that ultimately fail and have a greater impact on local surface water quality.

The proposed developmental areas are not within sensitive environmental areas. This development is not anticipated to impact national forests, national wildlife refuges, state parks or wildlife management areas. Although the collection and transmission lines for the sewer collection system are proposed to follow existing streams and rivers, they will be located outside of the 100 year flood plan. Thus, any impact to wetlands should be prevented.

E. Economic Considerations

Multiple planned residential developments are currently on hold or have reduced the scope of their development due to lack of available sewer service. Without this service development will be greatly reduced. Although developers can pursue installation of their own systems, this often results in lower installation standards. Many developers may chose to install individual septic tanks for each home, or package treatment systems. These systems have a high historic rate of failure on the Mississippi Coast. If they impact local streams and water bodies, this impacts the quality of life and economic development within the area. Also, installation of adequate infrastructure is a key component to supporting new commercial development in any community. With its proximity along the I-59 corridor, the entire Picayune area will see positive economic growth if proper infrastructure is provided to support it.

F. Environmental Justice Considerations

The proposed project should positively serve the economic development interests of the entire southern part of Pearl River County as well as the City of Picayune. Preventing the construction of new unsewered areas will assure better water quality and quality of life for the entire community.

G. Consolidation

Construction of this project will maximize the consolidation of sewer collection and treatment in the Picayune and southern Pearl River County areas. This project will assure the use of septic tank and decentralized treatment systems will be minimized and all treatment will be provided in one centralized facility. Due to its limited proximity to other communities, it may not be feasible to combine sewer flows from Picayune and the surrounding areas in a centralized facility with other cities or counties.

H. Smart Growth

This project should support the positive overall development of the City of Picayune and Pearl River County and also support growth along the natural developmental corridors for this County.

I. Alternatives

Alternative 1 – No Action

Development would occur uncontrolled with the possibility of additional unsewered or areas with decentralized treatment to occur. This would likely have an adverse impact on local water quality and economic growth.

- Estimated # of Users/Beneficiaries – No infrastructure would be provided to accommodate anticipated population growth. Thus, this could impact growth projections.
- Time to Implement – Not Applicable.
- Capital Cost – Not Applicable
- Engineering Cost – Not Applicable
- Administrative Costs/Contingency – Not Applicable
- Annual O&M Cost – Not Applicable

Alternative 2 – Install Wastewater Interceptor Lines

This alternative would accommodate all future growth in the project areas and minimize impacts to surface water from unsewered areas. The lines would be located along East Hobolochitto Creek and would support economic growth within the City of Picayune and surrounding unincorporated areas.

- Estimated # of Users/Beneficiaries – It is estimated by 2020 that approximately 5,300 people would benefit from this project.
- Time to Implement – Construction of Phase III of the Picayune Area interceptor system would be estimated at 2 years. Complete construction of the Picayune Area Wastewater System is anticipated to continue for approximately 10 years.
- Construction Cost – $4.2 Million
- Engineering Cost - $500,000
- Land Acquisition Cost - $200,000
- Administrative Costs/Contingency - $630,000
- Annual O&M Costs - $2.21/1000 gallons for treatment only.

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A. Name of Project – Picayune Area Wastewater Project – Phase IV

B. Problem Statement

Since Hurricane Katrina the need to develop areas within Picayune and surrounding areas has expanded due to population growth. Providing wastewater collection systems to the areas surrounding Picayune would facilitate residential and commercial development to meet the needs of the relocated population. The proposed wastewater interceptor system would service the areas east of Picayune along Highway 43 South and Old Kiln Road in the southeast portion of Pearl River County.

This project would be a combination of large force mains and gravity interceptor lines to begin reaching the unincorporated areas of the Caesar and Salem communities. These areas are currently experiencing rapid growth due to their close proximity of Hancock County and currently have no wastewater infrastructure. This project could also be expanded to collect wastewater from areas in Pearl River County as well as Hancock County.

The Highway 43 South interceptor would be possible because of the East Hobolochitto Interceptor that is a part of Phase II of the Picayune Area Wastewater Project. The East Hobolochitto interceptor will reduce the strain on the existing infrastructure on the south end of Picayune by diverting wastewater in the north areas to the proposed new treatment facility that is a part of Phase I of the Picayune Area Wastewater Project.

This project would be the fourth phase of a six phase wastewater project in this area and would follow the construction of a regional wastewater treatment plant and a system of interceptor lines in the areas surrounding Picayune.

C. Existing Facilities

No centralized sewer is available outside of the existing corporate limits of the city of Picayune. This forces new and existing developments in the rapidly growing areas surrounding Picayune to use either individual on-site treatment systems or decentralized sewer treatment systems. The construction of this project will allow for higher density developments to be placed in areas that are currently not feasible due to the lack of wastewater infrastructure.

D. Regulatory and Environmental Concerns

Overall the proposed project is anticipated to have a positive environmental impact. By incorporating current unsewered areas in the southern part of the County, the impact of improperly functioning septic tanks on local surface waters would be eliminated. Overall, the provision of the interceptor system and a state of the art wastewater treatment plant should eliminate multiple impacts on local surface water from improperly functioning treatment plants and septic tanks.

The main environmental or regulatory concern from this project is that it will support residential development in the area. However, there is vast pressure to replace lost housing stock within south Mississippi and Louisiana. With the need for new housing, there is great pressure for the development of subdivisions without centralized water and sewer treatment to support these subdivisions. If developed without centralized sewer collection and treatment, many of these subdivisions may ultimately utilize septic tanks or small treatment systems that ultimately fail and have a greater impact on local surface water quality.

The proposed developmental areas are not within sensitive environmental areas. This development is not anticipated to impact national forests, national wildlife refuges, state parks or wildlife management areas. Although the collection and transmission lines for the sewer collection system are proposed to follow existing streams and rivers, they will be located outside of the 100 year flood plan. Thus, any impact to wetlands should be prevented.

E. Economic Considerations

Multiple planned residential developments are currently on hold or have reduced the scope of their development due to lack of available sewer service. Without this service development will be greatly reduced. Although developers can pursue installation of their own systems, this often results in lower installation standards. Many developers may chose to install individual septic tanks for each home, or package treatment systems. These systems have a high historic rate of failure on the Mississippi Coast. If they impact local streams and water bodies, this impacts the quality of life and economic development within the area. Also, installation of adequate infrastructure is a key component to supporting new commercial development in any community. With its proximity along the I-59 corridor, the entire Picayune area will see positive economic growth if proper infrastructure is provided to support it.

F. Environmental Justice Considerations

The proposed project should positively serve the economic development interests of the entire southern parts of Pearl River County as well as the City of Picayune. Preventing the construction of new unsewered areas will assure better water quality and quality of life for the entire community.

G. Consolidation

Construction of this project will maximize the consolidation of sewer collection and treatment in the Picayune and southern Pearl River County areas. This project will assure the use of septic tank and decentralized treatment systems will be minimized and all treatment will be provided in one centralized facility. Due to its limited proximity to other communities, it may not be feasible to combine sewer flows from Picayune and the surrounding areas in a centralized facility with other cities or counties.

H. Smart Growth

This project should support the positive overall development of the City of Picayune and Pearl River County and also support growth along the natural developmental corridors for this County.

I. Alternatives

Alternative 1 – No Action

Development would occur uncontrolled with the possibility of additional unsewered or areas with decentralized treatment to occur. This would likely have an adverse impact on local water quality and economic growth.

- Estimated # of Users/Beneficiaries – No infrastructure would be provided to accommodate anticipated population growth. Thus, this could impact growth projections.
- Time to Implement – Not Applicable.
- Capital Cost – Not Applicable
- Engineering Cost – Not Applicable
- Administrative Costs/Contingency – Not Applicable
- Annual O&M Cost – Not Applicable

Alternative 2 – Install Wastewater Interceptor Lines

This alternative would accommodate all future growth in the project areas and minimize impacts to surface water from unsewered areas. The lines would be located along Highway 43 South and the East Mill Creek drainage basin and would support economic growth within the City of Picayune and surrounding unincorporated areas.

- Estimated # of Users/Beneficiaries – It is estimated by 2020 that approximately 5,400 people would benefit from this project.
- Time to Implement – Construction of Phase IV of the Picayune Area interceptor system would be estimated at 2 years. Complete construction of the Picayune Area Wastewater System is anticipated to continue for approximately 10 years.
- Construction Cost – $4.3 Million
- Engineering Cost - $500,000
- Land Acquisition Cost - $310,000
- Administrative Costs/Contingency - $640,000
- Annual O&M Costs - $2.21/1000 gallons for treatment only.

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A. Name of Project – Picayune Area Wastewater Project – Phase V

B. Problem Statement

Since Hurricane Katrina the need to develop areas within Picayune and surrounding areas has expanded due to population growth. Providing wastewater collection systems to the areas surrounding Picayune would facilitate residential and commercial development to meet the needs of the relocated population. The proposed wastewater interceptor system would service the areas north of Picayune along East Hobolochitto and Mill Creeks.

This project consists of gravity interceptor lines to begin reaching the unincorporated areas of the Carriere community. There are currently preliminary discussions concerning the incorporation of the Carriere area. These interceptor lines could provide a source for wastewater treatment in the possible areas to be incorporated. The East Hobolochitto interceptor would be an extension of the interceptor planned in Phase III of the Picayune Area Wastewater Project and the Mill Creek interceptor would be an extension of the interceptor planned in Phase II of the Picayune Area Wastewater Project.

This project would be the fifth phase of a six phase wastewater project in this area and would follow the construction of a regional wastewater treatment plant and a system of interceptor lines in the areas surrounding Picayune.

C. Existing Facilities

No centralized sewer is available outside of the existing corporate limits of the city of Picayune. This forces new and existing developments in the rapidly growing areas surrounding Picayune to use either individual on-site treatment systems or decentralized sewer treatment systems. The construction of this project will allow for higher density developments to be placed in areas that are currently not feasible due to the lack of wastewater infrastructure.

D. Regulatory and Environmental Concerns

Overall the proposed project is anticipated to have a positive environmental impact. By incorporating current unsewered areas in the southern part of the County, the impact of improperly functioning septic tanks on local surface waters would be eliminated. Overall, the provision of the interceptor system and a state of the art wastewater treatment plant should eliminate multiple impacts on local surface water from improperly functioning treatment plants and septic tanks.

The main environmental or regulatory concern from this project is that it will support residential development in the area. However, there is vast pressure to replace lost housing stock within south Mississippi and Louisiana. With the need for new housing, there is great pressure for the development of subdivisions without centralized water and sewer treatment to support these subdivisions. If developed without centralized sewer

collection and treatment, many of these subdivisions may ultimately utilize septic tanks or small treatment systems that ultimately fail and have a greater impact on local surface water quality.

The proposed developmental areas are not within sensitive environmental areas. This development is not anticipated to impact national forests, national wildlife refuges, state parks or wildlife management areas. Although the collection and transmission lines for the sewer collection system are proposed to follow existing streams and rivers, they will be located outside of the 100 year flood plan. Thus, any impact to wetlands should be prevented.

E. Economic Considerations

Multiple planned residential developments are currently on hold or have reduced the scope of their development due to lack of available sewer service. Without this service development will be greatly reduced. Although developers can pursue installation of their own systems, this often results in lower installation standards. Many developers may chose to install individual septic tanks for each home, or package treatment systems. These systems have a high historic rate of failure on the Mississippi Coast. If they impact local streams and water bodies, this impacts the quality of life and economic development within the area. Also, installation of adequate infrastructure is a key component to supporting new commercial development in any community. With its proximity along the I-59 corridor, the entire Picayune area will see positive economic growth if proper infrastructure is provided to support it.

F. Environmental Justice Considerations

The proposed project should positively serve the economic development interests of the entire southern parts of Pearl River County as well as the City of Picayune. Preventing the construction of new unsewered areas will assure better water quality and quality of life for the entire community.

G. Consolidation

Construction of this project will maximize the consolidation of sewer collection and treatment in the Picayune and southern Pearl River County areas. This project will assure the use of septic tank and decentralized treatment systems will be minimized and all treatment will be provided in one centralized facility. Due to its limited proximity to other communities, it may not be feasible to combine sewer flows from Picayune and the surrounding areas in a centralized facility with other cities or counties.

H. Smart Growth

This project should support the positive overall development of the City of Picayune and Pearl River County and also support growth along the natural developmental corridors for this County.

I. Alternatives

Alternative 1 – No Action

Development would occur uncontrolled with the possibility of additional unsewered or areas with decentralized treatment to occur. This would likely have an adverse impact on local water quality and economic growth.

- Estimated # of Users/Beneficiaries – No infrastructure would be provided to accommodate anticipated population growth. Thus, this could impact growth projections.
- Time to Implement – Not Applicable.
- Capital Cost – Not Applicable
- Engineering Cost – Not Applicable
- Administrative Costs/Contingency – Not Applicable
- Annual O&M Cost – Not Applicable

Alternative 2 – Install Wastewater Interceptor Lines

This alternative would accommodate all future growth in the project areas and minimize impacts to surface water from unsewered areas. The lines would be located along East Hobolochitto Creek and Mill Creek and would support economic growth within the City of Picayune and surrounding unincorporated areas.

- Estimated # of Users/Beneficiaries – It is estimated by 2020 that approximately 4,200 people would benefit from this project.
- Time to Implement – Construction of Phase V of the Picayune Area interceptor system would be estimated at 2 years. Complete construction of the Picayune Area Wastewater System is anticipated to continue for approximately 10 years.
- Construction Cost – $3.2 Million
- Engineering Cost - $380,000
- Land Acquisition Cost - $260,000
- Administrative Costs/Contingency - $480,000
- Annual O&M Costs - $2.21/1000 gallons for treatment only.

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A. Name of Project – Picayune Area Wastewater Project – Phase VI

B. Problem Statement

Since Hurricane Katrina the need to develop areas within Picayune and surrounding areas has expanded due to population growth. Providing wastewater collection systems to the areas surrounding Picayune would facilitate residential and commercial development to meet the needs of the relocated population. The proposed wastewater interceptor system would service the areas north of Picayune along West Hobolochitto Creek and Long Branch.

This project consists of gravity interceptor lines to begin reaching the unincorporated areas of the Carriere, Henleyfield and McNeil communities. The West Hobolochitto and Long Branch interceptors would be an extension of the interceptors planned in Phase II of the Picayune Area Wastewater Project.

This project would be the final phase of a six phase wastewater project in this area and would follow the construction of a regional wastewater treatment plant and a system of interceptor lines in the areas surrounding Picayune.

C. Existing Facilities

No centralized sewer is available outside of the existing corporate limits of the city of Picayune. This forces new and existing developments in the rapidly growing areas surrounding Picayune to use either individual on-site treatment systems or decentralized sewer treatment systems. The construction of this project will allow for higher density developments to be placed in areas that are currently not feasible due to the lack of wastewater infrastructure.

D. Regulatory and Environmental Concerns

Overall the proposed project is anticipated to have a positive environmental impact. By incorporating current unsewered areas in the southern part of the County, the impact of improperly functioning septic tanks on local surface waters would be eliminated. Overall, the provision of the interceptor system and a state of the art wastewater treatment plant should eliminate multiple impacts on local surface water from improperly functioning treatment plants and septic tanks.

The main environmental or regulatory concern from this project is that it will support residential development in the area. However, there is vast pressure to replace lost housing stock within south Mississippi and Louisiana. With the need for new housing, there is great pressure for the development of subdivisions without centralized water and sewer treatment to support these subdivisions. If developed without centralized sewer collection and treatment, many of these subdivisions may ultimately utilize septic tanks or

small treatment systems that ultimately fail and have a greater impact on local surface water quality.

The proposed developmental areas are not within sensitive environmental areas. This development is not anticipated to impact national forests, national wildlife refuges, state parks or wildlife management areas. Although the collection and transmission lines for the sewer collection system are proposed to follow existing streams and rivers, they will be located outside of the 100 year flood plan. Thus, any impact to wetlands should be prevented.

E. Economic Considerations

Multiple planned residential developments are currently on hold or have reduced the scope of their development due to lack of available sewer service. Without this service development will be greatly reduced. Although developers can pursue installation of their own systems, this often results in lower installation standards. Many developers may chose to install individual septic tanks for each home, or package treatment systems. These systems have a high historic rate of failure on the Mississippi Coast. If they impact local streams and water bodies, this impacts the quality of life and economic development within the area. Also, installation of adequate infrastructure is a key component to supporting new commercial development in any community. With its proximity along the I-59 corridor, the entire Picayune area will see positive economic growth if proper infrastructure is provided to support it.

F. Environmental Justice Considerations

The proposed project should positively serve the economic development interests of the entire southern parts of Pearl River County as well as the City of Picayune. Preventing the construction of new unsewered areas will assure better water quality and quality of life for the entire community.

G. Consolidation

Construction of this project will maximize the consolidation of sewer collection and treatment in the Picayune and southern Pearl River County areas. This project will assure the use of septic tank and decentralized treatment systems will be minimized and all treatment will be provided in one centralized facility. Due to its limited proximity to other communities, it may not be feasible to combine sewer flows from Picayune and the surrounding areas in a centralized facility with other cities or counties.

H. Smart Growth

This project should support the positive overall development of the City of Picayune and Pearl River County and also support growth along the natural developmental corridors for this County.

I. Alternatives

Alternative 1 – No Action

Development would occur uncontrolled with the possibility of additional unsewered or areas with decentralized treatment to occur. This would likely have an adverse impact on local water quality and economic growth.

- Estimated # of Users/Beneficiaries – No infrastructure would be provided to accommodate anticipated population growth. Thus, this could impact growth projections.
- Time to Implement – Not Applicable.
- Capital Cost – Not Applicable
- Engineering Cost – Not Applicable
- Administrative Costs/Contingency – Not Applicable
- Annual O&M Cost – Not Applicable

Alternative 2 – Install Wastewater Interceptor Lines

This alternative would accommodate all future growth in the project areas and minimize impacts to surface water from unsewered areas. The lines would be located along West Hobolochitto Creek and Long Branch and would support economic growth within the City of Picayune and surrounding unincorporated areas.

- Estimated # of Users/Beneficiaries – It is estimated by 2020 that approximately 3,900 people would benefit from this project.
- Time to Implement – Construction of Phase VI of the Picayune Area interceptor system would be estimated at 2 years. Complete construction of the Picayune Area Wastewater System is anticipated to continue for approximately 10 years.
- Construction Cost – $3.5 Million
- Engineering Cost - $420,000
- Land Acquisition Cost - $290,000
- Administrative Costs/Contingency - $530,000
- Annual O&M Costs - $2.21/1000 gallons for treatment only.

Figure F1

N
W E
S

Legend

Picayune Area Wastewater Project

- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Phase 5
- Phase 6

Interceptor Location Symbols

- West Boley Interceptor
- East Boley Interceptor
- Boley Interceptor
- Hwy 43 S Interceptor
- Long Branch Interceptor
- Mill Creek Interceptor
- East Mill Creek Interceptor
- Picayune Interceptor

Proposed Treatment Plant Site "A"

Proposed Treatment Plant Site "B"

Existing Plant

Picayune Area Wastewater Project
Phase Layout

1 inch equals 6,000 feet

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PICAYUNE AREA WATER SUPPLY PROJECTS

A. Name of Project – Picayune Area Water Supply Project – Phase I

B. Problem Statement

With an estimated increase in population to 58,500 in or near Picayune by 2015, the existing water supply system for the City of Picayune will be inadequate. To assure continued development can occur both within and outside of the City of Picayune the existing water treatment system will require expansion. The first phase would propose installation of 2 500 gpm wells and a 1.0 MG storage tank in the vicinity of the Dixie Utilities area. This would also include installation of 41,900 feet of 12 inch diameter water main to service unserviced areas. These would service the demand of the Dixie Utilities area and other planned subdivisions. Additional water mains would be routed from this location (Figure F2) to service surrounding areas. It is anticipated upon completion this system could service an approximate population of 4,000. It is also expected that this project would service population increases for Census tracts 950401 and 950600. This would service an additional population of 6,162 by 2010, 10,418 by 2015, 13,476 by 2020 and 16,681 by 2025.

C. Existing Facilities

Very little water supply exists outside of the current City limits of Picayune. In addition, water supply within the Dixie Utilities area, recently taken over by the City of Picayune requires rehabilitation.

This project will not address the total rehabilitation of Dixie Utilities estimated at $13.1 million for water and sewer. The rehabilitation of the “retail side” of the water service within the Dixie Utility service areas will be addressed by the City of Picayune.

D. Regulatory and Environmental Concerns

There is sufficient groundwater supply in and around the City of Picayune, however insufficient capacity and quality from existing water wells. Provision of additional water wells should not impact overall long-term supply in the region. Provision of a new water well and tank is proposed within existing developed areas and should have a limited foot print, less than one acre. Thus, impact of the proposed water well location would be limited. All new water mains are anticipated to be routed along existing roadway right-of ways (Figure F2).

The main environmental or regulatory concern from this project is that it will support residential development in the area. However, the vast majority of the developments that will be supported by this project have been or are being planned. Also the proposed developmental areas are not within sensitive environmental areas. The construction of the water well and main will help focus development along anticipated growth corridors and limit impacts to other areas. In addition, it will minimize piecemeal development and the installation of lower quality infrastructure. With this planned development fewer

impacts will occur such as installation of non-functioning septic systems, improper water systems for fire flows, improperly controlled drainage impacts and other impacts that occur with unmanaged development. The pressures to replace housing stock damaged by Hurricane Katrina are high. Without planned infrastructure and development, haphazard development will most likely occur due to these pressures. Development of planned infrastructure should help prevent the greater impacts from such haphazard development.

E. Economic Considerations

Multiple planned residential developments are currently on hold or have reduced the scope of their development due to lack of available water supply. Without this additional supply, development along the I-59 corridor and along other transportation routes in these towns will be greatly reduced. Although developers can pursue installation of their own systems, this often results in lower installation standards. Installed wells may not be properly maintained. Water lines may also be improperly sized to assure fire flows and pressures necessary.

The additional system looping as proposed within the first phase of this project would have multiple economic benefits. A key benefit is increased system pressures. This results in better available fire flows. This supports better fire insurance ratings for home owners and supports commercial growth. A dependable water supply system also assures residential development. Looping of this system will help all surrounding areas to benefit from the increased pressures and supply. An additional benefit will be overall increased level of service to all customers. Looping of the system will limit system down times due to major main breaks or other factors in the current systems. It will assure better recovery during extreme events such as Hurricanes, that often result in multiple water main breaks from uprooted trees.

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F. Environmental Justice Considerations

The expansion of water supply and increased local system pressures are anticipated to benefit all residents in the impacted area. The ability to increase the economic growth of the area should also benefit all local residents. It is not anticipated that this project will impact any economically or socially disadvantaged communities.

G. Consolidation

Provision of the new wells and storage tank is proposed to help increase pressures to existing portions of Picayune and additional areas located northwest of the corporate limits. Provision of additional looping should also help other certified water areas surrounding Picayune. The operation of the new wells is proposed by the Pearl River County Utility Authority and will be available to supply all the new areas to be connected. Thus, the Authority would act as regional wholesaler of water to the entire region surrounding Picayune.

H. Smart Growth

This project would support growth around the existing developmental corridors and transportation routes. This would assure other areas could remain unimpacted and remain as open green space for recreational uses.

I. Alternatives

Alternative 1 – No Action

No development would occur due to limited water supply and infrastructure to support it.

- Estimated # of Users/Beneficiaries – No infrastructure would be provided to accommodate anticipated population growth. Thus, this could impact growth projections.
- Time to Implement – Not Applicable.
- Capital Cost – Not Applicable
- Engineering Cost – Not Applicable
- Administrative Costs/Contingency – Not Applicable
- Annual O&M Cost – Not Applicable

Alternative 2 – Proposed Project

Water well and looping system would be installed to support anticipated developmental pressures. Additional looping of system would assure reliability of local systems during storm events and other interruptions of service.

- Estimated # of Users/Beneficiaries – Approximately 20,700 based upon additional capacity proposed.
- Time to Implement – Approximately 2 years for the well installation and water main installation.
- Capital Cost – $5.7 million
- Engineering Cost - $0.7 million
- Administrative Costs - $0.8 million
- Annual O&M Cost –

A. Name of Project – Picayune Area Water Supply Project– Phase II

B. Problem Statement

With an estimated increase in population to 58,500 in or near Picayune by 2015, the existing water supply system for the City of Picayune will be inadequate. To assure continued development can occur both within and outside of the City of Picayune the existing water treatment system will require expansion. In Phase II of this project new water mains would be run along Highway 43 (20,800 feet of 12 inch diameter water main), Old Kiln Road (20,000 feet of 12 inch diameter water main), and Sycamore Road (22,000 feet of 12 inch diameter water main) as indicated in Figure F2. Also, included would be an additional 500 gpm well and 0.25 MG elevated storage tank. The proposed project only provides for main line water mains with the responsibility and costs to provide distribution systems excluded from the project. Provision of these systems would be expected from customers expected to utilize this system. Upon construction it may be expected that this project service a portion of the existing population or approximately 4,000 people. It is also expected to service the population growth of census tracts 950500 and 950700 which would result in the additional population services of 5,210 by 2010, 7,880 by 2015, 10,141 by 2020 and 12, 634 by 2025.

C. Existing Facilities

Very little water supply exists outside of the current City limits of Picayune. Completion of these water mains and well would allow water supply to these areas and looping of existing certificated areas.

D. Regulatory and Environmental Concerns

There is sufficient groundwater supply in and around the City of Picayune, however insufficient capacity and quality from existing water wells. Provision of additional water wells should not impact overall long-term supply in the region. Provision of a new water well and tank is proposed within existing developed areas and should have a limited foot print, less than one acre. Thus, impact of the proposed water well location would be limited. All new water mains are anticipated to be routed along existing roadway right-of ways (Figure F2).

The main environmental or regulatory concern from this project is that it will support residential development in the area. However, the vast majority of the developments that will be supported by this project have been or are being planned. Also the proposed developmental areas are not within sensitive environmental areas. The construction of the water mains will help focus development along anticipated growth corridors and limit impacts to other areas. In addition, it will minimize piecemeal development and the installation of lower quality infrastructure. With this planned development fewer impacts will occur such as installation of non-functioning septic systems, improper water systems for fire flows, improperly controlled drainage impacts and other impacts that occur with

unmanaged development. The pressures to replace housing stock damaged by Hurricane Katrina are high. Without planned infrastructure and development, haphazard development will most likely occur due to these pressures. Development of planned infrastructure should help prevent the greater impacts from such haphazard development.

E. Economic Considerations

Multiple planned residential developments are currently on hold or have reduced the scope of their development due to lack of available water supply. Without this additional supply, development along the I-59 corridor and other transportation routes in these towns will be greatly reduced. Although developers can pursue installation of their own systems, this often results in lower installation standards. Installed wells may not be properly maintained. Water lines may also be improperly sized to assure fire flows and pressures necessary.

The additional system looping as proposed within this project phase would have multiple economic benefits. A key benefit is increased system pressures. This results in better available fire flows. This supports better fire insurance ratings for home owners and supports commercial growth. A dependable water supply system also assures residential development. Looping of this system will help all surrounding areas to benefit from the increased pressures and supply. An additional benefit will be overall increased level of service to all customers. Looping of the system will limit system down times due to major main breaks or other factors in the current systems. It will assure better recovery during extreme events such as Hurricanes, which often result in multiple water main breaks from uprooted trees.

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F. Environmental Justice Considerations

The expansion of water supply and increased local system pressures are anticipated to benefit all residents in the impacted area. The ability to increase the economic growth of the area should also benefit all local residents. It is not anticipated that this project will impact any economically or socially disadvantaged communities.

G. Consolidation

Provision of the new water mains and well will help increase pressures to existing portions of Picayune and additional areas located east of the corporate limits. Provision of additional looping should also help other certified water areas surrounding Picayune. The operation of the new well is proposed by the Pearl River County Utility Authority and will be available to supply all the new areas to be connected. Thus, the Authority would act as regional wholesaler of water to the entire region surrounding Picayune.

H. Smart Growth

This project would support growth around the existing developmental corridors and transportation routes. This would assure other areas could remain unimpacted and remain as open green space for recreational uses.

I. Alternatives

Alternative 1 – No Action

No development would occur due to limited water supply and infrastructure to support it.

- Estimated # of Users/Beneficiaries – No infrastructure would be provided to accommodate anticipated population growth. Thus, this could impact growth projections.
- Time to Implement – Not Applicable.
- Capital Cost – Not Applicable
- Engineering Cost – Not Applicable
- Administrative Costs/Contingency – Not Applicable
- Annual O&M Cost – Not Applicable

Alternative 2 – Proposed Project

Water well and looping system would be installed to support anticipated developmental pressures. Additional looping of system would assure reliability of local systems during storm events and other interruptions of service.

- Estimated # of Users/Beneficiaries – Approximately 16,600
- Time to Implement – Approximately 5 years
- Capital Cost – $5.7 million
- Engineering Cost - $0.7 million
- Administrative Costs - $0.8 million
- Annual O&M Cost –

A. Name of Project – Picayune Area Water Supply Project – Phase III

B. Problem Statement

With an estimated increase in population to 58,500 in or near Picayune by 2015, the existing water supply system for the City of Picayune will be inadequate. To assure continued development can occur both within and outside of the City of Picayune the existing water treatment system will require expansion. In Phase III of this project new water mains would be run along Liberty Road (26,000 feet of 12 inch diameter water main) West Union Road (42,900 feet of 12 inch diameter water main), and F.Z. Goss Road (19,000 feet of 12 inch diameter water main)as indicated in Figure F2. Also, included would be an additional 500 gpm well and 0.25 MG elevated storage tank. The proposed project only provides for main line water mains with the responsibility and costs to provide distribution systems excluded from the project. Provision of these systems would be from the responsibility of the customers expected to utilize this system. Upon construction, it may be expected that this project serve a portion of the existing population or approximately 1,200 people. It is also expected to service the population growth of census tract 950402 which would result in the additional population services of 1,667 by 2010, 2,557 by 2015, 3,563 by 2020 and 4,093 by 2025

C. Existing Facilities

Very little water supply exists outside of the current City limits of Picayune. Completion of these water mains would allow water supply to these areas and looping of existing certificated areas.

D. Regulatory and Environmental Concerns

There is sufficient groundwater supply in and around the City of Picayune. However, there is insufficient capacity and quality from existing water wells. Provision of additional water wells should not impact overall long-term supply in the region. Provision of a new water well and tank is proposed within existing developed areas and should have a limited foot print, less than one acre. Thus, impact of the proposed water well location would be limited. All new water mains are anticipated to be routed along existing roadway right-of ways (Figure F2).

The main environmental or regulatory concern from this project is that it will support residential development in the area. However, the vast majority of the developments that will be supported by this project have been or are being planned. Also, the proposed developmental areas are not within sensitive environmental areas. The construction of the water mains will help focus development along anticipated growth corridors and limit impacts to other areas. In addition, it will minimize piecemeal development and the installation of lower quality infrastructure. With this planned development fewer impacts will occur such as installation of non-functioning septic systems, improper water systems for fire flows, improperly controlled drainage impacts and other impacts that occur with

unmanaged development. The pressures to replace housing stock damaged by Hurricane Katrina are high. Without planned infrastructure and development, haphazard development will most likely occur due to these pressures. Development of planned infrastructure should help prevent the greater impacts from such haphazard development.

E. Economic Considerations

Multiple planned residential developments are currently on hold or have reduced the scope of their development due to lack of available water supply. Without this additional supply development along the I-59 corridor and along other transportation routes in these towns will be greatly reduced. Although developers can pursue installation of their own systems, this often results in lower installation standards. Installed wells may not be properly maintained. Water lines may also be improperly sized to assure fire flows and pressures necessary.

The additional system looping as proposed within both this project would have multiple economic benefits. A key benefit is increased system pressures. This results in better available fire flows. This supports better fire insurance ratings for home owners and supports commercial growth. A dependable water supply system also assures residential development. Looping of this system will help all surrounding areas to benefit from the increased pressures and supply. An additional benefit will be overall increased level of service to all customers. Looping of the system will limit system down times due to major main breaks or other factors in the current systems. It will assure better recovery during extreme events such as Hurricanes, that often result in multiple water main breaks from uprooted trees.

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F. Environmental Justice Considerations

The expansion of water supply and increased local system pressures are anticipated to benefit all residents in the impacted area. The ability to increase the economic growth of the area should also benefit all local residents. It is not anticipated that this project will impact any economically or socially disadvantaged communities.

G. Consolidation

Provision of the new water mains will help increase pressures to existing portions of Picayune and additional areas northeast of the corporate limits. Provision of additional looping should also help other certified water areas surrounding Picayune. The operation of the new well is proposed by the Pearl River County Utility Authority and will be available to supply all the new areas to be connected. Thus, the Authority would act as regional wholesaler of water to the entire region surrounding Picayune.

H. Smart Growth

This project would support growth around the existing developmental corridors and transportation routes. This would assure other areas could remain unimpacted and remain as open space for recreational uses.

I. Alternatives

Alternative 1 – No Action

No development would occur due to limited water supply and infrastructure to support it.

- Estimated # of Users/Beneficiaries – No infrastructure would be provided to accommodate anticipated population growth. Thus, this could impact growth projections.
- Time to Implement – Not Applicable.
- Capital Cost – Not Applicable
- Engineering Cost – Not Applicable
- Administrative Costs/Contingency – Not Applicable
- Annual O&M Cost – Not Applicable

Alternative 2 – Proposed Project

Water well and looping system would be installed to support anticipated developmental pressures. Additional looping of system would assure reliability of local systems during storm events and other interruptions of service.

- Estimated # of Users/Beneficiaries – Approximately 5,300
- Time to Implement – Approximately 7 years for the well installation and first phase of the distribution system. .
- Capital Cost – $4.4 million
- Engineering Cost - $0.7 million
- Administrative Costs - $0.8 million
- Annual O&M Cost –

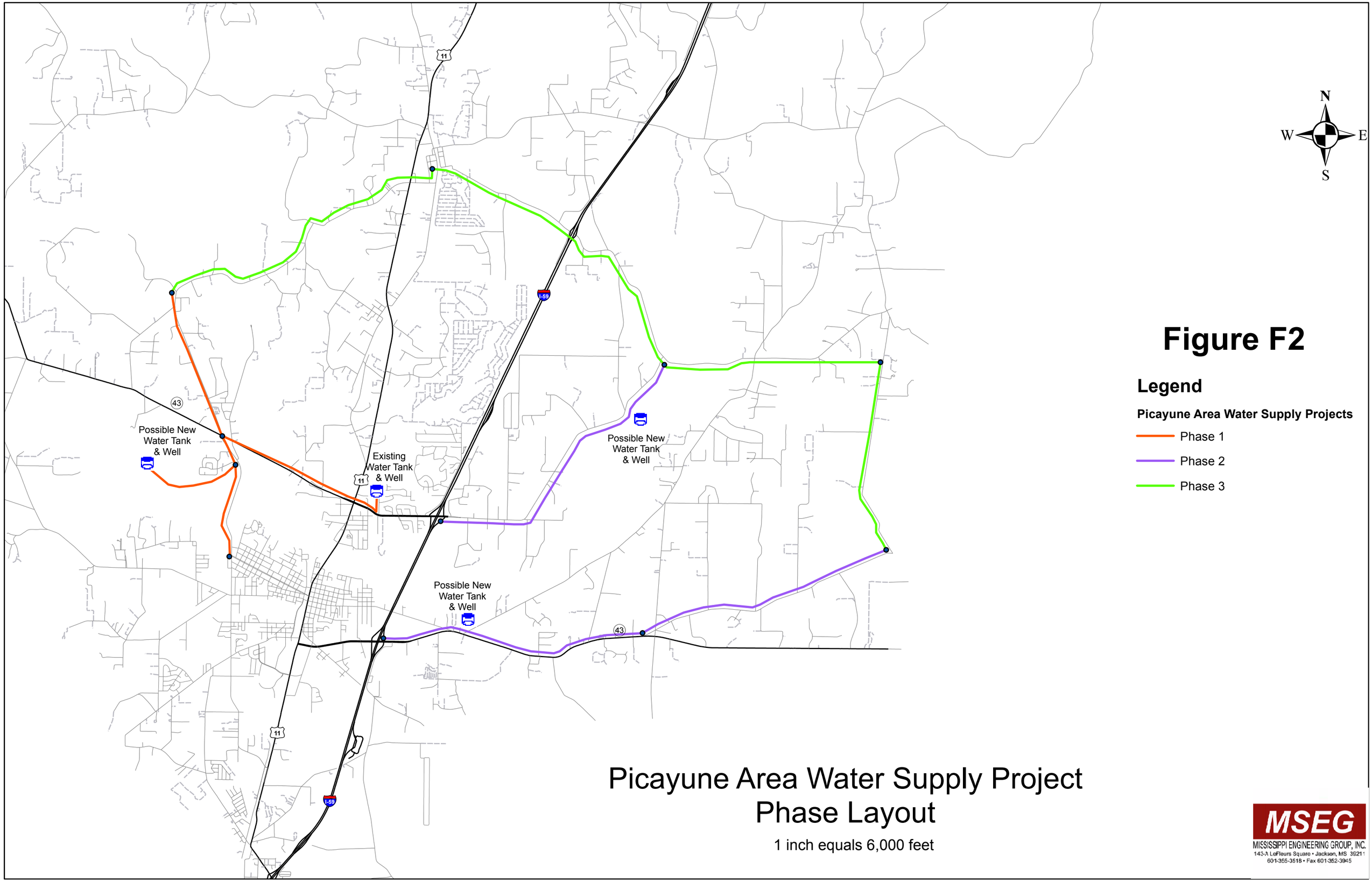

Figure F2

Legend

Picayune Area Water Supply Projects

- Phase 1
- Phase 2
- Phase 3

Picayune Area Water Supply Project
Phase Layout

1 inch equals 6,000 feet

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POPLARVILLE AREA WASTEWATER PROJECTS

A. Name of Project – Poplarville Area Wastewater Project – Phase I

B. Problem Statement

The City of Poplarville's sewer collection and treatment system does not have sufficient capacity to address the developmental needs in the northern parts of Pearl River County. To support this development, additional wastewater infrastructure needs to be provided for areas outlying the City of Poplarville. All residences and businesses in these areas use septic systems for wastewater treatment.

The City of Poplarville has a wastewater treatment plant with insufficient capacity to address the sewer flow from the unincorporated areas surrounding Poplarville and increases that will come once the moratorium for water meters is lifted. If the facility is to be upgraded, it is also recommended the plant be converted to a mechanical treatment system. Two potential locations are considered for the new treatment plant, one west of Poplarville along Highway 26 (See Figure F3) which would discharge to the West Hobolochitto Creek and one to the east of Poplarville and I-59 along Highway 26 which discharge to the Wolfe River. The required capacity of this facility is approximately 2.2 MGD to accommodate a future population of approximately 22,100.

This project would also provide the beginning of a vast system of sewer interceptor lines that would be eventually constructed to meet the wastewater needs of the entire northern part of Pearl River County. The interceptor lines installed as a part of this project would collect wastewater from the existing Poplarville plant and eventually allow the aging, overloaded plant to be taken offline and properly abandoned.

By installing a regional wastewater treatment plant and a system of interceptor lines in the areas surrounding Poplarville, areas to the north, east and west of Poplarville could be opened to development. This project would be a multi-jurisdictional project that would serve citizens within and outside the corporate limits of Poplarville.

C. Existing Facilities

The City of Poplarville has an oxidation pond utilized for wastewater treatment located as indicated in Figure F3. The current facility discharges into the East Hobolochitto drainage basin and is currently permitted for 0.6 MGD.

D. Regulatory and Environmental Concerns

Overall, the proposed project is anticipated to have a positive environmental impact. The expanded wastewater treatment plant would replace the current Poplarville WWTP which would not have sufficient capacity for future development. The project would provide the ability to sewer the unsewered areas of the county in the Poplarville area. Overall, the provision of the interceptor system and upgrading the wastewater treatment plant should

eliminate multiple impacts on local surface water from improperly functioning treatment plants and septic tanks.

The main environmental or regulatory concern from this project is that it will support residential development in the area. However, there is vast pressure to replace lost housing stock within south Mississippi and Louisiana. With the need for new housing, this great pressure for the development of subdivisions without centralized water and sewer treatment to support these subdivisions. If developed without centralized sewer collection and treatment, many of these subdivisions may ultimately utilize septic tanks or small treatment systems that ultimately fail and have a greater impact on local surface water quality.

The proposed developmental areas are not within sensitive environmental areas. The only exception would be any proposed discharges to the Wolfe Creek. Of the two proposed locations for the future wastewater treatment plant, the site to the west is strongly recommended. This site will discharge to the Hobolochitto River as opposed to the Wolfe Creek. The current plant discharges into the East Hobolochitto drainage basin, which is the location of a proposed 920 acre lake project. Either plant location would eliminate the discharge of treated wastewater generated by the Poplarville area into the proposed lake. This development is not anticipated to impact national forests, national wildlife refuges, state parks or wildlife management areas. Although the collection and transmission lines for the sewer collection system are proposed to follow existing streams and rivers, they will be located outside of the 100 year flood plan. Thus, any impact to wetlands should be prevented.

E. Economic Considerations

Multiple planned residential developments are currently on hold or have reduced the scope of their development due to lack of available sewer service. Without this service development will be greatly reduced. Although developers can pursue installation of their own systems, this often results in lower installation standards. Many developers may chose to install individual septic tanks for each home, or package treatment systems. These systems have a high historic rate of failure on the Mississippi Coast. If they impact local streams and water bodies, this impacts the quality of life and economic development within the area. Also, installation of adequate infrastructure is a key component to supporting new commercial development in any community. With its proximity along the I-59 corridor, Poplarville will see positive economic growth if proper infrastructure is provided to support it.

F. Environmental Justice Considerations

The proposed project should positively serve the economic development interests of the entire community of Poplarville. The whole community will benefit from positive growth within Poplarville. Preventing the construction of new unsewered areas will assure better

water quality and quality of life for the entire community. The proposed location of the new WWTP will not be within any economically or socially disadvantaged neighborhoods.

G. Consolidation

Construction of this project will maximize the consolidation of sewer collection and treatment in the Poplarville area. This project will assure the use of septic tank and decentralized treatment systems will be minimized and all treatment will be provided in one centralized facility. Due to its limited proximity to other communities, it may not be feasible to combine sewer flows from Poplarville in a centralized facility with other cities or counties.

H. Smart Growth

This project should support the positive overall development of the City of Poplarville and also support growth along the natural developmental corridors for this City.

I. Alternatives

Alternative 1 – No Action

Development would occur uncontrolled with the possibility of additional unsewered or areas with decentralized treatment to occur. This would likely have an adverse impact on local water quality and economic growth. Environmental and health conditions in the Hillsdale, Springhill, and other unincorporated areas surrounding Poplarville area would not improve. Also, the aging Poplarville treatment plant will continue to be overloaded and struggle to meet the environmental requirements and cause negative environmental impacts downstream.

- Estimated # of Users/Beneficiaries – No infrastructure would be provided to accommodate anticipated population growth. Thus, this could impact growth projections.
- Time to Implement – Not Applicable.
- Capital Cost – Not Applicable
- Engineering Cost – Not Applicable
- Administrative Costs/Contingency – Not Applicable
- Annual O&M Cost – Not Applicable

Alternative 2 – Plant Expansion West of Poplarville

This alternative would accommodate all future growth and minimize impacts to surface water from unsewered areas. It would support economic growth within the City of Poplarville and surrounding unincorporated areas. This facility would have the impacts on a new plant site. This facility would not discharge to the sensitive Wolfe Creek.

- Estimated # of Users/Beneficiaries – It estimated by 2020 that approximately 22,100 would benefit from this project.

- Time to Implement – Construction of the wastewater treatment plant and first phases of the interceptor system would be estimated at 3 years. Complete construction of the Poplarville Area Wastewater System is anticipated to continue for approximately 10 years.
- Construction Cost – $18.8 Million
- Engineering Cost - $2.3 Million
- Land Acquisition Cost - $440,000
- Administrative Costs/Contingency - $2.8 Million
- Annual O&M Costs - $2.21/1000 gallons for treatment only.

Alternative 3 – Proposed Project East of Poplarville

This alternative would accommodate all future growth and minimize impacts to surface water from unsewered areas. It would support economic growth within the City of Poplarville and surrounding unincorporated areas. As opposed to Alternative 2, this project would discharge to the Wolfe Creek. Due to the sensitive nature of this water body, this discharge may have negative impacts and may make it difficult to obtain a discharge permit from MDEQ. However, locating the WWTP at this location allows for the use of more gravity interceptors and eliminates a force main to tie this basin to the other site.

- Estimated # of Users/Beneficiaries – It estimated by 2020 that approximately 22,100 would benefit from this project.
- Time to Implement – Construction of the wastewater treatment plant and first phases of the interceptor system would be estimated at 3 years. Complete construction of the Poplarville Area Wastewater System is anticipated to continue for approximately 10 years.
- Construction Cost – $14.7 Million
- Engineering Cost - $1.8 Million
- Land Acquisition Cost - $275,000
- Administrative Costs/Contingency - $2.2 Million
- Annual O&M Costs - $2.21/1000 gallons for treatment only.

A. Name of Project – Poplarville Area Wastewater Project – Phase II

B. Problem Statement

Since Hurricane Katrina the need to develop areas within Poplarville and surrounding areas has expanded due to population growth. Providing wastewater collection systems to the areas surrounding Poplarville would facilitate residential and commercial development to meet the needs of the relocated population. The proposed wastewater interceptor system would service the City of Poplarville as well as developments along Highway 26 East. An interceptor would also be constructed along Beaverdam Creek to serve areas just to the north of Poplarville and proposed developments in the area.

This project would provide for wastewater generated in the Wolfe River Basin to be eventually removed from the basin and transported to the proposed treatment plant on Highway 26 West. This project would also provide the beginning of a vast system of sewer interceptor lines that would be eventually constructed to serve the areas east of Poplarville such as the Hillsdale and Gumpond communities.

This project would be the second phase of a five phase wastewater project in this area and would follow the construction of a regional wastewater treatment plant and a system of interceptor lines in the areas surrounding Poplarville. This project would be a multi-jurisdictional project that would serve citizens within and outside the corporate limits of Poplarville.

C. Existing Facilities

No centralized sewer is available outside of the existing corporate limits of the city of Poplarville. This forces new and existing developments in the rapidly growing areas surrounding Poplarville to use either individual on-site treatment systems or decentralized sewer treatment systems.

D. Regulatory and Environmental Concerns

Overall the proposed project is anticipated to have a positive environmental impact. By incorporating current unsewered areas in the northern part of the County, the impact of improperly functioning septic tanks on local surface waters would be eliminated. Overall, the provision of the interceptor system and a state of the art wastewater treatment plant should eliminate multiple impacts on local surface water from improperly functioning treatment plants and septic tanks.

The main environmental or regulatory concern from this project is that it will support residential development in the area. However, there is vast pressure to replace lost housing stock within south Mississippi and Louisiana. With the need for new housing, there is great pressure for the development of subdivisions without centralized water and sewer treatment to support these subdivisions. If developed without centralized sewer

collection and treatment, many of these subdivisions may utilize septic tanks or small treatment systems that ultimately fail and have a greater impact on local surface water quality.

The proposed developmental areas are not within sensitive environmental areas. This development is not anticipated to impact national forests, national wildlife refuges, state parks or wildlife management areas. Although the collection and transmission lines for the sewer collection system are proposed to follow existing streams and rivers, they will be located outside of the 100 year flood plan. Thus, any impact to wetlands should be prevented.

E. Economic Considerations

Multiple planned residential developments are currently on hold or have reduced the scope of their development due to lack of available sewer service. Without this service development will be greatly reduced. Although developers can pursue installation of their own systems, this often results in lower installation standards. Many developers may chose to install individual septic tanks for each home, or package treatment systems. These systems have a high historic rate of failure on the Mississippi Coast. If they impact local streams and water bodies, this impacts the quality of life and economic development within the area. Also, installation of adequate infrastructure is a key component to supporting new commercial development in any community. With its proximity along the I-59 corridor, Poplarville will see positive economic growth if proper infrastructure is provided to support it.

F. Environmental Justice Considerations

The proposed project should positively serve the economic development interests of the entire community of Poplarville. The whole community will benefit from positive growth within Poplarville. Preventing the construction of new unsewered areas will assure better water quality and quality of life for the entire community.

G. Consolidation

Construction of this project will maximize the consolidation of sewer collection and treatment in the Poplarville area. This project will assure the use of septic tank and decentralized treatment systems will be minimized and all treatment will be provided in one centralized facility. Due to its limited proximity to other communities, it may not be feasible to combine sewer flows from Poplarville in a centralized facility with other cities or counties.

H. Smart Growth

This project should support the positive overall development of the City of Poplarville and surrounding unincorporated areas and also support growth along the natural developmental corridors for this City and County.

I. Alternatives

Alternative 1 – No Action

Development would occur uncontrolled with the possibility of additional unsewered or areas with decentralized treatment to occur. This would likely have an adverse impact on local water quality and economic growth. Environmental and health conditions in the Highway 26 East, Beaverdam Creek, Wolfe River and other unincorporated areas surrounding Poplarville area would not improve.

- Estimated # of Users/Beneficiaries – No infrastructure would be provided to accommodate anticipated population growth. Thus, this could impact growth projections.
- Time to Implement – Not Applicable.
- Capital Cost – Not Applicable
- Engineering Cost – Not Applicable
- Administrative Costs/Contingency – Not Applicable
- Annual O&M Cost – Not Applicable

Alternative 2 – Install Wastewater Interceptor Lines

This alternative would accommodate all future growth in the project areas and minimize impacts to surface water from unsewered areas. The lines would be located along Highway 26 East and Beaverdam Creek and would support economic growth within the City of Poplarville and surrounding unincorporated areas.

- Estimated # of Users/Beneficiaries – It estimated by 2020 that approximately 11,900 would benefit from this project.
- Time to Implement – Construction of Phase II of the Poplarville Area interceptor system would be estimated at 2 years. Complete construction of the Poplarville Area Wastewater System is anticipated to continue for approximately 10 years.
- Construction Cost – $4.6 Million
- Engineering Cost - $550,000
- Land Acquisition Cost - $320,000
- Administrative Costs/Contingency - $690,000
- Annual O&M Costs - $2.21/1000 gallons for treatment only.

A. Name of Project – Poplarville Area Wastewater Project – Phase III

B. Problem Statement

Since Hurricane Katrina the need to develop areas within Poplarville and surrounding areas has expanded due to population growth. Providing wastewater collection systems to the areas surrounding Poplarville would facilitate residential and commercial development to meet the needs of the relocated population. The proposed wastewater interceptor system would service the Hillsdale area as well as future and currently planned developments to the northeast of Poplarville. The Hillsdale area would have a tremendous potential for growth because of the large number of platted lots that are currently available, but unsuitable for development due to the lack of sewer infrastructure.

This project would provide large gravity interceptor lines along Alligator Creek, Wolf River, and Hickory Creek to begin reaching the unincorporated areas of the Hillsdale and Springhill communities. The interceptor lines proposed as a part of this project would be an extension of the interceptor lines planned in Phase II of the Poplarville Area Wastewater Project.

This project would be the third phase of a five phase wastewater project in this area and would follow the construction of a regional wastewater treatment plant and a system of interceptor lines in the areas surrounding Poplarville. This project would be a multi-jurisdictional project that would serve citizens within and outside the corporate limits of Poplarville.

C. Existing Facilities

No centralized sewer is available outside of the existing corporate limits of the city of Poplarville. This forces new and existing developments in the rapidly growing areas surrounding Poplarville to use either individual on-site treatment systems or decentralized sewer treatment systems. The construction of this project will eventually allow more than 1,600 existing septic tanks in the Hillsdale area to be removed as well as provide a sewer transmission point for an additional 3,000 home sites that are currently unusable because of the lack of sewer infrastructure.

D. Regulatory and Environmental Concerns

Overall the proposed project is anticipated to have a positive environmental impact. By incorporating current unsewered areas in the northern part of the County, the impact of improperly functioning septic tanks on local surface waters would be eliminated. Overall, the provision of the interceptor system and a state of the art wastewater treatment plant should eliminate multiple impacts on local surface water from improperly functioning treatment plants and septic tanks.

The main environmental or regulatory concern from this project is that it will support residential development in the area. However, there is vast pressure to replace lost housing stock within south Mississippi and Louisiana. With the need for new housing, there is great pressure for the development of subdivisions without centralized water and sewer treatment to support these subdivisions. If developed without centralized sewer collection and treatment, many of these subdivisions may ultimately utilize septic tanks or small treatment systems that ultimately fail and have a greater impact on local surface water quality.

The proposed developmental areas are not within sensitive environmental areas. This development is not anticipated to impact national forests, national wildlife refuges, state parks or wildlife management areas. Although the collection and transmission lines for the sewer collection system are proposed to follow existing streams and rivers, they will be located outside of the 100 year flood plan. Thus, any impact to wetlands should be prevented.

E. Economic Considerations

Multiple planned residential developments are currently on hold or have reduced the scope of their development due to lack of available sewer service. Without this service development will be greatly reduced. Although developers can pursue installation of their own systems, this often results in lower installation standards. Many developers may chose to install individual septic tanks for each home, or package treatment systems. These systems have a high historic rate of failure on the Mississippi Coast. If they impact local streams and water bodies, this impacts the quality of life and economic development within the area. Also, installation of adequate infrastructure is a key component to supporting new commercial development in any community. With its proximity along the I-59 corridor, Poplarville will see positive economic growth if proper infrastructure is provided to support it.

F. Environmental Justice Considerations

The proposed project should positively serve the economic development interests of the entire community of Poplarville. The whole community will benefit from positive growth within Poplarville. Preventing the construction of new unsewered areas will assure better water quality and quality of life for the entire community.

G. Consolidation

Construction of this project will maximize the consolidation of sewer collection and treatment in the Poplarville area. This project will assure the use of septic tank and decentralized treatment systems will be minimized and all treatment will be provided in one centralized facility. Due to its limited proximity to other communities, it may not be feasible to combine sewer flows from Poplarville in a centralized facility with other cities or counties.

H. Smart Growth

This project should support the positive overall development of the City of Poplarville and surrounding unincorporated areas and also support growth along the natural developmental corridors for this City and County.

I. Alternatives

Alternative 1 – No Action

Development would occur uncontrolled with the possibility of additional unsewered or areas with decentralized treatment to occur. This would likely have an adverse impact on local water quality and economic growth. Environmental and health conditions in the Highway 26 East, Alligator Creek, Wolf River, Hickory Creek, Hillsdale and other unincorporated areas surrounding Poplarville area would not improve.

- Estimated # of Users/Beneficiaries – No infrastructure would be provided to accommodate anticipated population growth. Thus, this could impact growth projections.
- Time to Implement – Not Applicable.
- Capital Cost – Not Applicable
- Engineering Cost – Not Applicable
- Administrative Costs/Contingency – Not Applicable
- Annual O&M Cost – Not Applicable

Alternative 2 – Install Wastewater Interceptor Lines

This alternative would accommodate all future growth in the project areas and minimize impacts to surface water from unsewered areas. The lines would be located along Alligator Creek, Wolf River, and Hickory Creek and would support economic growth surrounding these unincorporated areas.

- Estimated # of Users/Beneficiaries – It estimated by 2020 that approximately 9,700 people would benefit from this project.
- Time to Implement – Construction of Phase III of the Poplarville Area interceptor system would be estimated at 2 years. Complete construction of the Poplarville Area Wastewater System is anticipated to continue for approximately 10 years.
- Construction Cost – $5.8 Million
- Engineering Cost - $700,000
- Land Acquisition Cost - $300,000
- Administrative Costs/Contingency - $475,000
- Annual O&M Costs - $2.21/1000 gallons for treatment only.

A. Name of Project – Poplarville Area Wastewater Project – Phase IV

B. Problem Statement

Since Hurricane Katrina the need to develop areas within Poplarville and surrounding areas has expanded due to population growth. Providing wastewater collection systems to the areas surrounding Poplarville would facilitate residential and commercial development to meet the needs of the relocated population. The proposed wastewater interceptor system would service the Springhill community as well as areas to the west and north of Poplarville.

This project would provide gravity interceptor lines along White Sand Creek and North Mill Creek to begin reaching the unincorporated areas of the Springhill community and northern Poplarville, west of U.S. Highway 11. The interceptor lines proposed as a part of this project would be an extension of the interceptor lines planned in Phase I of the Poplarville Area Wastewater Project.

This project would be the fourth phase of a five phase wastewater project in this area and would follow the construction of a regional wastewater treatment plant and a system of interceptor lines in the areas surrounding Poplarville. This project would be a multi-jurisdictional project that would serve citizens within and outside the corporate limits of Poplarville.

C. Existing Facilities

No centralized sewer is available outside of the existing corporate limits of the city of Poplarville. This forces new and existing developments in the rapidly growing areas surrounding Poplarville to use either individual on-site treatment systems or decentralized sewer treatment systems.

D. Regulatory and Environmental Concerns

Overall the proposed project is anticipated to have a positive environmental impact. By incorporating current unsewered areas in the northwest part of the County, the impact of improperly functioning septic tanks on local surface waters would be eliminated. Overall, the provision of the interceptor system and a state of the art wastewater treatment plant should eliminate multiple impacts on local surface water from improperly functioning treatment plants and septic tanks.

The main environmental or regulatory concern from this project is that it will support residential development in the area. However, there is vast pressure to replace lost housing stock within south Mississippi and Louisiana. With the need for new housing, there is great pressure for the development of subdivisions without centralized water and sewer treatment to support these subdivisions. If developed without centralized sewer collection and treatment, many of these subdivisions may ultimately utilize septic tanks or

small treatment systems that ultimately fail and have a greater impact on local surface water quality.

The proposed developmental areas are not within sensitive environmental areas. This development is not anticipated to impact national forests, national wildlife refuges, state parks or wildlife management areas. Although the collection and transmission lines for the sewer collection system are proposed to follow existing streams and rivers, they will be located outside of the 100 year flood plan. Thus, any impact to wetlands should be prevented.

E. Economic Considerations

Multiple planned residential developments are currently on hold or have reduced the scope of their development due to lack of available sewer service. Without this service development will be greatly reduced. Although developers can pursue installation of their own systems, this often results in lower installation standards. Many developers may chose to install individual septic tanks for each home, or package treatment systems. These systems have a high historic rate of failure on the Mississippi Coast. If they impact local streams and water bodies, this impacts the quality of life and economic development within the area. Also, installation of adequate infrastructure is a key component to supporting new commercial development in any community. With its proximity along the I-59 corridor, Poplarville will see positive economic growth if proper infrastructure is provided to support it.

F. Environmental Justice Considerations

The proposed project should positively serve the economic development interests of the entire community of Poplarville. The whole community will benefit from positive growth within Poplarville. Preventing the construction of new unsewered areas will assure better water quality and quality of life for the entire community.

G. Consolidation

Construction of this project will maximize the consolidation of sewer collection and treatment in the northwest area of Poplarville. This project will assure the use of septic tank and decentralized treatment systems will be minimized and all treatment will be provided in one centralized facility. Due to its limited proximity to other communities, it may not be feasible to combine sewer flows from Poplarville in a centralized facility with other cities or counties.

H. Smart Growth

This project should support the positive overall development of the City of Poplarville and surrounding unincorporated areas and also support growth along the natural developmental corridors for this City and County.

I. Alternatives

Alternative 1 – No Action

Development would occur uncontrolled with the possibility of additional unsewered or areas with decentralized treatment to occur. This would likely have an adverse impact on local water quality and economic growth. Environmental and health conditions in the along White Sand Creek and North Mill Creek and surrounding unincorporated areas would not improve.

- Estimated # of Users/Beneficiaries – No infrastructure would be provided to accommodate anticipated population growth. Thus, this could impact growth projections.
- Time to Implement – Not Applicable.
- Capital Cost – Not Applicable
- Engineering Cost – Not Applicable
- Administrative Costs/Contingency – Not Applicable
- Annual O&M Cost – Not Applicable

Alternative 2 – Install Wastewater Interceptor Lines

This alternative would accommodate all future growth in the project areas and minimize impacts to surface water from unsewered areas. The lines would be located along White Sand Creek and North Mill Creek and would support economic growth in these surrounding unincorporated areas of Poplarville.

- Estimated # of Users/Beneficiaries – It estimated by 2020 that approximately 2,500 people would benefit from this project.
- Time to Implement – Construction of Phase IV of the Poplarville Area interceptor system would be estimated at 2 years. Complete construction of the Poplarville Area Wastewater System is anticipated to continue for approximately 10 years.
- Construction Cost – $2.8 Million
- Engineering Cost - $330,000
- Land Acquisition Cost - $220,000
- Administrative Costs/Contingency - $420,000
- Annual O&M Costs - $2.21/1000 gallons for treatment only.

A. Name of Project – Poplarville Area Wastewater Project – Phase V

B. Problem Statement

Since Hurricane Katrina the need to develop areas within Poplarville and surrounding areas has expanded due to population growth. Providing wastewater collection systems to the areas surrounding Poplarville would facilitate residential and commercial development to meet the needs of the relocated population. The proposed wastewater interceptor system would service the Ford's Creek community as well as areas to the west of Poplarville.

This project would provide gravity interceptor lines along West Hobolochitto Creek, North Long Branch, and Little Hell Creek to begin reaching the unincorporated areas of the Ford's Creek community and areas west of Poplarville. The interceptor lines proposed as a part of this project would be an extension of the interceptor lines planned in Phase I of the Poplarville Area Wastewater Project.

This project would be the final phase of a five phase wastewater project in this area and would follow the construction of a regional wastewater treatment plant and a system of interceptor lines in the areas surrounding Poplarville. This project would be a multi-jurisdictional project that would serve citizens within and outside the corporate limits of Poplarville.

C. Existing Facilities

No centralized sewer is available outside of the existing corporate limits of the city of Poplarville. This forces new and existing developments in the rapidly growing areas surrounding Poplarville to use either individual on-site treatment systems or decentralized sewer treatment systems.

D. Regulatory and Environmental Concerns

Overall the proposed project is anticipated to have a positive environmental impact. By incorporating current unsewered areas in the northern part of the County, the impact of improperly functioning septic tanks on local surface waters would be eliminated. Overall, the provision of the interceptor system and a state of the art wastewater treatment plant should eliminate multiple impacts on local surface water from improperly functioning treatment plants and septic tanks.

The main environmental or regulatory concern from this project is that it will support residential development in the area. However, there is vast pressure to replace lost housing stock within south Mississippi and Louisiana. With the need for new housing, there is great pressure for the development of subdivisions without centralized water and sewer treatment to support these subdivisions. If developed without centralized sewer collection and treatment, many of these subdivisions may ultimately utilize septic tanks or

small treatment systems that ultimately fail and have a greater impact on local surface water quality.

The proposed developmental areas are not within sensitive environmental areas. This development is not anticipated to impact national forests, national wildlife refuges, state parks or wildlife management areas. Although the collection and transmission lines for the sewer collection system are proposed to follow existing streams and rivers, they will be located outside of the 100 year flood plan. Thus, any impact to wetlands should be prevented.

E. Economic Considerations

Multiple planned residential developments are currently on hold or have reduced the scope of their development due to lack of available sewer service. Without this service development will be greatly reduced. Although developers can pursue installation of their own systems, this often results in lower installation standards. Many developers may chose to install individual septic tanks for each home, or package treatment systems. These systems have a high historic rate of failure on the Mississippi Coast. If they impact local streams and water bodies, this impacts the quality of life and economic development within the area. Also, installation of adequate infrastructure is a key component to supporting new commercial development in any community. With its proximity along the I-59 corridor, Poplarville will see positive economic growth if proper infrastructure is provided to support it.

F. Environmental Justice Considerations

The proposed project should positively serve the economic development interests of the entire community of Poplarville and surrounding areas to the northwest of Poplarville. Preventing the construction of new unsewered areas will assure better water quality and quality of life for the entire area.

G. Consolidation

Construction of this project will maximize the consolidation of sewer collection and treatment in the northwest Poplarville area. This project will assure the use of septic tank and decentralized treatment systems will be minimized and all treatment will be provided in one centralized facility. Due to its limited proximity to other communities, it may not be feasible to combine sewer flows from Poplarville in a centralized facility with other cities or counties.

H. Smart Growth

This project should support the positive overall development of the City of Poplarville and surrounding unincorporated areas and also support growth along the natural developmental corridors for this City and County.

I. Alternatives

Alternative 1 – No Action

Development would occur uncontrolled with the possibility of additional unsewered or areas with decentralized treatment to occur. This would likely have an adverse impact on local water quality and economic growth. Environmental and health conditions in the Fords Creek and surrounding unincorporated areas would not improve.

- Estimated # of Users/Beneficiaries – No infrastructure would be provided to accommodate anticipated population growth. Thus, this could impact growth projections.
- Time to Implement – Not Applicable.
- Capital Cost – Not Applicable
- Engineering Cost – Not Applicable
- Administrative Costs/Contingency – Not Applicable
- Annual O&M Cost – Not Applicable

Alternative 2 – Install Wastewater Interceptor Lines

This alternative would accommodate all future growth in the project areas and minimize impacts to surface water from unsewered areas. The lines would be located along North Long Branch, West Hobolochitto Creek and Little Hell Creek and would support economic growth in the surrounding unincorporated areas northwest of Poplarville.

- Estimated # of Users/Beneficiaries – It estimated by 2020 that approximately 1,100 people would benefit from this project.
- Time to Implement – Construction of Phase V of the Poplarville Area interceptor system would be estimated at 2 years. Complete construction of the Poplarville Area Wastewater System is anticipated to continue for approximately 10 years.
- Construction Cost – $4.7 Million
- Engineering Cost - $560,000
- Land Acquisition Cost - $540,000
- Administrative Costs/Contingency - $700,000
- Annual O&M Costs - $2.21/1000 gallons for treatment only.

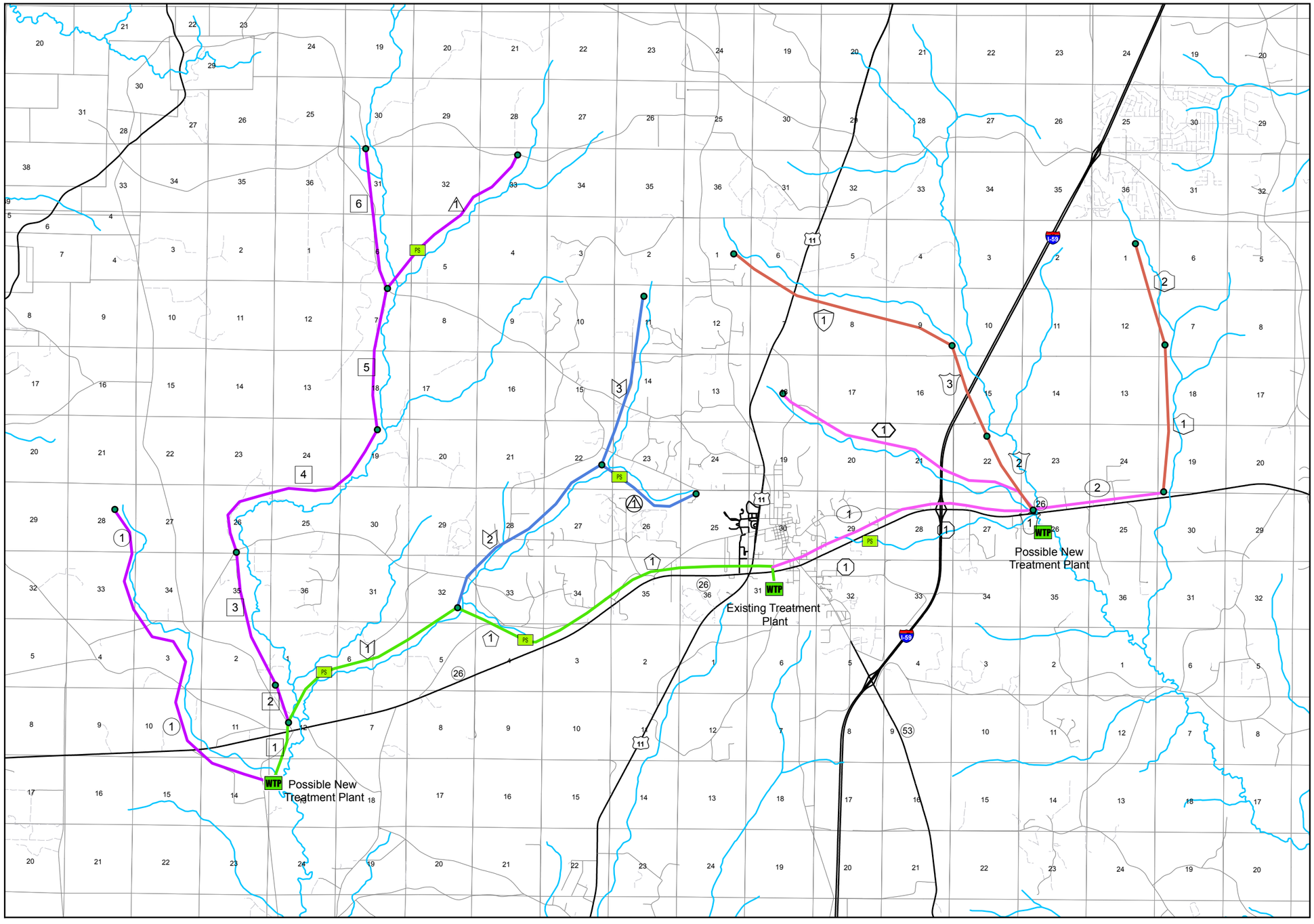

Figure F3

Legend

Poplarville Area Wastewater Project

- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Phase 5

Interceptor Location Symbols

- Alligator Creek
- Beaverdam Creek
- Hickory Creek
- Hwy 26 E
- Little Hell Creek
- North Long Branch
- North Mill Creek
- North Boley
- Poplarville Plant Alt I
- Poplarville Plant Alt II
- White Sand Creek
- Wolf Creek

Poplarville Area Wastewater Project
Phase Layout

1 inch equals 8,000 feet

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POPLARVILLE AREA WATER SUPPLY PROJECTS

A. Name of Project – Poplarville Area Water Supply Project – Phase I

B. Problem Statement

The City of Poplarville's water system is in desperate need of additional capacity. Although this system was close to capacity prior to Hurricane Katrina, both displaced populations from southern Mississippi and Louisiana have accelerated and expanded the needs for additional capacity. Currently there is a moratorium in place that does not allow the City of Poplarville to add additional connections to their system due to system being over its design capacity. This moratorium has prevented all residential, commercial, and economic development in Poplarville and surrounding areas. Thus, Poplarville can not meet the housing needs of displaced population wanting to relocate north.

North Lumberton Water Association is a non-profit rural water association that currently serves customers in Pearl River and Lamar Counties. North Lumberton is currently experiencing capacity and pressure problems in Pearl River County areas located within a few miles of the City of Poplarville. North Lumberton's lack of capacity and adequate pressure in these areas are limiting residential growth. Current planned development exceeds the systems current capacity. Developers are currently restricted from providing the number of lots requested. The pressure problems within the Pearl River County areas of the North Lumberton Water Association are within a few miles of the City of Poplarville.

The Hillsdale Area Public Water Authority (HAPWA) is an organization that was formed by Senate Bill 2270 to provide water service to areas in northern Pearl River and Stone Counties. This system will initially serve 1,360 homes and businesses that currently do not have access to community water supply. Citizens in these areas currently obtain water from private shallow wells with poor quality and supply. Provision of a central water supply to this area would benefit current citizens and allow development on the current 4,300 residential lots platted or planned in this area.

The proposed project includes a new 500 gpm well, treatment system and 0.5 MG tank on the northern border of Poplarville (see Figure F4). In Phase 1 of this project new water mains would be run north on U.S. Highway 11 to the North Lumberton Area and west along Hillsdale Road to allow service to the HAPWA. An additional water 500 gpm well and 0.25 MG storage tank would be provided within the HAPWA as demand requires and unserviced areas are tied into the water mains. The proposed project only provides for main line water mains with the responsibility and costs to provide distribution systems excluded from the project. Provision of these systems would be expected from customers expected to utilize this system. It is anticipated upon completion of this system an approximate population of 3,400 could be serviced. It is also anticipated that this project would help service growth in census tracts 950300 and 950100 with additional increases of population of 1,942 by 2010, 2,832 by 2015, 3,640 by 2020 and 4,567 by 2025.

C. Existing Facilities

As indicated above the areas of North Lumberton were not supplied by the Poplarville water system prior to the storm and no areas of the HAPWA had centralized water. Also, the growth corridor north of Poplarville along Highway 11 did not have any centralized water service.

D. Regulatory and Environmental Concerns

There is sufficient groundwater supply in the Poplarville and North Lumberton areas. However, there is an insufficient capacity and quality from existing water wells. Provision of additional water wells should not impact overall long-term supply in the region. Provision of a new water well and tank is proposed within existing developed areas and should have a limited foot print, less than one acre. Thus, impact of the proposed water well location would be limited. All new water mains are anticipated to be routed along existing roadway right-of ways (Figure F4).

The main environmental or regulatory concern from this project is that it will support residential development in the area. However, the vast majority of the developments that will be supported by this project have been or are being planned. Also, the proposed developmental areas are not within sensitive environmental areas. The construction of the water well and main will help focus development along anticipated growth corridors and limit impacts to other areas. In addition, it will minimize piecemeal development and the installation of lower quality infrastructure. With this planned development less impacts will occur such as installation of non-functioning septic systems, improper water systems for fire flows, improperly controlled drainage impacts and other impacts that occur with unmanaged development. The pressures to replace housing stock damaged by Hurricane Katrina are high. Without planned infrastructure and development, haphazard development will most likely occur due to these pressures. Development of planned infrastructure should help prevent the greater impacts from such haphazard development.

E. Economic Considerations

Multiple planned residential developments are currently on hold or have reduced the scope of their development due to lack of available water supply. Without this additional supply development along the I-59 corridor in these towns will be greatly reduced. Although developers can pursue installation of their own systems, this often results in lower installation standards. Installed wells may not be properly maintained. Water lines may also be improperly sized to assure fire flows and pressures necessary.

The additional system looping as proposed within both the first phase of this project would have multiple economic benefits. A key benefit is increased system pressures. This results in better available fire flows. This supports better fire insurance ratings for home owners and supports commercial growth. A dependable water supply system also assures

residential development. Looping of this system will help all surrounding areas to benefit from the increased pressures and supply. An additional benefit will be overall increased level of service to all customers. Looping of the system will limit system down times due to major main breaks or other factors in the current systems. It will assure better recovery during extreme events such as Hurricanes, that often result in multiple water main breaks from uprooted trees.

F. Environmental Justice Considerations

The expansion of water supply and increased local system pressures are anticipated to benefit all residents in the impacted area. The ability to increase the economic growth of the area should also benefit all local residents. It is not anticipated that this project will impact any economically or socially disadvantaged communities.

G. Consolidation

Provision of the new well and treatment tank is proposed to help increase pressures to existing portions of Poplarville and additional areas both inside and outside of Poplarville. The operation of the new well is proposed by the Pearl River County Utility Authority and will be available to supply all the new areas to be connected. Thus, the Authority would act as regional wholesaler of water to the entire region surrounding Poplarville.

H. Smart Growth

This project would support growth around the existing developmental corridors and transportation routes. This would assure other areas could remain unimpacted and remain as open green space for recreational uses.

I. Alternatives

Alternative 1 – No Action

No development would occur due to limited water supply and infrastructure to support it.

- Estimated # of Users/Beneficiaries – No infrastructure would be provided to accommodate anticipated population growth. Thus, this could impact growth projections.
- Time to Implement – Not Applicable.
- Capital Cost – Not Applicable
- Engineering Cost – Not Applicable
- Administrative Costs/Contingency – Not Applicable
- Annual O&M Cost – Not Applicable

Alternative 2 – Proposed Project

Water well and looping system would be installed to support anticipated developmental pressures.

- Estimated # of Users/Beneficiaries – Approximately 8,000 based upon additional capacity proposed.
- Time to Implement – Approximately 2 years for the well installation and first phase of the distribution system.
- Capital Cost –$10.25 million
- Engineering Cost - $1.2 million
- Administrative Costs - $1.5 million
- Annual O&M Cost – (need annual maintance cost for 100,700 of new 12 inch diameter PVC water main, 2 500 gpm wells (requiring primarily chlorination only for treatment) and one 0.5 MG and one 0.25 MG elevated storage tanks)

A. Name of Project – Poplarville Area Water Supply Project – Phase II

B. Problem Statement

The City of Poplarville's water system is in desperate need of additional capacity. Although this system was close to capacity prior to Hurricane Katrina, both displaced populations from southern Mississippi and Louisiana have accelerated and expanded the needs for additional capacity. Currently there is a moratorium in place that does not allow the City of Poplarville to add additional connections to their system due to system being over its design capacity. This moratorium has prevented all residential, commercial, and economic development in Poplarville and surrounding areas. Thus, Poplarville can not meet the housing needs of displaced population wanting to relocate north.

The proposed project provides an extension to the distribution system provided under Phase I to service additional areas around Poplarville and to assure looping of other certificated areas around Poplarville In the Phase 2 of this project, new water mains would be run east and west along Highway 26 (139,000 feet of 12 inch diameter water main). In addition a new main would be run along Redmond Road (31,000 feet of 12 inch diameter water main). The proposed project only provides for main line water mains with the responsibility and costs to provide distribution systems excluded from the project. Provision of these systems would be the responsibility of the customers expected to utilize this system. It is estimated these systems would help serve the population growth for Census Tract 950200. Thus estimates would be that it would service an initial population of 1,435 (25% of the current census track) upon completion, 2,270 by 2010, 2,451 by 2015, 2,727 by 2020 and 3,108 by 2025.

C. Existing Facilities

As indicated no water mains existed in the areas to be supplied by this project.

D. Regulatory and Environmental Concerns

All new water mains are anticipated to be routed along existing roadway right-of ways (Figure F4). Thus, impact of this construction should be limited. Impacts of the water wells are included in the previous Phase I of this project.

The main environmental or regulatory concern from this project is that it will support residential development in the area. However, the vast majority of the developments that will be supported by this project have been or are being planned. Also, the proposed developmental areas are not within sensitive environmental areas. The new water mains will help focus development along anticipated growth corridors and limit impacts to other areas. In addition, it will minimize piecemeal development and the installation of lower quality infrastructure. With this planned development, fewer impacts will occur such as installation of non-functioning septic systems, improper water systems for fire flows,

improperly controlled drainage impacts and other impacts that occur with unmanaged development. The pressures to replace housing stock damaged by Hurricane Katrina are high. Without planned infrastructure and development, haphazard development will most likely occur due to these pressures. Development of planned infrastructure should help prevent the greater impacts from such haphazard development.

E. Economic Considerations

Multiple planned residential developments are currently on hold or have reduced the scope of their development due to lack of available water supply. Without this additional supply development along the I-59 corridor in these towns will be greatly reduced. Although developers can pursue installation of their own systems, this often results in lower installation standards. Installed wells may not be properly maintained. Water lines may also be improperly sized to assure fire flows and pressures necessary.

The additional system looping as proposed with this project would have multiple economic benefits. A key benefit is increased system pressures. This results in better available fire flows. This supports better fire insurance ratings for home owners and supports commercial growth. A dependable water supply system also assures residential development. Looping of this system will help all surrounding areas to benefit from the increased pressures and supply. An additional benefit will be overall increased level of service to all customers. Looping of the system will limit system down times due to major main breaks or other factors in the current systems. It will assure better recovery during extreme events such as Hurricanes, that often result in multiple water main breaks from uprooted trees.

F. Environmental Justice Considerations

The expansion of water supply and increased local system pressures are anticipated to benefit all residents in the impacted area. The ability to increase the economic growth of the area should also benefit all local residents. It is not anticipated that this project will impact any economically or socially disadvantaged communities.

G. Consolidation

Provision of the new water mains is proposed to help increase pressures to existing portions of Poplarville and additional areas both inside and outside of Poplarville. Thus, the Authority would act as regional wholesaler of water to the entire region surrounding Poplarville.

H. Smart Growth

This project would support growth around the existing developmental corridors and transportation routes. This would assure other areas could remain unimpacted and remain as open space for recreational uses.

I. Alternatives

Alternative 1 – No Action

No development would occur due to limited water supply and infrastructure to support it.

- Estimated # of Users/Beneficiaries – No infrastructure would be provided to accommodate anticipated population growth. Thus, this could impact growth projections.
- Time to Implement – Not Applicable.
- Capital Cost – Not Applicable
- Engineering Cost – Not Applicable
- Administrative Costs/Contingency – Not Applicable
- Annual O&M Cost – Not Applicable

Alternative 2 – Proposed Project

Water well and looping system would be installed to support anticipated developmental pressures.

- Estimated # of Users/Beneficiaries – Approximately 3,100 based upon additional capacity proposed.
- Time to Implement – Approximately 5 years
- Capital Cost –$12.63 million
- Engineering Cost - $1.5 million
- Administrative Costs - $1.8 million
- Annual O&M Cost –

Gulf Region
Water and Wastewater
Plan
Providing for Safety, Prosperity, and Quality of Life

A. Name of Project – Poplarville Area Water Supply Project – Phase III

B. Problem Statement

The City of Poplarville's water system is in desperate need of additional capacity. Although this system was close to capacity prior to Hurricane Katrina, both displaced populations from southern Mississippi and Louisiana have accelerated and expanded the needs for additional capacity. Currently there is a moratorium in place that does not allow the City of Poplarville to add additional connections to their system due to system being over its design capacity. This moratorium has prevented all residential, commercial, and economic development in Poplarville and surrounding areas. Thus, Poplarville can not meet the housing needs of displaced population wanting to relocate in north and central Pearl River Coutny.

The proposed project proposes to extend the distribution system provided under Phases I , and II to service additional areas around Poplarville and to assure looping of other certificated areas around Poplarville In Phase III of this project new water mains would be run along Sones Chapel Road (67,800 feet of 12 inch diameter), McNeil McHenry Road (74,700 feet of 12 inch diameter), and Silver Run Road (53,000 feet of 12 inch diameter) as indicated in Figure F4. The proposed project only provides for main line water mains with the responsibility and costs to provide distribution systems excluded from the project. Provision of these systems would be the responsibility of customers expected to utilize this system. It is anticipated upon completion this project will allow service to approximately 2,000 additional customers which would include some degree of service to existing systems needed improvements in pressure and fire flows.

C. Existing Facilities

As indicated, no water mains exist in the areas to be supplied by this project.

D. Regulatory and Environmental Concerns

All new water mains are anticipated to be routed along existing roadway right-of ways (Figure F4). Thus, impact of this construction should be limited. Impacts of the water wells are included in Phase I of this project.

The main environmental or regulatory concern from this project is that it will support residential development in the area. However, the vast majority of the developments that will be supported by this project have been or are being planned. Also the proposed developmental areas are not within sensitive environmental areas. The new water mains will help focus development along anticipated growth corridors and limit impacts to other areas. In addition, it will minimize piecemeal development and the installation of lower quality infrastructure. With this planned development fewer impacts will occur such as installation of non-functioning septic systems, improper water systems for fire flows,

improperly controlled drainage impacts and other impacts that occur with unmanaged development. The pressures to replace housing stock damaged by Hurricane Katrina are high. Without planned infrastructure and development, haphazard development will most likely occur due to these pressures. Development of planned infrastructure should help prevent the greater impacts from such haphazard development.

E. Economic Considerations

Multiple planned residential developments are currently on hold or have reduced the scope of their development due to lack of available water supply. Without this additional supply development along the I-59 corridor in these towns will be greatly reduced. Although developers can pursue installation of their own systems, this often results in lower installation standards. Installed wells may not be properly maintained. Water lines may also be improperly sized to assure fire flows and pressures necessary.

The additional system looping as proposed with this project would have multiple economic benefits. A key benefit is increased system pressures. This results in better available fire flows. This supports better fire insurance ratings for home owners and supports commercial growth. A dependable water supply system also assures residential development. Looping of this system will help all surrounding areas to benefit from the increased pressures and supply. An additional benefit will be overall increased level of service to all customers. Looping of the system will limit system down times due to major main breaks or other factors in the current systems. It will assure better recovery during extreme events such as Hurricanes, that often result in multiple water main breaks from uprooted trees.

F. Environmental Justice Considerations

The expansion of water supply and increased local system pressures are anticipated to benefit all residents in the impacted area. The ability to increase the economic growth of the area should also benefit all local residents. It is not anticipated that this project will impact any economically or socially disadvantaged communities.

G. Consolidation

Provision of the new water mains increase pressures to existing portions of Poplarville and additional areas both inside and outside of Poplarville in the southeastern areas. The operation of the new mains is proposed by the Pearl River County Utility Authority and will be available to supply all the new areas to be connected. Thus, the Authority would act as regional wholesaler of water to the entire region surrounding Poplarville.

H. Smart Growth

This project would support growth around the existing developmental corridors and transportation routes. This would assure other areas could remain unimpacted and remain as open green space for recreational uses.

I. Alternatives

Alternative 1 – No Action

No development would occur due to limited water supply and infrastructure to support it.

- Estimated # of Users/Beneficiaries – No infrastructure would be provided to accommodate anticipated population growth. Thus, this could impact growth projections.
- Time to Implement – Not Applicable.
- Capital Cost – Not Applicable
- Engineering Cost – Not Applicable
- Administrative Costs/Contingency – Not Applicable
- Annual O&M Cost – Not Applicable

Alternative 2 – Proposed Project

Water well and looping system would be installed to support anticipated developmental pressures.

- Estimated # of Users/Beneficiaries – Approximately 2,000
- Time to Implement – Approximately 7 years
- Capital Cost –$15.2 million
- Engineering Cost - $1.8 million
- Administrative Costs - $2.2 million
- Annual O&M Cost –

A. Name of Project – Poplarville Area Water System Upgrades – Phase IV

B. Problem Statement

The City of Poplarville's water system is in desperate need of additional capacity. Although this system was close to capacity prior to Hurricane Katrina, both displaced populations from southern Mississippi and Louisiana have accelerated and expanded the needs for additional capacity. Currently there is a moratorium in place that does not allow the City of Poplarville to add additional connections to their system due to system being over its design capacity. This moratorium has prevented all residential, commercial, and economic development in Poplarville and surrounding areas. Thus, Poplarville can not meet the housing needs of displaced population wanting to relocate north.

The proposed project proposes to extend the distribution system provided under Phases I , II and III to service additional areas around Poplarville and to assure looping of other certificated areas around Poplarville In Phase IV of this project new water mains would be run along Highway 43 North (60,000 feet of 12 inch diameter water main) and Stanford Lake Road (65,000 feet of 12 inch diameter water main) as indicated in Figure F4. The proposed project only provides for main line water mains with the responsibility and costs to provide distribution systems excluded from the project. Provision of these systems would be from the responsibility of the customers expected to utilize this system. It is anticipated upon completion this project will allow service to approximately 2,000 additional customers which would include some degree of service to existing systems needed improvements in pressure and fire flows.

C. Existing Facilities

As indicated no water mains existing in the areas to be supplied by this project.

D. Regulatory and Environmental Concerns

All new water mains are anticipated to be routed along existing roadway right-of ways (Figure F4). Thus, impact of this construction should be limited. Impacts of the water wells are included in Phase I of this project.

The main environmental or regulatory concern from this project is that it will support residential development in the area. However, the vast majority of the developments that will be supported by this project have been or are being planned. Also the proposed developmental areas are not within sensitive environmental areas. The new water mains will help focus development along anticipated growth corridors and limit impacts to other areas. In addition, it will minimize piecemeal development and the installation of lower quality infrastructure. With this planned development fewer impacts will occur such as installation of non-functioning septic systems, improper water systems for fire flows, improperly controlled drainage impacts and other impacts that occur with unmanaged development. The pressures to replace housing stock damaged by Hurricane Katrina are

high. Without planned infrastructure and development, haphazard development will most likely occur due to these pressures. Development of planned infrastructure should help prevent the greater impacts from such haphazard development.

E. Economic Considerations

Multiple planned residential developments are currently on hold or have reduced the scope of their development due to lack of available water supply. Without this additional supply development along the I-59 corridor in these towns will be greatly reduced. Although developers can pursue installation of their own systems, this often results in lower installation standards. Installed wells may not be properly maintained. Water lines may also be improperly sized to assure fire flows and pressures necessary.

The additional system looping as proposed with this project would have multiple economic benefits. A key benefit is increased system pressures. This results in better available fire flows. This supports better fire insurance ratings for home owners and supports commercial growth. A dependable water supply system also assures residential development. Looping of this system will help all surrounding areas to benefit from the increased pressures and supply. An additional benefit will be overall increased level of service to all customers. Looping of the system will limit system down times due to major main breaks or other factors in the current systems. It will assure better recovery during extreme events such as Hurricanes, that often result in multiple water main breaks from uprooted trees.

F. Environmental Justice Considerations

The expansion of water supply and increased local system pressures are anticipated to benefit all residents in the impacted area. The ability to increase the economic growth of the area should also benefit all local residents. It is not anticipated that this project will impact any economically or socially disadvantaged communities.

G. Consolidation

Provision of the new water mains increase pressures to existing portions of Poplarville and additional areas both inside and outside of Poplarville in the northwest areas. The operation of the new mains is proposed by the Pearl River County Utility Authority and will be available to supply all the new areas to be connected. Thus, the Authority would act as regional wholesaler of water to the entire region surrounding Poplarville.

H. Smart Growth

This project would support growth around the existing developmental corridors and transportation routes. This would assure other areas could remain unimpacted and remain as open space for recreational uses.

I. Alternatives

Alternative 1 – No Action

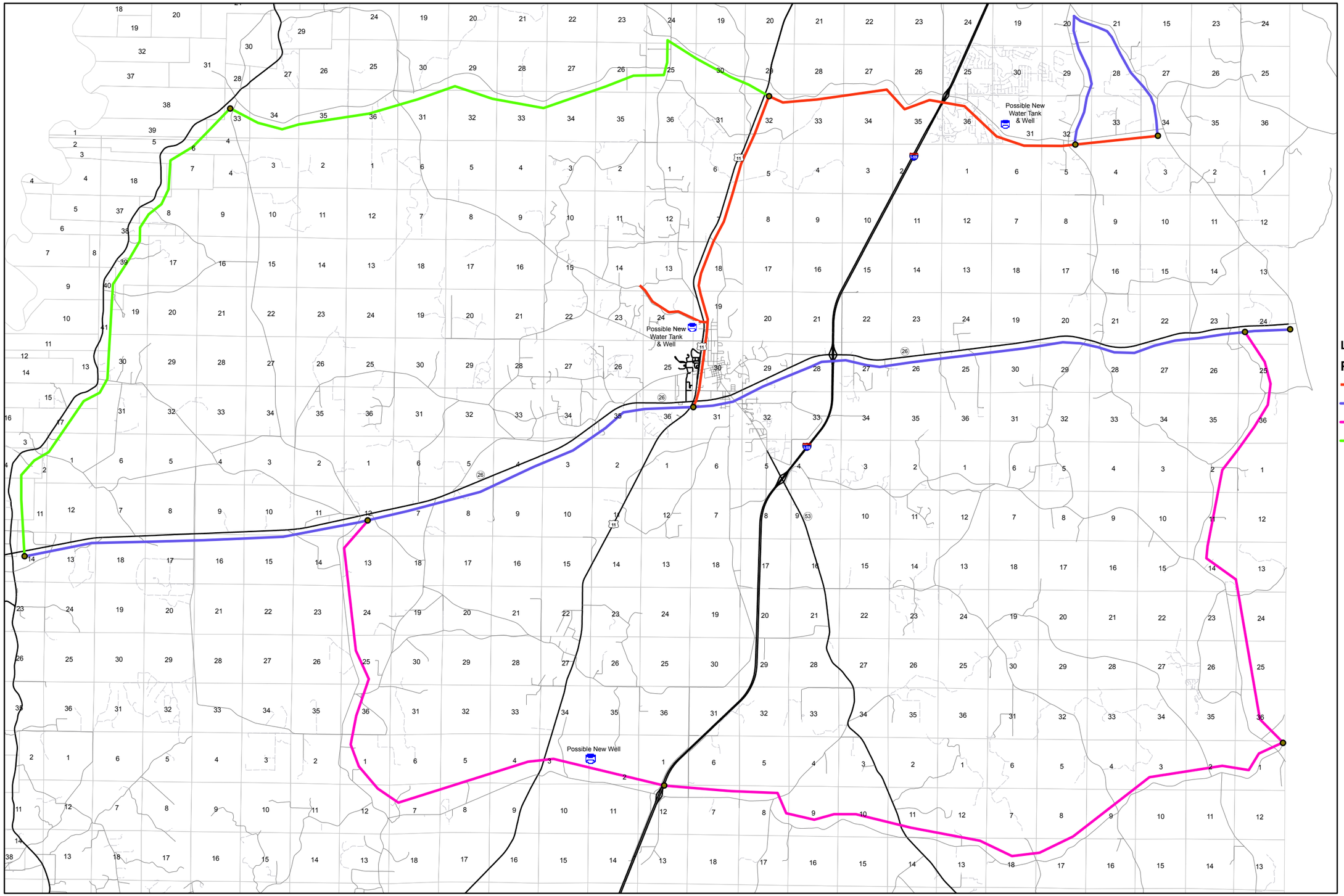
No development would occur due to limited water supply and infrastructure to support it.

- Estimated # of Users/Beneficiaries – No infrastructure would be provided to accommodate anticipated population growth. Thus, this could impact growth projections.
- Time to Implement – Not Applicable.
- Capital Cost – Not Applicable
- Engineering Cost – Not Applicable
- Administrative Costs/Contingency – Not Applicable
- Annual O&M Cost – Not Applicable

Alternative 2 – Proposed Project

Water well and looping system would be installed to support anticipated developmental pressures.

- Estimated # of Users/Beneficiaries – Approximately 2,000 based upon additional capacity proposed.
- Time to Implement – Approximately 10 years for the water main instatllation.
- Capital Cost –$9.3 million
- Engineering Cost - $1.1 million
- Administrative Costs - $1.35million
- Annual O&M Cost –



N
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Figure F4

Legend

Poplarville Water Supply Project

- Phase 1
- Phase 2
- Phase 3
- Phase 4

Poplarville Water Supply Project
Phase Layout

1 inch equals 10,000 feet

MSEG
MISSISSIPPI ENGINEERING GROUP, INC.
143-A LeFleurs Square • Jackson, MS 39211
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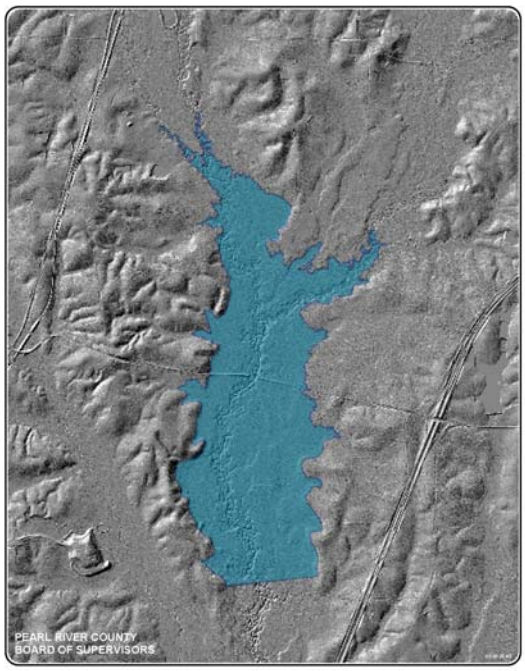
PEARL RIVER COUNTY
STORM WATER DRAINAGE PROJECT

Surface Water Impoundment Project Preliminary Review

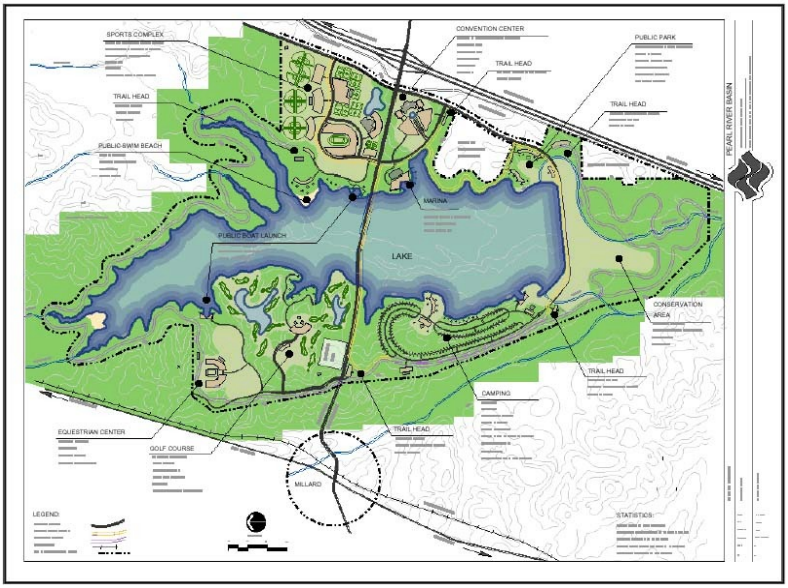
Project Name: Lake Troy

A. Project Location, Site Description, and Purpose



The Pearl River County Board of Supervisors proposed a 920-acre lake in the central portion of the County between Highway 11 and Interstate 59 at Exit 19, half way between the cities of Picayune and Poplarville. The drainage area of the proposed impoundment is approximately 37 square miles and a normal pool elevation of 150 feet, NGVD, with a shoreline of 11.8 miles. Access to the site will be readily available from either Interstate 59 or Highway 11 on Millard Road. The site is about 65 miles from New Orleans, 45 miles from Hattiesburg, and approximately 40 to 60 miles from the Gulf Coast.

The site will be developed in conjunction with a community center suitable for small conventions, relevant commercial development, and recreational facilities, including an 18-hole golf course, a sports complex with ball fields, an equestrian center, camp grounds, and hiking/biking trails. An early draft of the conceptual plan is shown below:



Project partners include the Weyerhaeuser Corporation, the Mississippi Development Authority, the Vicksburg Corps of Engineers, the Pearl River Basin Development District, the City of Picayune, the City of Poplarville, and Partners for Pearl River County.

B. Existing Facilities

The proposed site is currently undeveloped and utilized for pine production. The majority of the property is owned by the Weyerhaeuser Corporation, a project partner. Negotiations are currently underway for transfer of property to the County. Preliminary soil borings conducted by Dungan Engineering suggest that the site will both retain water and provide ample material for dam construction.

C. Regulatory and Environmental Concerns

In early 2005, the Vicksburg Corps of Engineers approved a Planning Assistance to States (PAS) grant request by the County for $500,000 to conduct all environmental and preliminary engineering studies required for environmental clearance for the project, including wetland delineation/evaluation, stream assessment, threatened and endangered species surveys, cultural resource investigations, Phase I Environmental Site Assessment, pre- and post-dam hydrologic and hydraulic modeling, preliminary dam designs, stream and wetland mitigation planning, and permit coordination. The PAS program was subsequently not funded, and the investigations were postponed until mid-2006, when the Board of Supervisors voted to fund the studies in-house. Consultant services have been contracted and environmental investigations are currently underway. The County has remained in close coordination with the Vicksburg Corps of Engineers, and anticipates submitting permit applications in January 2007.

D. Economic Considerations

The County solicited Mississippi State University in 2003 to conduct an economic impact assessment, which concluded that the lake project will create $59.9 million in economic benefits, which represents 6.9% of the total income in the County, and will create 559 job, representing 3.5% of the total income in the County. A summary of the study is shown below:

Community Resource Development

PRELIMINARY ECONOMIC IMPACT STUDY OF PEARL RIVER COUNTY RESORT COMPLEX

ALBERT E. MYLES AND GAREN EVANS
MISSISSIPPI STATE UNIVERSITY EXTENSION SERVICE

Introduction

The objective of this preliminary study is to estimate the economic impact of the Pearl River County Resort Complex on the county and Southeast region of Mississippi. Economic activity is measured in output, personal income, and jobs directly and indirectly created by the resort.

Investment

Total investment for the resort complex amounts to $30 million in Pearl River County. When estimating the impacts, three categories are presented: direct, indirect, and total effects. Direct impacts are the initial investment in the local economy of Pearl River County. The indirect impacts are purchases between businesses that essentially support the direct impacts in the study.

The focus of this preliminary study is on the construction impacts of the resort and not the land and tax generation issues, which may be addressed in later reports.

Impact Results

Results from the construction phase of the resort complex suggest an investment of $30 million would generate and additional $29.9 million of economic benefits (income and outputs) in Pearl River and surrounding counties. Table 1 summaries the results and shows the total impact of investment on personal income is $15.8 million, output/sales $44.1 million, and employment of 559 jobs.

Table 1. Economic Impact of Pearl River County Resort Complex.

Area	Direct	Indirect	Total
Investment			
Income	$11,214,944	$4,587,178	$15,802,122
Employment	361	198	559
Output/Sales	30,000,000	14,064,402	44,064,402

Note: Investment impacts represent the time (2 to 3 years) it would take to construct the total resort complex.

The multiplier effects from these results suggest that each dollar of income would generate an additional $.41 through indirect and induced effects in the area. Each dollar of sales would generate an additional $.49 in output, whereas each job would create an additional .55 jobs in the area (Table 2).

Table 2. Economic Multipliers for Pearl River County Resort.

Area	Total
Investment	
Income	1.41
Employment	1.55
Output/Sales	1.49

Some of the key sectors impacted in the local economy include owner-occupied dwellings, real estate, power generators, food and beverage, automotive repair and maintenance, health care providers, financial institutions, and maintenance and repairs of nonresidential buildings. These sectors accounted for 23.62 of the indirect economic impacts in the county.

Summary

The impact of constructing a resort complex in Pearl River County would create almost $59.9 million in economic benefits and 559 jobs during this phase of the project. This represents about 6.9 percent of total income and 3.5 percent of total employment in the county.

E. Environmental Justice Considerations

It is not anticipated that minority or low-income communities will be adversely impacted.

F. Smart Growth

The Board of Supervisors views the project as an excellent opportunity to grow the regional economy in a way that promotes natural resources, and anticipates that the lake would provide a major ecotourism opportunity that will provide a nexus for future environmentally-friendly economic development in the County.

G. Alternatives

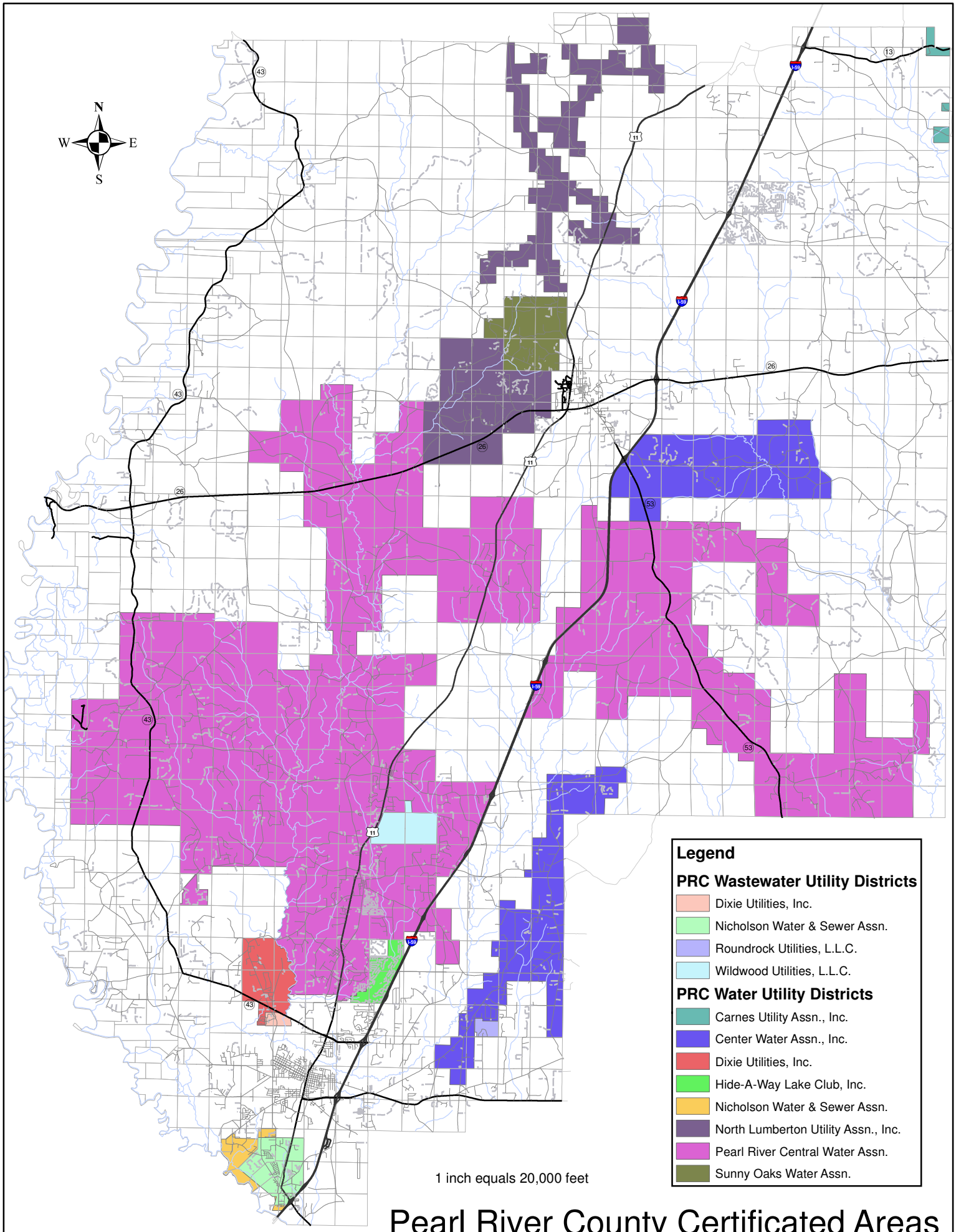
Alternate Sites: Alternative lake sites in the County were investigated at the project inception. The proposed lake site proved to be the most viable, given access, soil/topographic conditions, and property ownership.

Alternate Sizes: Alternate lake sizes on the proposed site were evaluated by varying the average lake pool elevation in 5-foot increments from 140 feet to 160 feet NGVD. Lake size is limited on the upper end by roads, including Highway 11, and on the lower end by topography affecting the shape, depth and usability of the lake.

Proposed Lake Troy: The proposed lake site has undergone preliminary soil borings which support lake construction; Weyerhaeuser, the primary land owner, is a project partner; environmental investigations are currently underway; conceptual site plans have been developed, an economic impact analysis completed; and the project maintains broad local support. Preliminary cost estimates for construction of the impoundment are based on the cooperation of Weyerhaeuser in providing flooded areas to the county, lands for public facilities, lands immediately downstream of the dam for wetland bank and stream bank mitigation. Without Weyerhaeuser's cooperation, the project cost provided below will increase significantly:

Preliminary Opinion of Probable Project Cost

Item	Description	Unit	Unit Cost	Quantity	Total Cost
1	Construction				9,000,000
2	Planning & Engineering				1,500,000
3	Land Easements and Acquisition				N/A
4	Administrative & Contingency				1,350,000
	Total				11,850,000



Pearl River County Certificated Areas

Market Profile

Prepared by MPC Economic Development

Counties: Pearl River, MS

2000 Total Population	48,621
2000 Group Quarters	788
2008 Total Population	56,537
2013 Total Population	62,642
2008 - 2013 Annual Rate	2.07%
2000 Households	18,078
2000 Average Household Size	2.65
2008 Households	21,710
2008 Average Household Size	2.57
2013 Households	24,299
2013 Average Household Size	2.55
2008 - 2013 Annual Rate	2.28%
2000 Families	13,583
2000 Average Family Size	3.08
2008 Families	16,001
2008 Average Family Size	3.05
2013 Families	17,679
2013 Average Family Size	3.06
2008 - 2013 Annual Rate	2.01%
2000 Housing Units	20,610
Owner Occupied Housing Units	70.0%
Renter Occupied Housing Units	17.7%
Vacant Housing Units	12.3%
2008 Housing Units	24,550
Owner Occupied Housing Units	70.7%
Renter Occupied Housing Units	17.7%
Vacant Housing Units	11.6%
2013 Housing Units	27,341
Owner Occupied Housing Units	70.4%
Renter Occupied Housing Units	18.5%
Vacant Housing Units	11.1%
Median Household Income	
2000	$31,006
2008	$35,314
2013	$38,262
Median Home Value	
2000	$70,181
2008	$102,512
2013	$107,265
Per Capita Income	
2000	$15,160
2008	$17,687
2013	$19,048
Median Age	
2000	35.9
2008	38.1
2013	39.5

Data Note: Household population includes persons not residing in group quarters. Average Household Size is the household population divided by total households. Persons in families include the householder and persons related to the householder by birth, marriage, or adoption. Per Capita Income represents the income received by all persons aged 15 years and over divided by total population. Detail may not sum to totals due to rounding.

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing. ESRI forecasts for 2008 and 2013.

Counties: Pearl River, MS

2000 Households by Income	
Household Income Base	18,102
< $15,000	23.5%
$15,000 - $24,999	17.1%
$25,000 - $34,999	14.6%
$35,000 - $49,999	16.9%
$50,000 - $74,999	17.1%
$75,000 - $99,999	5.5%
$100,000 - $149,999	3.5%
$150,000 - $199,999	0.9%
$200,000+	0.9%
Average Household Income	$40,276
2008 Households by Income	
Household Income Base	21,710
< $15,000	19.8%
$15,000 - $24,999	15.8%
$25,000 - $34,999	14.0%
$35,000 - $49,999	16.5%
$50,000 - $74,999	20.0%
$75,000 - $99,999	6.7%
$100,000 - $149,999	5.1%
$150,000 - $199,999	1.0%
$200,000+	1.2%
Average Household Income	$45,749
2013 Households by Income	
Household Income Base	24,299
< $15,000	18.1%
$15,000 - $24,999	14.8%
$25,000 - $34,999	13.2%
$35,000 - $49,999	16.9%
$50,000 - $74,999	20.9%
$75,000 - $99,999	8.2%
$100,000 - $149,999	5.7%
$150,000 - $199,999	1.1%
$200,000+	1.3%
Average Household Income	$48,791
2000 Owner Occupied HUs by Value	
Total	14,426
<$50,000	32.3%
$50,000 - 99,999	39.0%
$100,000 - 149,999	16.9%
$150,000 - 199,999	6.3%
$200,000 - $299,999	3.4%
$300,000 - 499,999	1.5%
$500,000 - 999,999	0.5%
$1,000,000+	0.2%
Average Home Value	$89,199
2000 Specified Renter Occupied HUs by Contract Rent	
Total	3,529
With Cash Rent	82.7%
No Cash Rent	17.3%
Median Rent	$317
Average Rent	$302

Data Note: Income represents the preceding year, expressed in current dollars. Household income includes wage and salary earnings, interest, dividends, net rents, pensions, SSI and welfare payments, child support and alimony. Specified Renter Occupied HUs exclude houses on 10+ acres. Average Rent excludes units paying no cash rent.

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing. ESRI forecasts for 2008 and 2013.

Counties: Pearl River, MS

2000 Population by Age	
Total	48,621
0 - 4	7.0%
5 - 9	7.5%
10 - 14	7.7%
15 - 19	8.0%
20 - 24	6.1%
25 - 34	12.3%
35 - 44	14.8%
45 - 54	13.7%
55 - 64	10.2%
65 - 74	7.5%
75 - 84	3.9%
85+	1.2%
18+	73.0%

2008 Population by Age	
Total	56,537
0 - 4	7.1%
5 - 9	6.8%
10 - 14	6.8%
15 - 19	6.7%
20 - 24	5.8%
25 - 34	12.7%
35 - 44	13.3%
45 - 54	14.4%
55 - 64	12.3%
65 - 74	8.0%
75 - 84	4.4%
85+	1.5%
18+	75.3%

2013 Population by Age	
Total	62,642
0 - 4	6.9%
5 - 9	6.7%
10 - 14	7.0%
15 - 19	6.8%
20 - 24	5.4%
25 - 34	11.5%
35 - 44	12.8%
45 - 54	14.5%
55 - 64	13.5%
65 - 74	8.3%
75 - 84	4.7%
85+	1.8%
18+	75.4%

2000 Population by Sex	
Males	48.6%
Females	51.4%

2008 Population by Sex	
Males	48.6%
Females	51.4%

2013 Population by Sex	
Males	48.6%
Females	51.4%

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing. ESRI forecasts for 2008 and 2013.

Counties: Pearl River, MS

2000 Population by Race/Ethnicity

Total	48,621
White Alone	85.6%
Black Alone	12.2%
American Indian Alone	0.5%
Asian or Pacific Islander Alone	0.3%
Some Other Race Alone	0.3%
Two or More Races	1.1%
Hispanic Origin	1.4%
Diversity Index	27.4

2008 Population by Race/Ethnicity

Total	56,537
White Alone	83.8%
Black Alone	13.2%
American Indian Alone	0.6%
Asian or Pacific Islander Alone	0.4%
Some Other Race Alone	0.5%
Two or More Races	1.5%
Hispanic Origin	2.0%
Diversity Index	30.9

2013 Population by Race/Ethnicity

Total	62,642
White Alone	82.6%
Black Alone	13.9%
American Indian Alone	0.7%
Asian or Pacific Islander Alone	0.5%
Some Other Race Alone	0.6%
Two or More Races	1.8%
Hispanic Origin	2.5%
Diversity Index	33.2

2000 Population 3+ by School Enrollment

Total	46,552
Enrolled in Nursery/Preschool	1.7%
Enrolled in Kindergarten	1.9%
Enrolled in Grade 1-8	13.3%
Enrolled in Grade 9-12	5.9%
Enrolled in College	4.0%
Enrolled in Grad/Prof School	0.4%
Not Enrolled in School	72.9%

2008 Population 25+ by Educational Attainment

Total	37,726
Less than 9th Grade	7.2%
9th - 12th Grade, No Diploma	14.2%
High School Graduate	32.9%
Some College, No Degree	21.2%
Associate Degree	9.1%
Bachelor's Degree	10.0%
Graduate/Professional Degree	5.2%

Data Note: Persons of Hispanic Origin may be of any race. The Diversity Index measures the probability that two people from the same area will be from different race/ethnic groups.

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing. ESRI forecasts for 2008 and 2013.

Counties: Pearl River, MS

2008 Population 15+ by Marital Status

Total	44,802
Never Married	21.7%
Married	60.6%
Widowed	7.2%
Divorced	10.5%

2000 Population 16+ by Employment Status

Total	36,884
In Labor Force	56.4%
Civilian Employed	52.0%
Civilian Unemployed	4.1%
In Armed Forces	0.3%
Not in Labor Force	43.6%

2008 Civilian Population 16+ in Labor Force

Civilian Employed	90.8%
Civilian Unemployed	9.2%

2013 Civilian Population 16+ in Labor Force

Civilian Employed	91.1%
Civilian Unemployed	8.9%

2000 Females 16+ by Employment Status and Age of Children

Total	19,347
Own Children < 6 Only	7.5%
Employed/in Armed Forces	3.9%
Unemployed	0.7%
Not in Labor Force	2.9%
Own Children < 6 and 6-17 Only	6.7%
Employed/in Armed Forces	3.6%
Unemployed	0.2%
Not in Labor Force	2.9%
Own Children 6-17 Only	18.9%
Employed/in Armed Forces	11.6%
Unemployed	1.1%
Not in Labor Force	6.1%
No Own Children < 18	66.9%
Employed/in Armed Forces	25.2%
Unemployed	2.0%
Not in Labor Force	39.7%

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing. ESRI forecasts for 2008.

Counties: Pearl River, MS

2008 Employed Population 16+ by Industry	
Total	18,419
Agriculture/Mining	5.9%
Construction	12.0%
Manufacturing	9.8%
Wholesale Trade	2.0%
Retail Trade	12.8%
Transportation/Utilities	5.4%
Information	1.2%
Finance/Insurance/Real Estate	3.7%
Services	42.0%
Public Administration	5.3%
2008 Employed Population 16+ by Occupation	
Total	18,419
White Collar	50.5%
Management/Business/Financial	8.5%
Professional	19.5%
Sales	11.2%
Administrative Support	11.3%
Services	15.9%
Blue Collar	33.6%
Farming/Forestry/Fishing	0.7%
Construction/Extraction	12.0%
Installation/Maintenance/Repair	6.0%
Production	6.8%
Transportation/Material Moving	8.0%
2000 Workers 16+ by Means of Transportation to Work	
Total	18,875
Drove Alone - Car, Truck, or Van	78.4%
Carpooled - Car, Truck, or Van	15.5%
Public Transportation	0.3%
Walked	1.6%
Other Means	1.8%
Worked at Home	2.4%
2000 Workers 16+ by Travel Time to Work	
Total	18,875
Did Not Work at Home	97.6%
Less than 5 minutes	3.0%
5 to 9 minutes	11.1%
10 to 19 minutes	24.7%
20 to 24 minutes	11.2%
25 to 34 minutes	14.8%
35 to 44 minutes	3.9%
45 to 59 minutes	9.3%
60 to 89 minutes	10.7%
90 or more minutes	8.9%
Worked at Home	2.4%
Average Travel Time to Work (in min)	36.4
2000 Households by Vehicles Available	
Total	18,078
None	6.4%
1	31.7%
2	41.1%
3	15.3%
4	4.2%
5+	1.2%
Average Number of Vehicles Available	1.8

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing. ESRI forecasts for 2008 and 2013.

Counties: Pearl River, MS

2000 Households by Type	
Total	18,078
Family Households	75.1%
Married-couple Family	58.3%
With Related Children	27.4%
Other Family (No Spouse)	16.8%
With Related Children	11.2%
Nonfamily Households	24.9%
Householder Living Alone	21.7%
Householder Not Living Alone	3.2%
Households with Related Children	38.6%
Households with Persons 65+	24.5%

2000 Households by Size	
Total	18,078
1 Person Household	21.7%
2 Person Household	33.9%
3 Person Household	18.4%
4 Person Household	15.4%
5 Person Household	7.0%
6 Person Household	2.4%
7+ Person Household	1.1%

2000 Households by Year Householder Moved In	
Total	18,078
Moved in 1999 to March 2000	19.0%
Moved in 1995 to 1998	29.2%
Moved in 1990 to 1994	17.1%
Moved in 1980 to 1989	15.4%
Moved in 1970 to 1979	10.4%
Moved in 1969 or Earlier	8.9%
Median Year Householder Moved In	1994

2000 Housing Units by Units in Structure	
Total	20,610
1, Detached	69.0%
1, Attached	1.0%
2	2.1%
3 or 4	1.3%
5 to 9	1.4%
10 to 19	0.3%
20+	0.6%
Mobile Home	23.8%
Other	0.6%

2000 Housing Units by Year Structure Built	
Total	20,610
1999 to March 2000	4.4%
1995 to 1998	12.7%
1990 to 1994	9.8%
1980 to 1989	23.0%
1970 to 1979	20.7%
1969 or Earlier	29.4%
Median Year Structure Built	1980

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

Top 3 Tapestry Segments

1.	Rooted Rural
2.	Midland Crowd
3.	Southern Satellites

2008 Consumer Spending shows the amount spent on a variety of goods and services by households that reside in the market area. Expenditures are shown by broad budget categories that are not mutually exclusive. Consumer spending does not equal business revenue.

Apparel & Services: Total $	$29,324,930
Average Spent	$1,350.76
Spending Potential Index	50
Computers & Accessories: Total $	$2,954,272
Average Spent	$136.08
Spending Potential Index	57
Education: Total $	$15,389,090
Average Spent	$708.85
Spending Potential Index	52
Entertainment/Recreation: Total $	$53,137,116
Average Spent	$2,447.59
Spending Potential Index	66
Food at Home: Total $	$68,944,565
Average Spent	$3,175.71
Spending Potential Index	65
Food Away from Home: Total $	$46,259,665
Average Spent	$2,130.80
Spending Potential Index	62
Health Care: Total $	$64,913,219
Average Spent	$2,990.01
Spending Potential Index	73
HH Furnishings & Equipment: Total $	$28,112,259
Average Spent	$1,294.90
Spending Potential Index	56
Investments: Total $	$10,425,010
Average Spent	$480.19
Spending Potential Index	47
Retail Goods: Total $	$383,525,112
Average Spent	$17,665.83
Spending Potential Index	65
Shelter: Total $	$184,561,214
Average Spent	$8,501.21
Spending Potential Index	55
TV/Video/Sound Equipment: Total $	$19,339,940
Average Spent	$890.83
Spending Potential Index	62
Travel: Total $	$23,783,888
Average Spent	$1,095.53
Spending Potential Index	58
Vehicle Maintenance & Repairs: Total $	$13,961,919
Average Spent	$643.11
Spending Potential Index	65

Data Note: The Spending Potential Index represents the amount spent in the area relative to a national average of 100.

Source: Expenditure data are derived from the 2004 and 2005 Consumer Expenditure Surveys, Bureau of Labor Statistics. ESRI.

Tapestry Segmentation Area Profile

Ranked by Households

Prepared by MPC Economic Development

Counties: Pearl River, MS

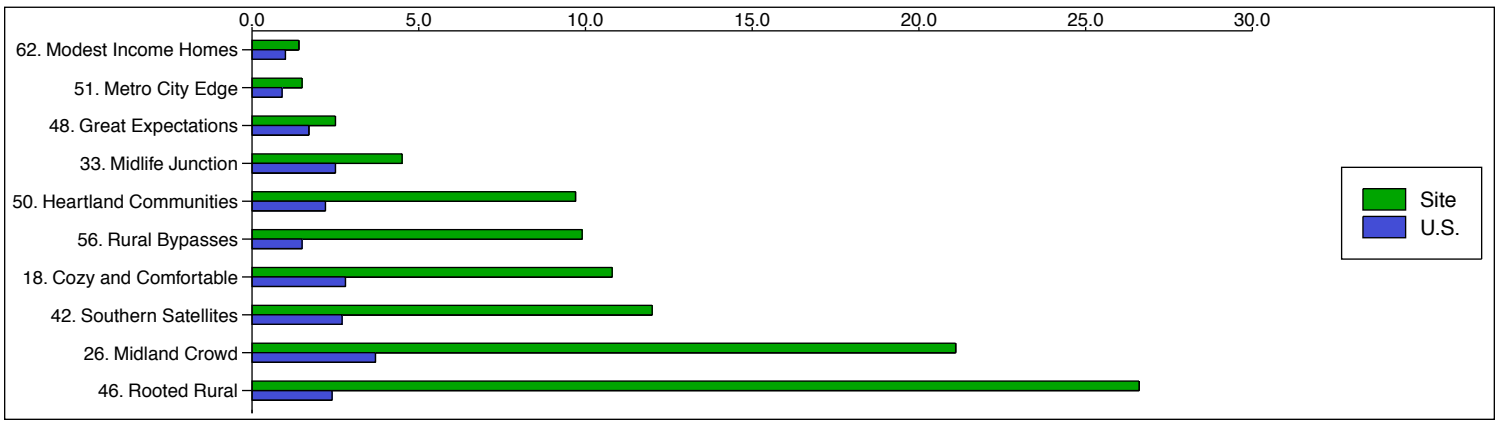
Top Twenty Tapestry Segments

Tapestry segment descriptions can be found at http://www.esri.com/library/whitepapers/pdfs/community-tapestry.pdf

		Households		U.S. Households		
Rank	Tapestry Segment	Percent	Cumulative Percent	Percent	Cumulative Percent	Index
1	46. Rooted Rural	26.6%	26.6%	2.4%	2.4%	1090
2	26. Midland Crowd	21.1%	47.7%	3.7%	6.1%	565
3	42. Southern Satellites	12.0%	59.7%	2.7%	8.8%	441
4	18. Cozy and Comfortable	10.8%	70.5%	2.8%	11.6%	380
5	56. Rural Bypasses	9.9%	80.4%	1.5%	13.1%	657
	Subtotal	**80.4%**		**13.1%**		
6	50. Heartland Communities	9.7%	90.1%	2.2%	15.3%	450
7	33. Midlife Junction	4.5%	94.6%	2.5%	17.8%	179
8	48. Great Expectations	2.5%	97.1%	1.7%	19.5%	141
9	51. Metro City Edge	1.5%	98.6%	0.9%	20.4%	155
10	62. Modest Income Homes	1.4%	100.0%	1.0%	21.4%	139
	Subtotal	**19.6%**		**8.3%**		
	Total	**100.0%**		**21.4%**		**463**

Top Ten Tapestry Segments

Site vs. U.S.

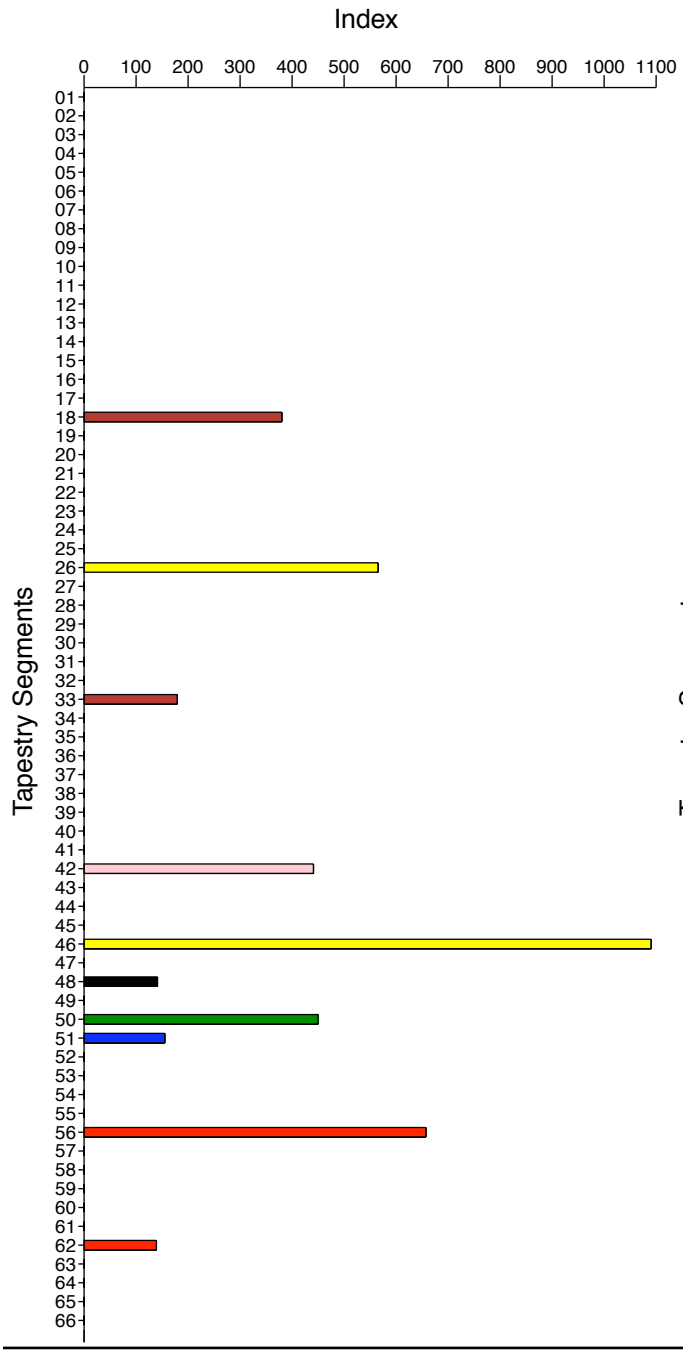


Percent of Households by Tapestry Segment

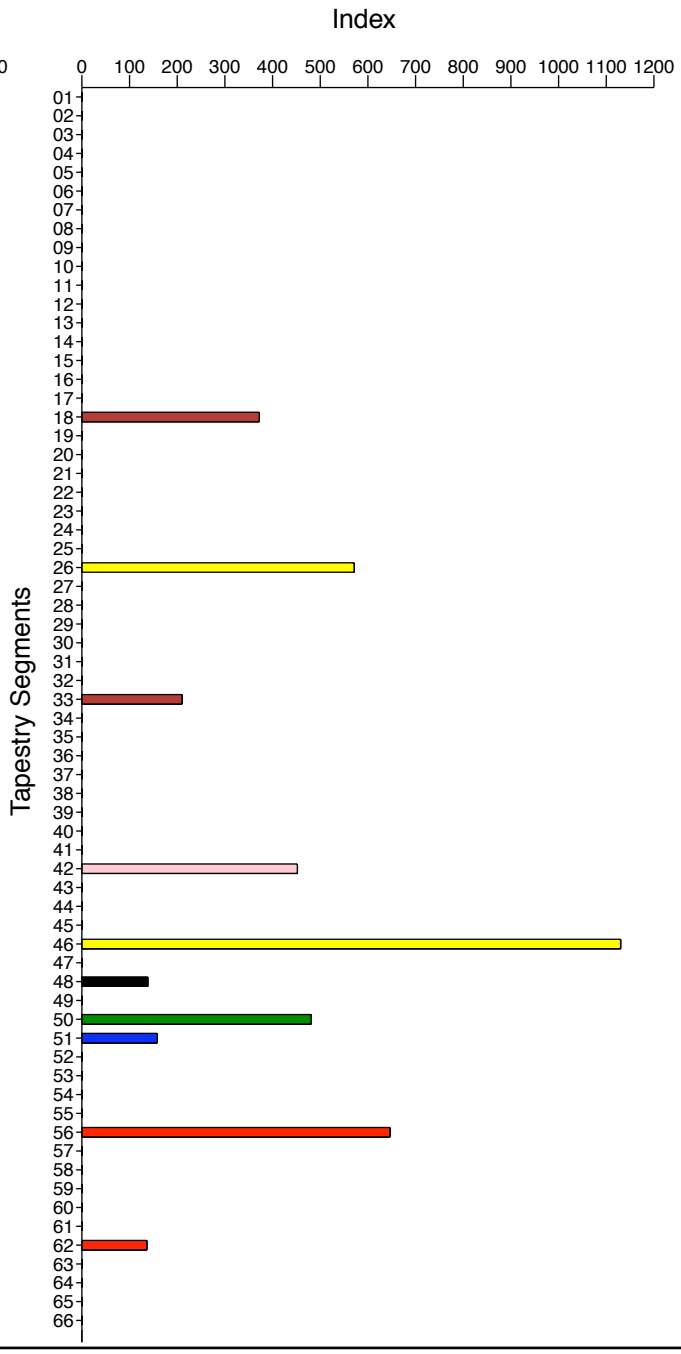
Source: ESRI

Counties: Pearl River, MS

Tapestry Indexes by Households



Tapestry Indexes by Population



Source: ESRI

Tapestry Segmentation Area Profile

LifeMode Groups

Prepared by MPC Economic Development

Counties: Pearl River, MS

Tapestry LifeMode Groups	2008 Households			2008 Population		
	Number	Percent	Index	Number	Percent	Index
Total	21,710	100.0%		56,537	100.0%	
L1. High Society	0	0.0%	0	0	0.0%	0
01 Top Rung	0	0.0%	0	0	0.0%	0
02 Suburban Splendor	0	0.0%	0	0	0.0%	0
03 Connoisseurs	0	0.0%	0	0	0.0%	0
04 Boomburbs	0	0.0%	0	0	0.0%	0
05 Wealthy Seaboard Suburbs	0	0.0%	0	0	0.0%	0
06 Sophisticated Squires	0	0.0%	0	0	0.0%	0
07 Exurbanites	0	0.0%	0	0	0.0%	0
L2. Upscale Avenues	2,345	10.8%	78	5,926	10.5%	76
09 Urban Chic	0	0.0%	0	0	0.0%	0
10 Pleasant-Ville	0	0.0%	0	0	0.0%	0
11 Pacific Heights	0	0.0%	0	0	0.0%	0
13 In Style	0	0.0%	0	0	0.0%	0
16 Enterprising Professionals	0	0.0%	0	0	0.0%	0
17 Green Acres	0	0.0%	0	0	0.0%	0
18 Cozy and Comfortable	2,345	10.8%	380	5,926	10.5%	372
L3. Metropolis	624	2.9%	55	1,705	3.0%	57
20 City Lights	0	0.0%	0	0	0.0%	0
22 Metropolitans	0	0.0%	0	0	0.0%	0
45 City Strivers	0	0.0%	0	0	0.0%	0
51 Metro City Edge	318	1.5%	155	921	1.6%	158
54 Urban Rows	0	0.0%	0	0	0.0%	0
62 Modest Income Homes	306	1.4%	139	784	1.4%	136
L4. Solo Acts	0	0.0%	0	0	0.0%	0
08 Laptops and Lattes	0	0.0%	0	0	0.0%	0
23 Trendsetters	0	0.0%	0	0	0.0%	0
27 Metro Renters	0	0.0%	0	0	0.0%	0
36 Old and Newcomers	0	0.0%	0	0	0.0%	0
39 Young and Restless	0	0.0%	0	0	0.0%	0
L5. Senior Styles	2,107	9.7%	78	5,249	9.3%	89
14 Prosperous Empty Nesters	0	0.0%	0	0	0.0%	0
15 Silver and Gold	0	0.0%	0	0	0.0%	0
29 Rustbelt Retirees	0	0.0%	0	0	0.0%	0
30 Retirement Communities	0	0.0%	0	0	0.0%	0
43 The Elders	0	0.0%	0	0	0.0%	0
49 Senior Sun Seekers	0	0.0%	0	0	0.0%	0
50 Heartland Communities	2,107	9.7%	450	5,249	9.3%	481
57 Simple Living	0	0.0%	0	0	0.0%	0
65 Social Security Set	0	0.0%	0	0	0.0%	0
L6. Scholars & Patriots	0	0.0%	0	0	0.0%	0
40 Military Proximity	0	0.0%	0	0	0.0%	0
55 College Towns	0	0.0%	0	0	0.0%	0
63 Dorms to Diplomas	0	0.0%	0	0	0.0%	0

Source: ESRI

Counties: Pearl River, MS

Tapestry LifeMode Groups	2008 Households			2008 Population		
	Number	Percent	Index	Number	Percent	Index
Total	21,710	100.0%		56,537	100.0%	
L7. High Hopes	534	2.5%	60	1,213	2.1%	56
28 Aspiring Young Families	0	0.0%	0	0	0.0%	0
48 Great Expectations	534	2.5%	141	1,213	2.1%	138
L8. Global Roots	0	0.0%	0	0	0.0%	0
35 International Marketplace	0	0.0%	0	0	0.0%	0
38 Industrious Urban Fringe	0	0.0%	0	0	0.0%	0
44 Urban Melting Pot	0	0.0%	0	0	0.0%	0
47 Las Casas	0	0.0%	0	0	0.0%	0
52 Inner City Tenants	0	0.0%	0	0	0.0%	0
58 NeWest Residents	0	0.0%	0	0	0.0%	0
60 City Dimensions	0	0.0%	0	0	0.0%	0
61 High Rise Renters	0	0.0%	0	0	0.0%	0
L9. Family Portrait	0	0.0%	0	0	0.0%	0
12 Up and Coming Families	0	0.0%	0	0	0.0%	0
19 Milk and Cookies	0	0.0%	0	0	0.0%	0
21 Urban Villages	0	0.0%	0	0	0.0%	0
59 Southwestern Families	0	0.0%	0	0	0.0%	0
64 City Commons	0	0.0%	0	0	0.0%	0
L10. Traditional Living	969	4.5%	51	2,618	4.6%	56
24 Main Street, USA	0	0.0%	0	0	0.0%	0
32 Rustbelt Traditions	0	0.0%	0	0	0.0%	0
33 Midlife Junction	969	4.5%	179	2,618	4.6%	210
34 Family Foundations	0	0.0%	0	0	0.0%	0
L11. Factories & Farms	4,770	22.0%	232	12,381	21.9%	235
25 Salt of the Earth	0	0.0%	0	0	0.0%	0
37 Prairie Living	0	0.0%	0	0	0.0%	0
42 Southern Satellites	2,612	12.0%	441	6,827	12.1%	452
53 Home Town	0	0.0%	0	0	0.0%	0
56 Rural Bypasses	2,158	9.9%	657	5,554	9.8%	646
L12. American Quilt	10,361	47.7%	513	27,445	48.5%	525
26 Midland Crowd	4,577	21.1%	565	12,376	21.9%	571
31 Rural Resort Dwellers	0	0.0%	0	0	0.0%	0
41 Crossroads	0	0.0%	0	0	0.0%	0
46 Rooted Rural	5,784	26.6%	1090	15,069	26.7%	1130
66 Unclassified	0	0.0%	0	0	0.0%	0

Data Note: This report identifies neighborhood segments in the area, and describes the socioeconomic quality of the immediate neighborhood. The Index is a comparison of the percent of households or population in the area, by Tapestry segment, to the percent of households or population in the United States, by segment. An index of 100 is the U.S. average. Tapestry segment descriptions can be found at http://www.esri.com/library/whitepapers/pdfs/community-tapestry.pdf

Source: ESRI

Counties: Pearl River, MS

Tapestry Urbanization Groups	2008 Households			2008 Population		
	Number	Percent	Index	Number	Percent	Index
Total	21,710	100.0%		56,537	100.0%	
U1. Principal Urban Centers I	0	0.0%	0	0	0.0%	0
08 Laptops and Lattes	0	0.0%	0	0	0.0%	0
11 Pacific Heights	0	0.0%	0	0	0.0%	0
20 City Lights	0	0.0%	0	0	0.0%	0
21 Urban Villages	0	0.0%	0	0	0.0%	0
23 Trendsetters	0	0.0%	0	0	0.0%	0
27 Metro Renters	0	0.0%	0	0	0.0%	0
35 International Marketplace	0	0.0%	0	0	0.0%	0
44 Urban Melting Pot	0	0.0%	0	0	0.0%	0
U2. Principal Urban Centers II	0	0.0%	0	0	0.0%	0
45 City Strivers	0	0.0%	0	0	0.0%	0
47 Las Casas	0	0.0%	0	0	0.0%	0
54 Urban Rows	0	0.0%	0	0	0.0%	0
58 NeWest Residents	0	0.0%	0	0	0.0%	0
61 High Rise Renters	0	0.0%	0	0	0.0%	0
64 City Commons	0	0.0%	0	0	0.0%	0
65 Social Security Set	0	0.0%	0	0	0.0%	0
U3. Metro Cities I	0	0.0%	0	0	0.0%	0
01 Top Rung	0	0.0%	0	0	0.0%	0
03 Connoisseurs	0	0.0%	0	0	0.0%	0
05 Wealthy Seaboard Suburbs	0	0.0%	0	0	0.0%	0
09 Urban Chic	0	0.0%	0	0	0.0%	0
10 Pleasant-Ville	0	0.0%	0	0	0.0%	0
16 Enterprising Professionals	0	0.0%	0	0	0.0%	0
19 Milk and Cookies	0	0.0%	0	0	0.0%	0
22 Metropolitans	0	0.0%	0	0	0.0%	0
U4. Metro Cities II	0	0.0%	0	0	0.0%	0
28 Aspiring Young Families	0	0.0%	0	0	0.0%	0
30 Retirement Communities	0	0.0%	0	0	0.0%	0
34 Family Foundations	0	0.0%	0	0	0.0%	0
36 Old and Newcomers	0	0.0%	0	0	0.0%	0
39 Young and Restless	0	0.0%	0	0	0.0%	0
52 Inner City Tenants	0	0.0%	0	0	0.0%	0
60 City Dimensions	0	0.0%	0	0	0.0%	0
63 Dorms to Diplomas	0	0.0%	0	0	0.0%	0
U5. Urban Outskirts I	534	2.5%	22	1,213	2.1%	19
04 Boomburbs	0	0.0%	0	0	0.0%	0
24 Main Street, USA	0	0.0%	0	0	0.0%	0
32 Rustbelt Traditions	0	0.0%	0	0	0.0%	0
38 Industrious Urban Fringe	0	0.0%	0	0	0.0%	0
48 Great Expectations	534	2.5%	141	1,213	2.1%	138

Source: ESRI

Tapestry Segmentation Area Profile

Urbanization Groups

Prepared by MPC Economic Development

Counties: Pearl River, MS

Tapestry Urbanization Groups	2008 Households			2008 Population		
	Number	Percent	Index	Number	Percent	Index
Total	21,710	100.0%		56,537	100.0%	
U6. Urban Outskirts II	624	2.9%	56	1,705	3.0%	57
51 Metro City Edge	318	1.5%	155	921	1.6%	158
55 College Towns	0	0.0%	0	0	0.0%	0
57 Simple Living	0	0.0%	0	0	0.0%	0
59 Southwestern Families	0	0.0%	0	0	0.0%	0
62 Modest Income Homes	306	1.4%	139	784	1.4%	136
U7. Suburban Periphery I	0	0.0%	0	0	0.0%	0
02 Suburban Splendor	0	0.0%	0	0	0.0%	0
06 Sophisticated Squires	0	0.0%	0	0	0.0%	0
07 Exurbanites	0	0.0%	0	0	0.0%	0
12 Up and Coming Families	0	0.0%	0	0	0.0%	0
13 In Style	0	0.0%	0	0	0.0%	0
14 Prosperous Empty Nesters	0	0.0%	0	0	0.0%	0
15 Silver and Gold	0	0.0%	0	0	0.0%	0
U8. Suburban Periphery II	3,314	15.3%	157	8,544	15.1%	166
18 Cozy and Comfortable	2,345	10.8%	380	5,926	10.5%	372
29 Rustbelt Retirees	0	0.0%	0	0	0.0%	0
33 Midlife Junction	969	4.5%	179	2,618	4.6%	210
40 Military Proximity	0	0.0%	0	0	0.0%	0
43 The Elders	0	0.0%	0	0	0.0%	0
53 Home Town	0	0.0%	0	0	0.0%	0
U9. Small Towns	2,107	9.7%	199	5,249	9.3%	205
41 Crossroads	0	0.0%	0	0	0.0%	0
49 Senior Sun Seekers	0	0.0%	0	0	0.0%	0
50 Heartland Communities	2,107	9.7%	450	5,249	9.3%	481
U10. Rural I	4,577	21.1%	186	12,376	21.9%	193
17 Green Acres	0	0.0%	0	0	0.0%	0
25 Salt of the Earth	0	0.0%	0	0	0.0%	0
26 Midland Crowd	4,577	21.1%	565	12,376	21.9%	571
31 Rural Resort Dwellers	0	0.0%	0	0	0.0%	0
U11. Rural II	10,554	48.6%	632	27,450	48.6%	642
37 Prairie Living	0	0.0%	0	0	0.0%	0
42 Southern Satellites	2,612	12.0%	441	6,827	12.1%	452
46 Rooted Rural	5,784	26.6%	1090	15,069	26.7%	1130
56 Rural Bypasses	2,158	9.9%	657	5,554	9.8%	646
66 Unclassified	0	0.0%	0	0	0.0%	0

Data Note: This report identifies neighborhood segments in the area, and describes the settlement density of the immediate neighborhood. The Index is a comparison of the percent of households or population in the area, by Tapestry segment, to the percent of households or population in the United States, by segment. An index of 100 is the U.S. average.

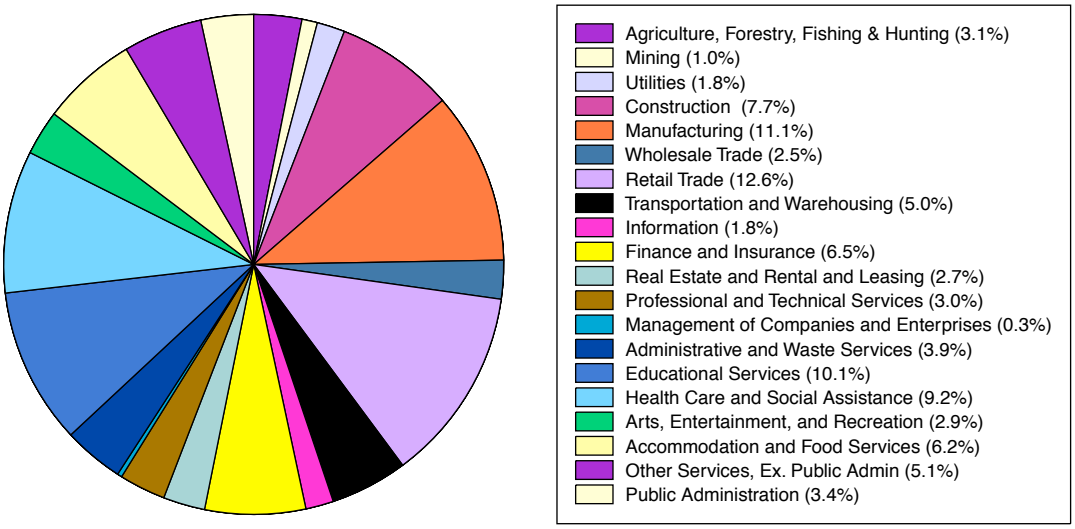
Source: ESRI

Workforce Profile

Prepared by MPC Economic Development

Counties: Pearl River, MS

2007 Industry Employment	Number
Total Industry Employment	21,100



2006 Wage (*See Data Note)	Amount	Percent of US
Industry Average Weekly Wage	$519	.63%
Industry Average Annual Pay	$26,967	

2004 Poverty (*See Data Note)	Number	Percent
Poverty Estimate(All Ages)	9,941	19%
Poverty Estimate(Under 18)	3,797	29.3%

2005 - 2006 Education: PK-12 (*See Data Note)	Number
Total School Enrollment	8,824
School Enrollment Grades 9-12	2,401
High School Completion	442

Data Note: *Geometric retrieval, block group, census tract, and county reports show county level poverty, wage, education and insurance data. State reports show state level poverty, wage, education and insurance data.

Source: Workforce Strategies, Inc., US Bureau of Labor Statistics, US Census Bureau, US Department of Education, O*NET® data 11.0.

Workforce Profile

Prepared by MPC Economic Development

Counties: Pearl River, MS

2007 Occupation Employment	Number
Unclassified Occupation Employment	277

2007 Employment in 22 Major Occupation Categories	Number	Percent	Workforce Occupation Index™
Management occupations	1,123	5.4%	95
Business and financial operations occupations	762	3.7%	88
Computer and mathematical science occupations	266	1.3%	53
Architecture and engineering occupations	242	1.2%	67
Life, physical, and social science occupations	110	0.5%	76
Community and social services occupations	278	1.3%	124
Legal occupations	97	0.5%	73
Education, training, and library occupations	1,544	7.4%	157
Arts, design, entertainment, sports, and media occupations	362	1.7%	71
Healthcare practitioners and technical occupations	887	4.3%	91
Healthcare support occupations	398	1.9%	89
Protective service occupations	236	1.1%	98
Food preparation and serving related occupations	1,306	6.3%	94
Building and grounds cleaning and maintenance occupations	736	3.5%	100
Personal care and service occupations	520	2.5%	97
Sales and related occupations	2,219	10.7%	98
Office and administrative support occupations	3,623	17.4%	96
Farming, fishing, and forestry occupations	416	2.0%	100
Construction and extraction occupations	1,267	6.1%	119
Installation, maintenance, and repair occupations	984	4.7%	112
Production occupations	1,658	8.0%	95
Transportation and material moving occupations	1,788	8.6%	124

2007 Employment in Top 10 High-Tech Occupations	Number	Percent	Workforce Occupation Index™
Computer support specialists	58	0.3%	67
Computer systems analysts	45	0.2%	60
Computer programmers	36	0.2%	52
Network and computer systems administrators	33	0.2%	70
Computer and information systems managers	30	0.1%	67
Mechanical engineers	28	0.1%	76
Computer software engineers, applications	26	0.1%	32
Civil engineers	25	0.1%	83
Industrial engineers	21	0.1%	69
Engineering managers	20	0.1%	66

2007 Workforce Preparation Indicator™	Number	Percent	Workforce Preparation Index™
Unclassified Skill Employment	1,048		
Workforce Preparation	8,883	44.3%	98

Data Note: The Workforce Preparation Index™ (WFPI) and Workforce Occupation Index™ (WOI) indicate concentration relative to a national average of 100. Occupation and skill estimates are based on the national industry average. Occupation employment is calculated based on the Total Industry Employment minus the Unclassified Occupation Employment. Both Skill and Workforce Preparation estimates are based on the Total Industry Employment minus the Unclassified Skill Employment.

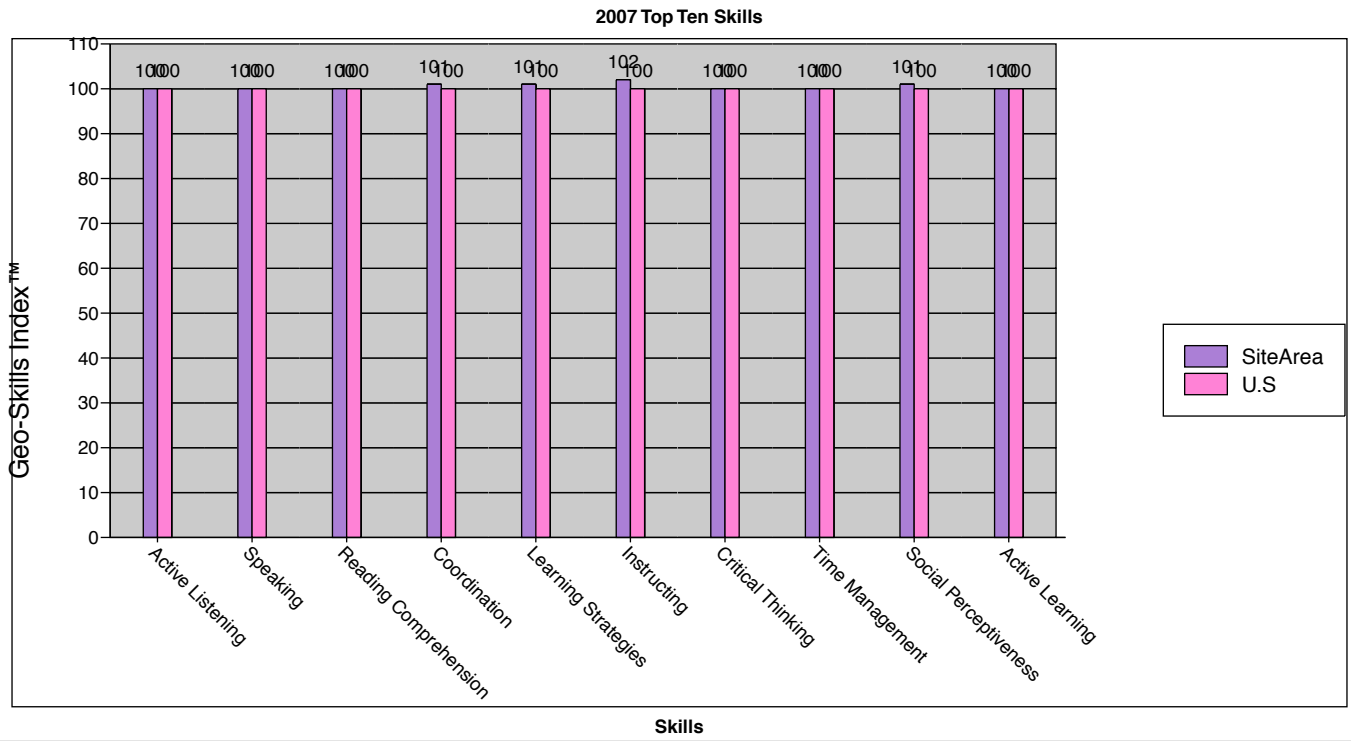
Source: Workforce Strategies, Inc., US Bureau of Labor Statistics, US Census Bureau, US Department of Education, O*NET® data 11.0.

Workforce Profile

Prepared by MPC Economic Development

Counties: Pearl River, MS

2007 Geo-Skills Indicator™	Number	Percent	Geo-Skills Index™
Unclassified Skill Employment	1,048		
Top Ten Skills			
Active Listening	19,015	94.8%	100
Speaking	18,135	90.4%	100
Reading Comprehension	17,097	85.3%	100
Coordination	15,416	76.9%	101
Learning Strategies	15,258	76.1%	101
Instructing	14,896	74.3%	102
Critical Thinking	14,775	73.7%	100
Time Management	14,706	73.3%	100
Social Perceptiveness	14,127	70.5%	101
Active Learning	13,754	68.6%	100



Data Note: The Geo-Skills Index™ (GSI) and Workforce Occupation Index™ (WOI) indicate concentration relative to a national average of 100. Industry employment is based on the NAICS. Industry employment is based on the NAICS. Occupation and skill estimates are based on the national industry average. Both Skill and Workforce Preparation estimates are based on the Total Industry Employment minus the Unclassified Skill Employment.

Source: Workforce Strategies, Inc., US Bureau of Labor Statistics, US Census Bureau, US Department of Education, O*NET® data 11.0.

Housing Profile

Prepared by MPC Economic Development

Counties: Pearl River, MS

2000 Total Population	48,621	2000 Median HH Income	$31,006
2008 Total Population	56,537	2008 Median HH Income	$35,314
2013 Total Population	62,642	2013 Median HH Income	$38,262
2008 - 2013 Annual Rate	2.07%	2008 - 2013 Annual Rate	1.62%

Housing Units by Occupancy Status and Tenure

	Census 2000		2008		2013	
	Number	Percent	Number	Percent	Number	Percent
Total Housing Units	20,610	100.0%	24,550	100.0%	27,341	100.0%
Occupied	18,078	87.7%	21,710	88.4%	24,299	88.9%
Owner	14,431	70.0%	17,365	70.7%	19,244	70.4%
Renter	3,647	17.7%	4,345	17.7%	5,055	18.5%
Vacant	2,532	12.3%	2,840	11.6%	3,042	11.1%

Owner Occupied Housing Units by Value

	Census 2000		2008		2013	
	Number	Percent	Number	Percent	Number	Percent
Total	14,426	100.0%	17,365	100.0%	19,244	100.0%
< $10,000	423	2.9%	334	1.9%	369	1.9%
$10,000 - $14,999	458	3.2%	175	1.0%	175	0.9%
$15,000 - $19,999	379	2.6%	363	2.1%	352	1.8%
$20,000 - $24,999	458	3.2%	411	2.4%	449	2.3%
$25,000 - $29,999	561	3.9%	304	1.8%	307	1.6%
$30,000 - $34,999	550	3.8%	336	1.9%	363	1.9%
$35,000 - $39,999	658	4.6%	376	2.2%	366	1.9%
$40,000 - $49,999	1,169	8.1%	974	5.6%	1,055	5.5%
$50,000 - $59,999	1,361	9.4%	1,016	5.9%	989	5.1%
$60,000 - $69,999	1,176	8.2%	1,001	5.8%	1,137	5.9%
$70,000 - $79,999	1,108	7.7%	950	5.5%	949	4.9%
$80,000 - $89,999	1,210	8.4%	1,214	7.0%	1,362	7.1%
$90,000 - $99,999	764	5.3%	1,005	5.8%	1,021	5.3%
$100,000 - $124,999	1,363	9.4%	2,224	12.8%	2,505	13.0%
$125,000 - $149,999	1,069	7.4%	1,896	10.9%	2,094	10.9%
$150,000 - $174,999	593	4.1%	1,093	6.3%	1,364	7.1%
$175,000 - $199,999	323	2.2%	796	4.6%	899	4.7%
$200,000 - $249,999	284	2.0%	1,374	7.9%	1,601	8.3%
$250,000 - $299,999	206	1.4%	546	3.1%	661	3.4%
$300,000 - $399,999	154	1.1%	460	2.6%	541	2.8%
$400,000 - $499,999	57	0.4%	222	1.3%	317	1.6%
$500,000 - $749,999	65	0.5%	160	0.9%	199	1.0%
$750,000 - $999,999	7	0.0%	57	0.3%	76	0.4%
$1,000,000+	30	0.2%	78	0.4%	93	0.5%
Median Value	$70,181		$102,512		$107,265	
Average Value	$89,199		$132,039		$137,968	

Data Note: Detail may not sum to totals due to rounding.

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing. ESRI forecasts for 2008 and 2013.

Counties: Pearl River, MS

Census 2000 Vacant Housing Units by Status

	Number	Percent
Total	2,532	100.0%
For Rent	473	18.7%
For Sale Only	254	10.0%
Rented/Sold, Unoccupied	227	9.0%
Seasonal/Recreational/Occasional Use	835	33.0%
For Migrant Workers	3	0.1%
Other Vacant	740	29.2%

Census 2000 Occupied Housing Units by Age of Householder and Home Ownership

	Occupied Units	Owner Occupied Units	
		Number	% of Occupied
Total	18,078	14,431	79.8%
15 - 24	927	436	47.0%
25 - 34	2,737	1,755	64.1%
35 - 44	3,788	2,944	77.7%
45 - 54	3,643	3,072	84.3%
55 - 64	2,950	2,632	89.2%
65 - 74	2,403	2,174	90.5%
75 - 84	1,310	1,152	87.9%
85+	320	266	83.1%

Census 2000 Occupied Housing Units by Race/Ethnicity of Householder and Home Ownership

	Occupied Units	Owner Occupied Units	
		Number	% of Occupied
Total	18,078	14,431	79.8%
White Alone	15,730	12,909	82.1%
Black Alone	2,006	1,282	63.9%
American Indian Alone	81	52	64.2%
Asian Alone	35	24	68.6%
Pacific Islander Alone	5	3	60.0%
Some Other Race Alone	50	35	70.0%
Two or More Races	171	126	73.7%
Hispanic Origin	199	139	69.8%

Census 2000 Housing Units by Units in Structure and Occupancy

	Housing Units		Occupied Units	
	Number	Percent	Number	Percent
Total	20,610	100.0%	18,078	100.0%
1, Detached	14,215	69.0%	12,747	70.5%
1, Attached	197	1.0%	184	1.0%
2	436	2.1%	380	2.1%
3 to 4	267	1.3%	225	1.2%
5 to 9	298	1.4%	203	1.1%
10 to 19	54	0.3%	49	0.3%
20 to 49	58	0.3%	55	0.3%
50 or More	58	0.3%	58	0.3%
Mobile Home	4,902	23.8%	4,137	22.9%
Other	125	0.6%	40	0.2%

Data Note: Persons of Hispanic Origin may be of any race.

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

Counties: Pearl River, MS

Census 2000 Specified Owner Occupied Housing Units by Selected Monthly Owner Cost

	Number	Percent
Total	9,050	100.0%
With Mortgage	5,630	62.2%
<$200	30	0.3%
$200 - $299	209	2.3%
$300 - $399	325	3.6%
$400 - $499	596	6.6%
$500 - $599	874	9.7%
$600 - $699	802	8.9%
$700 - $799	618	6.8%
$800 - $899	550	6.1%
$900 - $999	422	4.7%
$1000 - $1249	651	7.2%
$1250 - $1499	295	3.3%
$1500 - $1999	170	1.9%
$2000 - $2499	48	0.5%
$2500 - $2999	25	0.3%
$3000+	15	0.2%
With No Mortgage	3,420	37.8%
Median Monthly Owner Costs for Units with Mortgage	$697	
Average Monthly Owner Costs for Units with Mortgage	$782	

Census 2000 Specified Renter Occupied Housing Units by Contract Rent

	Number	Percent
Total	3,529	100.0%
Paying Cash Rent	2,917	82.7%
< $100	215	6.1%
$100 - $149	121	3.4%
$150 - $199	123	3.5%
$200 - $249	386	10.9%
$250 - $299	428	12.1%
$300 - $349	555	15.7%
$350 - $399	446	12.6%
$400 - $449	303	8.6%
$450 - $499	76	2.2%
$500 - $549	135	3.8%
$550 - $599	52	1.5%
$600 - $649	22	0.6%
$650 - $699	27	0.8%
$700 - $749	2	0.1%
$750 - $799	20	0.6%
$800 - $899	0	0.0%
$900 - $999	0	0.0%
$1000 - $1249	6	0.2%
$1250 - $1499	0	0.0%
$1500 - $1999	0	0.0%
$2000+	0	0.0%
No Cash Rent	612	17.3%
Median Rent	$317	
Average Rent	$302	
Average Gross Rent (with Utilities)	$419	

Data Note: Specified Owner Occupied Housing Units exclude houses on 10+ acres, mobile homes, units in multiunit buildings, and houses with a business or medical office. Specified Renter Occupied Housing Units exclude houses on 10+ acres. Average Contract Rent and Average Gross Rent exclude units paying no cash rent.

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

TABLE 1
PEARL RIVER COUNTY
USE A SEPARATE SHEET FOR METRO & COUNTY
DEMOGRAPHIC CHARACTERISTICS

Population	1990	2000	Five Year Projection				
			2006	2011		2008	2013
Population by Age Group							
Under - 17		13,106	13,102	10,845		13,781	13,885
18 - 34		10,573	12,150	10,654		13,432	13,761
35 - 54		13,839	14,558	13,510		15,245	15,414
55 - 74		8,616	10,222	11,599		11,383	12,774
75 - Older		2,487	2,933	3,625		3,400	3,935
TOTAL		48,621	52,965	50,233		57,241	59,769
% Distribution by Age Group							
Under - 17		26.96%	24.74%	21.59%		24.07%	23.23%
18 - 34		21.75%	22.94%	21.21%		23.47%	23.02%
35 - 54		28.46%	27.49%	26.89%		26.64%	25.79%
55 - 74		17.72%	19.30%	23.09%		19.88%	21.37%
75 - Older		5.12%	5.54%	7.22%		5.94%	6.58%
Median Age		35.9	36.8	37.7		36.90	37.98
Households							
Number	13,778	18,100	20,111	16,347		21,932	23,255
Median Household Income	20,133	31,453	37,017	41,450		36,145	39,726
Household Income Distribution							
Under - $35,000	10,021	9,987	9,609	5,919		10,689	10,431
$35,001 - $50,000	2,106	3,056	3,323	2,678		3,633	3,798
$50,001 - $75,000	1,139	3,095	3,715	3,396		3,996	4,249
$75,001 - Above	512	1,962	3,464	4,354		3,614	4,777
			2001	2002	2003	2004	2005
Net Migration Last Five Years Available			644	614	355	705	624

Workforce Education Attainment (25 - 64 Years of Age)	Percentage %
Under - 12 Years	25.4
12 Years Only	31.2
Some College	22.2
Associate Degrees	7.4
Subtotal	86.2
College Graduates	
16 Years - More	4.9
16 Years Only	8.9
Total	100

TABLE 2
PEARL RIVER COUNTY
USE A SEPARATE SHEET FOR METRO & COUNTY
LABOR FORCE CHARACTERISTICS

Civilian Labor Force	2006	2005	2004	2003	2002	
Unemployment Rate (for month & year use most recent information available and seasonally adjusted annual average	6.6	9.4	5.5	5.3	5.4	

Non-Agricultural Employment Reported by Place of Work	Total Number Employed				% of Total Employed Persons			
	2005	2000	1990	5 Year Projectio	2005	2000	1990	5 Year Projectio
Mining	50	20	50		0.5%	0.2%	0.7%	
Construction	470	480	110		4.7%	4.8%	1.5%	
Manufacturing	710	840	1280		7.0%	8.4%	17.7%	
Transportation & Public Utilities	280	280	320		2.8%	2.8%	4.4%	
Wholesale and Retail Trade	2290	3370	1840		22.7%	33.8%	25.5%	
Finance, Insurance & Real Estate	450	360	230		4.5%	3.6%	3.2%	
Service & Miscellanous	2890	1900	1310		28.7%	19.1%	18.1%	
Government	2940	2,720	2080		29.2%	27.3%	28.8%	
Total	10080	9970	7220		100.0%	100.0%	100.0%	

Resident Employment Reported by Group Occupation	Latest Available Year	1990
Executive		
Professional		
Technician		
Sales		
Administrative/Clerical		
Service		
Farming & Forestry		
Precision Production		
Machine Operators		
Transportation & Public Utilities		
Laborers/Handlers		
Private Household		
Protected Service		

Employed Residents Working in 2000	Number (#)	Percent (%)
Outside the County of Residence	9096	

Commute Times	Number (#)	Percent (%)
Less than 15 Minutes	5,639.2	27.0%
15 - 29 Minutes	5,639.2	27.0%
Over 30 Minutes	9,106.3	43.6%
Work at Home	501.3	2.4%
Median	24.0	

Labor Participation Rate	Percentage (%)
Male	65.3
Female	48.29
Total	

Education & Labor Force	Enrollment	Graduates
High School (Public/Private)	2584	410
High School Students Enrolling in College	N/A	
Community College (Full-Time)	3947	455
4 Year University (Full-Time)	0	0

Military Presence	Civilian Employment	Military Personnel	Annual # of Military Personnel	# of Military Dependents

No Military Bases Present in County

TABLE 3
PEARL RIVER COUNTY
USE A SEPARATE SHEET FOR METRO & COUNTY

LEADING EMPLOYERS
BY
ALL SECTORS & INDIVIDUAL SECTORS

PROVIDE SEPARATE TABLES FOR EACH:
25 FOR AREAS OVER 1 MILLION
20 FOR AREAS 500,000 - 999,999
15 FOR AREAS 100,000 - 499,000
10 FOR AREAS LESS THAN 10,000

Sector	Company	Location		Product/Service	Function1	SIC Code	Employment	Union Affiliati	% of # of Union
		City	County						
All Sectors									
Manufacturing									
	Huey Stockstill, Inc. / Ready Mix Division	Picayune	Pearl River	Masonry mix (made, bagged and sold) fast setting stucco, anchor cement, etc.	Manufacturing	32	120		
	Movie Star, Inc.	Poplarville	Pearl River	Ladies Lingerie (sleepwear)	Manufacturing	23	115		
	Heritage Plastics, Inc.	Picayune	Pearl River	Custom compounding of plastic	Manufacturing	30	110		
	Valspar Refinish, Inc.	Picayune	Pearl River	Automotive coatings	Manufacturing	28	90		
	Avon Engineered Fabrications (Bell Avon)	Picayune	Pearl River	Skirting for Hovercraft air cushion vehicles, rubber	Manufacturing	30	80		
	Chevron Texaco Airport Facility	Picayune	Pearl River	Other aeronautical services on complete aircraft-Civilian	Manufacturing	37	73		
	American Crescent Elevator Manufacturing	Picayune	Pearl River	Electric freight elevators	Manufacturing	35	50		
	Best Equipment Technologies, Inc.	Poplarville	Pearl River	Portable dredges	Manufacturing	35	47		
	M & M Industries, Inc.	McNeilll	Pearl River	Vacuum cleaner bags, Industrial safety belts	Manufacturing	36, 38	40		
	Baker Maid Products, Inc.	Poplarville	Pearl River	Fruit Cakes, Cookies	Manufacturing	20	35		
Distribution									
FIRE									
Back Offices Across all Sector									

You may want to include hospitals, county, city, telephone company, school, city, government, county government, large hospital & largest university.
1 Headquarters, regional office, back office, distribution center, branch manufacturing plant, branch assembly plant and R & D center
2 Two digit SIC Code

TABLE 4
PEARL RIVER COUNTY
USE A SEPARATE SHEET FOR METRO & COUNTY
COMPANIES NEW TO THE AREA WITHIN THE LAST THREE YEARS
COMPANIES THAT HAVE EXPANDED IN THE AREA WITHIN THE LAST TWO YEARS
PROVIDE SEPARATE TABLES FOR EACH:
50 OR MORE EMPLOYEES FOR AREAS LESS THAN 1 MILLION
100 OR MORE EMPLOYEES FOR AREAS OVER 1 MILLION
LIST ALL WITH 50 OR MORE EMPLOYEES

Type & Year	Company	Location		Product/Service	Function1	SIC Code2	Year Established	Employment	Union Affiliation
		City	County						
New to the Area 2006	Farmer Fresh Produce	Picayune	Pearl River	Fresh Fruits & Vegetables - Wholesale	Wholesale Trade	51	2006	55	
	St. Tammany Box Co.	Picayune	Pearl River	Corrugated & Solid Fiber Boxes	Manufacturing	26	2006	6	
2005									
2004	Huey Stockstill, Inc. / Ready Mix Division	Poplarville	Pearl River	Cement, Hydraulic: Masonry Cement / Ready-Mixed Concrete	Manufacturing	32	2004	7	
	Pearl River County Criminal Justice Complex	Millard	Pearl River	Correctional Institutions	Public Administration	92	2004	20	
	Pearl River County Health Department	Poplarville	Pearl River	Offices & Clinics of Doctors	Health Services	80	2004	0	
Expansions/New Facilities									
2006	American Cresent Elevator Manufacturing	Picayune	Pearl River	Elevators: Electric (Freight)	Manufacturing	35	2006	10	
	Avon Engineered Fabrications	Picayune	Pearl River	Fabricated Industrial Rubber Products	Manufacturing	30	2006	15	
	Cuevas Machine Co., Inc.	Poplarville	Pearl River	Precision Machine Work / Industrial & Commercial Machinery	Manufacturing	35	2006	10	
	Huey Stockstill, Inc. / Ready-Mix Division	Picayune	Pearl River	Cement, Hydraulic: Masonry Cement / Ready-Mixed Concrete	Manufacturing	32	2006	5	
	M&M Printing, LLC	Picayune	Pearl River	Commercial Printing, Lithographic / Typesetting	Manufacturing	27	2006	0	
	Paul's Pastry Shop	Picayune	Pearl River	Natural Cheese, Except Cottage Cheese / Fruit Cakes, Holiday Type, Except Frozen / Bread, Cake & Related Products	Manufacturing	20	2006	35	
	Picayune Municipal Airport	Picayune	Pearl River	Airports	Transportation Services	45	2006	0	
	Poplarville/Pearl Rvier County Airport	Poplarville	Pearl River	Airports	Transportation Services	45	2006	0	

	Rheogistics, LLC	Picayune	Pearl River	Paraffin Wax	Manufacturing	29	2006	8	
	Robicheaux's Specialty Candy, Inc.	Poplarville	Pearl River	Candy & Other Confectionery Products	Manufacturing	20	2006	0	
2005	Avon Engineered Fabrications	Picayune	Pearl River	Fabricated Industrial Rubber Products	Manufacturing	30	2005	13	
	Cuevas Machine Co., Inc.	Poplarville	Pearl River	Precision Machine Work / Industrial & Commercial Machinery	Manufacturing	35	2005	15	
	L&C Enterprise/ C&L Manufacturing	Poplarville	Pearl River	Automobile Body Cleaners & Polishers / Service Industry Machines & Parts	Manufacturing	28 / 35	2005	2	
	M&M Printing, LLC	McNeill	Pearl River	Personal Industrial Safety Devices / Household Vacuum Cleaners, Including Parts & Attachments	Manufacturing	38 / 36	2005	0	
	Picayune Municipal Airport	Picayune	Pearl River	Airports, Flying Fields, & Airport Terminal Services	Transportation Services	45	2005	0	
	Rheogistics, LLC	Picayune	Pearl River	Paraffin Wax	Manufacturing	29	2005	8	
	Robicheaux's Specialty Candy, Inc.	Poplarville	Pearl River	Candy & Other Confectionery Products	Manufacturing	20	2005	0	
Downsizing/Closing/ Layoff									
Last Year									
Two Years Ago									

1 Headquarters, regional office, back office, distribution center, branch manufacturing plant, branch assembly plant, R & D Center
2 Two Digit SIC Code

TABLE 5
PEARL RIVER COUNTY
USE A SEPARATE SHEET FOR METRO & COUNT

MILITARY BASE & INSTALLATIONS

Base/Installation	Branch of Service	Description of Operations	Location City	County	Total Number	Annual Payroll of Workers	Average # of Retiring/Separating Military Personnel Per Year1 Occupation Category	#	Status: Closing or Expanding
Keesler Air Force Base	Air Force	Home to the 81st Training Wing, 81st Medical Group and 403rd Wing	Biloxi	Harrison	16,913	$510,000,000			
U.S. Army Corps of Engineers	Army		Vicksburg	Warren	1,652	$97,400,000			
U.S. Navy/Coast Guard	Navy		Pascagoula	Jackson	1,550	$68,400,000			
Stennis Space Center				Hancock	1,857	$128,000,000			
Naval Air Station	Navy		Meridian	Lauderdale	3,853	$140,200,000			
Naval Construction Battalion Center	Navy	Houses Naval Construction Training Center; 20 Seabee Readiness Group; Naval Construction Battallions 1, 7, 74 and 133; and the Marine Inspector-Instructor.	Gulfport	Harrison	4,551	$117,200,000			
Columbus Air Force Base	Air Force		Columbus	Lowndes	3,111	$117,400,000			
National Guard Installations:									
Camp McCain	National Guard		Grenada	Grenada	373	$6,700,000			
Camp Shelby	National Guard	Training ground for the Abrams M1 Tank and Paladin Howitzers and home to the 3rd Brigade, 87th Division Training Support	Hattiesburg	Forrest	2,675	$90,700,000			
Trent Lott Training Complex	National Guard				1,343	$21,500,000			
186 Air Refueling Wing	National Guard		Meridian	Lauderdale	1,101	$41,300,000			
172 Airlift Wing	National Guard		Jackson	Rankin	1,218	$32,400,000			
Total					40,197	$1,371,200,000			

TABLE 6
PEARL RIVER COUNTY
USE A SEPARATE SHEET FOR METRO & COUNTY

RESEARCH BASE
TOP 50 BASED ON R & D PERSONNEL: PLACES THAT CALL THEMSELVES R & D CENTERS

Name of Center	Location		Affiliation (e.g. Corporate, Non-Profit, University, Government, etc.)		Research Specialty	Annual Funding (If Available)	Employment	
	City	County					R & D Personnel	Total Employees
Stennis Space Center	Bay St. Louis	Hancock	Government		Rocket Propulsion Testing	$158,000,000	N/A	244
U.S. Naval Research Center	Gulfport	Harrison	Government	Stennis Space Center	Naval/Marine Oceanography	N/A	N/A	N/A
Environmental Assurance Program	Gulfport	Harrison	Government	Stennis Space Center	Resource Management	N/A	N/A	N/A
ProMatura Group	Bay St. Louis	Hancock	Government	Stennis Space Center	Human Factors Research	N/A	N/A	N/A
Advanced Microelectronics Division	Bay St. Louis	Hancock	Government	Stennis Space Center	Integrated Circuits and Software	N/A	N/A	N/A
Mississippi Laboratory	Pascagoula	Jackson	Government	Southeast Fisheries Science Center	Oceanic Resource Surveys	$3,500,000	N/A	38
U.S. Small Fruits Research Station	Poplarville	Pearl River	Government	USDA	Improved practices for small fruit	$1,100,000	N/A	15
Southern Institute of Forest Genetics	Saucier	Harrison	Government	USDA	Applied forest heredity	$1,800,000	N/A	11
Univeristy of Southern Mississippi	Hattiesburg	Forrest	University		Scientific Inquiry	$4,000,000 Federal	N/A	39
Cooperative Research and Development Agreement	Hattiesburg	Forrest	Gov./Univ.	University of Southern Mississippi	Open Source Software	N/A	N/A	N/A
Mississippi/Alabama Sea Grant Consortium	Ocean Springs	Jackson	Government	NOAA	Coastal Resource Conservation	$2,000,000	N/A	N/A
Gulf Coast Research Laboratory	Ocean Springs	Jackson	Government	University of Southern Mississippi	Coastal Education, Development, and Growth	$1,000,000	N/A	N/A
Hercules Industries	Hattiesburg	Forrest	Corporate		Papermaking chemicals, tall oil distillation, and specialty chemicals	N/A	N/A	200
Howard Industries	Laurel	Jones	Corporate		Transformers, Lighting, Electronics, etc. improvement	N/A	N/A	500

TABLE 7
PEARL RIVER COUNTY
USE A SEPARATE SHEET FOR METRO & COUNTY

HIGHER EDUCATION RESOURCES: FOUR YEAR INSTITUTIONS

Enrollment				Total Annual Graduates			
Name of Institution	Location		Enrollment	Program (Read comment for major included)	Under Graduate	Graduate	Total
	City	County					
University of Southern Mississippi	Hattiesburg	Forrest	15,050	Arts and Letters	470	126	596
				Business	466	57	523
				Education & Psychology	414	269	683
				Health	520	199	719
				Science & Technology	401	115	516
				Total	2271	766	**3037**
William Carey College	Hattiesburg	Forrest	2,457	Program	Under Graduate	Graduate	Total
				Education	No program	280	280
				Psychology & Counseling	No program	41	41
				Arts (BA)	42	No program	42
				Fine Arts (BFA)	11	No program	11
				General Studies (BGS)	53	No program	53
				Science (BS)	252	No program	252
				Science and Business (BSB)	53	No program	53
				Music (BM)	9	No program	9
				Total	486	321	**741**
Tulane University - Mississippi Coast Campus	Biloxi	Harrison	315	Program	Under Graduate	Graduate	Total
				Arts and Science	153	0	153
				Business Studies	42	0	42
				Applied Computing	29	0	29
				Casino Resort Studies	46	0	46
				Media Arts	45	0	45
				Total	315		**315**

Other Institutions	Location		Enrollment
	City	County	
Alcorn State University	Lorman	Jefferson	3,309
Belhaven College	Jackson	Hinds	1,883
Delta State University	Cleveland	Bolivar	3,902
Jackson State University	Jackson	Hinds	7,815
Millsaps College	Jackson	Hinds	1,330
Mississippi College	Clinton	Hinds	3,588
Mississippi State University	Starkville	Oktibbeha	15,934
Mississippi University for Women	Columbus	Lowndes	2,231
Mississippi Valley State University	Itta Bena	Leflore	3,056
Tougaloo College	Jackson	Hinds	950
Univeristy of Mississippi	Oxford	Lafayette	13,508
Total			57,506

TABLE 8
PEARL RIVER COUNTY
USE A SEPARATE SHEET FOR METRO & COUNTY

HIGHER EDUCATIONAL RESOURCES

COMMUNITY COLLEGES

Name of Institution	Location		Enrollment			Annual Graduate Degrees		
	City	County	Total	Full-Time	Part-Time	Program	Number	% Going to a 4 Year College/University
Jones County Junior College	Ellisville	Jones	4,337	3,621	716	Associate in Arts	517	
						Associate in Applied Science	184	
						Vocational	200	
						Total	**901**	**68.10%**
Mississippi Gulf Coast Community College	Perkinston Campus - Perkinston	Stone	1,248	1,078	170	Academic	180	
						Technical	57	
						Career	32	
	Jefferson Davis Campus - Gulfport	Harrison	3,378	1,936	1,442	Academic	300	
						Technical	175	
						Career	45	
	Jackson County Campus - Gautier	Jackson	3,576	2,201	1,375	Academic	310	
						Technical	212	
						Career	56	
	George County Center - Lucedale	George	216	145	71	Academic	15	
						Technical	0	
						Career	58	
	Keesler Center - Keesler AFB - Biloxi	Harrison	185	3	182	Academic	18	
						Technical	0	
						Career	0	
	West Harrison County Center - Long Beach	Harrison	219	188	31	Academic	6	
						Technical	1	
						Career	24	
	Navy Base - Gulfport	Harrison	4	0	4	Academic	1	
						Technical	0	
						Career	0	
	Total		**8,826**	**5,551**	**3,275**		**1,490**	**63.90%**
Pearl River Community College	Poplarville	Pearl Riv	3,653	2,456	1,197	Associate in Arts	160	
						Associate in Applied Science	320	
						Vocational	162	
						Total	**642**	**42.30%**

TABLE 9
PEARL RIVER COUNTY
USE A SEPARATE SHEET FOR METRO & COUNTY

VOCATIONAL/TECHNICAL CENTER RESOURCES
EXCLUDING COMMUNITY COLLEGES

Name of Institution	Location		Enrollment			Annual # of Graduates		
	City	County	Total	Full-Time	Part-Time	Program	Certificate	Degree
Antonelli College	Hattiesburg	Forrest	262	226	36	Interior Design		5
						Accounting		4
						Legal Assisting		6
						Business Office Applications		6
						Technical and Network Support		4
						Massage Therapy		34
						Medical Assisting		21
						Medical Coding		7
						Medical Transcription		4
						Computer Office Specialist	4	
						Medical Office Specialist	7	
						Total	**11**	**91**
Southeastern Baptist College	Laurel	Jones				Biblical Studies		
						Professional Studies		
						General Studies		

http://www.southeasternbaptist.edu/sbc/
Dr. Aaron Parker
Will be back 7/23/07

TABLE 10
PEARL RIVER COUNTY
USE A SEPARATE SHEET FOR METRO & COUNTY
LATEST YEAR AVAILABLE PAYROLL COSTS BY INDUSTRY

Average Annual Salary by Major Industry	2004	Salary	Number of Employees
Accommodation & food services (NAICS 72)	$8,236,144	$7,792	1,057
Admin, support, waste mgt, remediation (NAICS 56)	$8,391,470	$19,885	422
Arts, entertainment & recreation (NAICS 71)	$2,638,245	$9,257	285
Construction (NAICS 23)	$56,645,504	$24,932	2,272
Educational services (NAICS 61)	$46,305,441	$24,231	1,911
Finance & insurance (NAICS 52)	$14,037,426	$29,367	478
Health care and social assistance (NAICS 62)	$61,028,583	$24,981	2,443
Information (NAICS 51)	$13,696,992	$41,256	332
Manufacturing (NAICS 31)	$80,742,540	$28,734	2,810
Mining (NAICS 21)	$16,525,656	$32,789	504
Other services (except public admin) (NAICS 81)	$18,722,458	$15,014	1,247
Professional, scientific & technical serv (NAICS 54)	$20,594,475	$25,905	795
Real estate & rental & leasing (NAICS 53)	$3,539,160	$15,660	226
Retail trade (NAICS 44)	$48,442,504	$16,522	2,932
Transportation & warehousing (NAICS 48)	$19,770,528	$20,092	984
Utilities (NAICS 22)	$5,781,945	$38,805	149
Wholesale trade (NAICS 42)	$15,999,480	$31,745	504
Total		$406,967	19,351
Total Wages Paid Divided by Number of Employees		$22,795	

TABLE 11
PEARL RIVER COUNTY

AVERAGE SALARY BY SELECTED OCCUPATION

Occupation	# of Surveyed Firms	Weighted Average Salary	Average Median Salary
Professional			
Computer network administrators	2	$22,500.00	$22,500.00
Management trainees	2	$26,500.00	$26,500.00
Management, experienced	4	$34,500.00	$36,220.00
Professionals/management	3	$37,333.00	$40,000.00
Retail			
Call center customer service rep, entry-level	3	$12,667.00	$12,000.00
Call center customer service rep, experienced	1	$12,000.00	$12,000.00
Sales, retail	4	$43,260.00	$50,800.00
Clerical			
Accounting clerks	6	$17,680.00	$18,860.00
Administrative assistants	10	$18,824.00	$17,320.00
Clerical workers with advanced computer skills	4	$17,490.00	$16,500.00
Clerical workers, entry-level	7	$16,367.00	$14,560.00
Unskilled			
Material handlers	1	$15,600.00	$15,600.00
Seasonal workers	1	$10,712.00	$10,712.00
Unskilled laborers (except manufacturing)	2	$14,560.00	$14,560.00
Unskilled laborers (manufacturing)	3	$15,946.00	$14,560.00
Semi-Skilled			
Heavy equipment operators	1	$16,973.00	$16,973.00
Machine operators, no setup	2	$16,640.00	$16,640.00
Machine operators, with setup	1	$18,720.00	$18,720.00
Truck drivers	1	$17,680.00	$17,680.00
Skilled			
Maintenance mechanics/electricians	1	$31,200.00	$31,200.00
Maintenance, experienced	1	$15,288.00	$15,288.00
Service			
Education – Certified Teachers/Administrators	4	$25,500.00	$25,500.00
Education – Other non-certified personnel	3	$11,560.00	$12,000.00
Food Service – meal preparation	6	$12,005.00	$11,700.00
Food Service – wait staff	2	$8,996.00	$8,996.00
Health Services – Professional (Dr, RN)	1	$36,400.00	$36,400.00
Health Services – Skilled (LPN, CAN, EMT)	1	$27,040.00	$27,040.00
	Office	Manufacturing	
Average Work Week in Hours			
Annual Average Turnover %			

TABLE 12
PEARL RIVER COUNTY

WORKERS COMPENSATION & UNEMPLOYMENT INSURANCE

Workers Compensation	
Cost for Manufacturing per $100 Payroll	$250 + Assessment of gross compensation and medical expenses for previous year.
Rate for Office Workers	$250 + Assessment of gross compensation and medical expenses for previous year.
Maximum Weekly Benefit	$364.57
Unemployment Insurance	
Taxable Base	The first $7,000 of an empoyee's wages.
Maximum Weekly Benefit	$210
Unemployment Insurance Rates as Percentages	
Among Existing Employers	0.4% to 5.47%
Average Among New Employers	2.70%

TABLE 13
PEARL RIVER COUNTY

LABOR - MANAGEMENT RELATIONS

Is the State Right to Work	Yes				
% of Workforce Organized					
All Workers	7.90%				
Manufacturing	4.80%				
Union Elections (2000-2005, Companies With 50 or More Employees)	Number	% Won by Union			
# and % Won by Unions in Manufacturing	-	-			
# and % Won by Unions in Distribution	-	-			
# and % Won by Unions in F.I.R.E.	-	-			
# and % Won by Unions in All Sectors	1	100%			
Union Elections (2000-2005, Companies With 50 or More Employees)	Union	SIC Code	Date	Number of Votes For Union	Number of Votes Against Unior
Map, Pearl River County-Picayune Complex Facility	International Union of Electronic, Electrical, Salaried, Machine & Furniture Workers IUI	-	10/17/2000	22	11
Strikes & Work Stoppages	(2000-2005)				
Number	(No Strike Activity)				
Average Duration					
Strikes by Company	(2000-2005, Companies With 50 or More Employees)				
Company Name	(No Strike Activity)				
Industry SIC Code					
Union Involved					
# of Striking Workers					
Duration of Strike					
Strike Called by National or Local Union					

TABLE 14 PEARL RIVER COUNTY USE A SEPARATE SHEET FOR METRO & COUNTY TRANSPORTATION	
Major 2 or 4 Lane Highways Linking the Areas, indicate if City, County, State, US or Interstate	
Distance in Miles to the Five Nearest Metro Areas	
Metro Area	Miles
1 Hattiesburg, MS (I-59N, US-11N)	39
2 Gulfport-Biloxi, MS (MS-26E, US-49S)	58
3 New Orleans, LA (I-59S, I-10W)	73
4 Pascagoula, MS (MS-26E, US-49S, I-10E, MS-57S, US-90E)	90
5 Mobile, AL (MS-26E, US-49S, I-10E)	124
Motor Carriers/Trucks	
# of Common Carriers Serving the Area	66
# of Common Carriers with Local Terminals	66
Railroads (by Rail Carrier)	
Name	Norfolk Southern
Main or Branch Line	Main
Shortline or National	National
Nearest Switching Yard (miles)	
Commercial Airport	
Name	Gulfport-Biloxi International Airport
Hub Status	Allegiant Air
Distance from the County in Miles	60
# of Runways	2 General Aviation Runways
Runway Lengths	9,002 ft. and 4,950 ft.
Carriers (Names) Serving Airport	
Passenger	Airtran, Allegiant, American Eagle, Continental, Delta, NWA
Charter	Provided by Atlantic Aviation (228) 863-2570
Air Cargo	Shipping provided by companies serving the Coast region
Approved Capital Expansion Plan	
	Terminal Renovation and Expansion
	Cargo Building
	Cargo/General Aviation Ramps
	Taxiway J and F
	Taxiway C&D Widening/Rehab
	Rental Car Service Center
	Parking Deck
	Munitions Area Relocation
	FBO Facility
	Southern Company Hangar
	8th Avenue Improvements
	Airport Road and 8th Avenue Lighting
	John Hill Boulevard
	Water System
	Office Park Development
	Air Traffic Control Tower
	TDZ and Centerline Lighting
	Airfield Drainage Rehabilitation
	Perimeter Road
Approved New Service by Carrier (with Carrier & Start Date)	Two unnamed new airline spaces available by Jan., 2008
Total # of Daily Non-Stops to All Cities Served	23
Six Largest Cities Served	Number
1 Atlanta	9
2 Houston	6
3 Memphis	3
4 Dallas	3
5 Tampa	1
6 Fort Lauderdale	1
# of Days Closed to Inclement Weather for the Last 3 Years	Terminal Closed 10 days and airfield 2 days for Hurricane Katrina
Distance to the Nearest General Aviation Airport	
Name	Poplarville-Pearl River County Airport
Location/City	Poplarville
Driving Distance from the Community in Miles	3 miles SE of Poplarville
# of Runways	1
Runway Lengths	4000 X 100 ft.
Full Instrument Landing Capabilities	No
Hours of Operation	Unattended, no control tower
# of Days Closed to Inclement Weather for the Last 3 Years	

Ports	
Nearest Port (Name, City, Miles from Area)	The Port of Gulfport, Gulfport, 70
River, Lake or Ocean	Ocean
Channel Depth	36 ft.
Turning Basin	1,320 ft. wide
Barging Facilities	Yes
General Cargo Facilities	5 berths
Containerized Facilities	2 berths
Storage Facilities	1 refrigerated, 2 frozen berths
Highways Serving Port	US-49, I-10
Railways Serving Port	CSX Transport, Kansas City Southern, Canadian National
# of Freight Forwarders Serving Port	22 Trucking Companies
# of Import/Export Brokers Serving Area	2 firms
# of International Courier Firms Serving Area	4: Fedex, UPS, DHL, Emery ; Additionally, Delta and BAX provide air cargo services from Mobile, AL
Foreign Trade Zones in Area	
The only Foreign Trade Zones in South Mississippi are located in Jackson, Hancock, and Harrison Counties	
Closest Custom Port of Entry is Gulfport, MS	
Name	Gulfport Port of Entry
Site Location (City & Street Address:	14108 Customs Boulevard
	Gulfport, MS 39503
Indicate it at a Port, Airport, FTZ, Bridge, etc.)	Airport
Warehouses	
# of Bonded Warehouses in the Area	
# of Public Warehouses in the Area	
Overnight Express Service Availability	
Fed-Ex	
Hub Classification	Hattiesburg, MS
Latest Pick-Up Time	3:15pm call in time M-F, 10:00am call in time Saturday
Earliest Delivery	8:00 a.m. M-F/ Guaranteed before 10:30 a.m.
Next Day Delivery Guarantee	Yes
Saturday Delivery	$12.50 for Saturday delivery / Depends on zip code
Zone Classification	Zone 2
UPS	
Hub Classification	Gulfport, MS at 1930 34th St.
Latest Pick-Up Time	Call by 2:00 p.m. M-F, Call by 9:30 a.m. Saturday
Earliest Delivery	8:00 a.m. M-F/ Guaranteed before 10:30 a.m.
Next Day Delivery Guarantee	yes
Saturday Delivery	yes, by noon
Zone Classification	Zone 2
DHL	
Hub Classification	Picayune, MS at 313 Telly Road
Latest Pick-Up Time	4:00 p.m. call-in M-F, 12:00 p.m. call-in Sat
Earliest Delivery	8:00 a.m. and guaranteed by 10:30am M-F, no Saturday guarantee
Next Day Delivery Guarantee	Guaranteed M-F but not for Saturday
Saturday Delivery	yes
Zone Classification	Zone 2
United States Post Office	
Nearest General Mail	Picayune, MS at 120 Highway 11 North
Latest Pick-Up Time	4:30 Monday - Friday / 12:30 Saturday
Earliest Delivery	8:30 Monday - Saturday
Next Day Delivery (specify States)	Yes, to major U.S. cities / Must make drop off time
Nearest Bulk Mail Facility	Memphis, TN at 1921 Elvis Presley Boulevard
NOTE: Include a map of the area showing the major highways, rail lines, airport(s), and the port (river, lake or ocean).	

TABLE 15
PEARL RIVER COUNTY
USE A SEPARATE SHEET FOR METRO & COUNTY

TAXATION

Corporate Income Tax/Franchise Tax	**State**	**Local**
Rate (range)	3% to 5%	
Formula (e.g. Sales, Property & Payroll)	Property, Payroll, Sales	
Federal Taxes Deductible	No	
Accelerated Depreciation Permitted (Yes or No)	Yes	
Personal Income Tax	**State**	**Local**
Rate (Range)		
Earned Income	3% to 5%	
Unearned Income (e.g. Dividend)	3% to 5%	
Local Occupation Tax (Paid by Employee)	**Rate**	**Basis**
City Residents	N/A	
Non-City Residents	N/A	
Local Wage Tax (Paid by Employer)	**Rate**	**Basis**
City Residents	N/A	
Non-City Residents	N/A	

Gross Receipts Tax Rate by Type of Business	
A)	
B)	
C)	
D)	
E)	

Sales/Use Tax Rate	
State	7%
Local	
Total	7%
Sales Tax Rate by Utility:	
Electric Power	7%, 1.5% or Exempt
Natural Gas	7%, 1.5% or Exempt
Fuel Oil	7%, 1.5% or Exempt
Water	7% or Exempt
Sewer	Not taxable if billed separately
Hazardous Waste Disposal	Not taxable if billed separately

Telephone							
Local	7%						
Long Distance In State	7%						
Long Distance Out of State	7%						
Machinery & Equipment Subject to Sales/Use Tax							
Production	1.50%						
Non-Production	7%						
Pollution Control	Exempt						
Office Furniture/Fixtures/Equipment	7%						
Sales/Use Tax (Yes or No) on							
Office Building Construction Materials							
Industrial Building Construction Materials	Yes						
Manufacturers' Raw Materials	No						
Standard Software	Yes						
Custom Software	Yes						
Intangible Property							
Describe What is Subject to Tax Rate (e.g. Accounts							
Receivable, Capital Stock)	N/A						
Basis & Rate							
Stock Bond Transaction Fee (Yes or No & its Yes Rate)							
Real Property Tax Rates for Jurisdictions Featuring	A	B	C	D	E	F	G
Major Employment Centers							
City Millage							
County Millage	38.8						
School Millage	32.5						
Special District Millage							
Assessment Ratio (%)	15%						
Effective Rate per $100	7.15						
Personal Property Tax Rates per $100	A	B	C	D	E	F	G
City Millage							
County Millage	38.8						
School Millage	32.5						
Special District Millage							
Assessment Ratio (%)	15%						
Effective Rate per $100	7.15						

State Property Tax Effective Rate per $100	
Real Property	N/A
Personal Property (machinery/equipment)	N/A
Property Tax After Core Income Tax	
Rate	N/A
Basis & Rate	N/A
Property Tax After Core Income Tax & State Excise Tax	
Taxable Items	N/A

Rate for Each Item	N/A	
Subject to Personal Property Tax		
Production Machinery & Equipment	YES	
Non Production Machinery & Equipment	YES	
Pollution Control	YES	
Inventory		
Raw Materials	YES	
Work in Progress	YES	
Finished Goods	YES	
Freeport Legislation		
Applicable to Warehousing	YES	
Applicable to Manufacturing	YES	
Goods Stored in a Public Warehouse	YES	
Office Furniture-Fixtures		
Computer Equipment	YES	
Workstations	YES	
Telephones	YES	
Furniture	YES	
Company Vehicles	YES	
Standard Software	NO	
Custom Software	NO	

TABLE 16
PEARL RIVER COUNTY
USE A SEPARATE SHEET FOR METRO & COUNTY

OCCUPANCY/SUPPLY

Business Parks	**Total Acreage**	**Available Acreage**
Industrial		
Great Southern Log Homes Site	24	24
Poplarville Industrial Park	50	9
Poplarville Pearl River County Industrial Park	50	9
Picayune Industrial Park	190	126
Office		
Research		
Mixed Use		
# of Fully Serviced Freestanding Sites		
Ten Plus Acres of Industrial Zoned		
Five Plus Acres of Office Zoned		

Average Cost Per Acre for Fully Developed Sites	City (non CBD)	Suburban
Industrial		
Office		

Average Asking Rents (Gross Rent Per Square Foot)	City (non CBD)	Suburban	Total Weighted Average
Class A Office			
Class B Office			
Class C Office			
Warehouse			
Industrial			

Vacancy Rates %	City (non CBD)	Suburban	Total Weighted Average
Class A Office			
Class B Office			
Class C Office			
Warehouse			
Industrial			

Name of Buildings Available By Size of Range (in	**Office**			**Warehouse**			**Industrial**		
	City	**Suburban**	**Total**	**City**	**Suburban**	**Total**	**City**	**Suburban**	**Total**
Less than 25,000									
25 - 49,999									
49 - 99,999									
100 - 149,999									
150 - 199,999									
200 - 249,999									
250,000 or Higher									
Applicable Building Code									

	Office	Industrial
Average Length of Time for Local Permit Approvals		
Certificate Occupancy		
Building Permit		
Environmental		

TABLE 17
PEARL RIVER COUNTY
USE A SEPARATE SHEET FOR METRO & COUNTY
UTILITIES

Water & Sewer
Water Availability

Major Source	Not available at this time			Not available						
% of Population Increase Served from the Source	Not available at this time			Not available						

Water Treatment

Name of Provider	**Bi-County Water Association Inc.**	**Carnes Utility Assn. inc.**	**Center Water Assn. Inc.**	**Dixie Utilities Inc.**	**Hide-A-Way Lake Club Inc.**	**Hillsdale Area Public Water Authority**	**Nicholson Water & Sewer Assn.**	**North Lumberton Utility Assn. Inc.**	**Pearl River Central Water Assn.**	**Sunny Oaks Water Assn.**
Rated Capacity (mgd)	Not available at this time			Not available						
Average Daily Demand (mgd)	Not available at this time			Not available						
Peak Demand (mgd)	Not available at this time			Not available						
Chemical Breakdown of Water	Not available at this time			Not available						
Cost per 1000 Gallons	Not available at this time			Not available						
Water Connection Fee	Not available at this time			Not available						

Sewer Treatment

Name of Provider	**Dixie Utilities Inc.**	**Nicholson Water & Sewer Assn.**	**RoundRock Utilities LLC**	**WildWood Utilities LLC**
Type of Service				
Rated Capacity (mgd)				
Average Daily Demand (mgd)				
Peak Demand (mgd)				
Cost per 1000 Gallons				
Sewer Connection Fee				

Electric Power

Name of Company	**Coast EPA**			**Mississippi Power Company**			**Pearl River Valley, EPA**		
Communities Served							Lawrence, Marion, Pearl River, Perry, Stone and Wayne Counties		
Company-Net Importer or Exporter of Power							Purchase from South Mississippi Electric Power		
% of Reserve Margin Including Generation & Net Purchases							N/A		
Name of Power Pool Membership							SMEPA and SE Power Pool		
State Electric Power Deregulated (yes or no, if yes provide date)							NO		
Average Cost per kWh (cents)	Small	Medium	Large	Small	Medium	Large	Small	Medium	Large
	50 kW & 18,000 kWh	300 kW & 140,000 kWh	750 kW & 260,000 kWh	50 kW & 18,000 kWh	300 kW & 140,000 kWh	750 kW & 260,000 kWh	50 kW & 18,000 kWh	300 kW & 140,000 kWh	750 kW & 260,000 kWh
Industrial							(Does Not include Sales Tax) $1,500	(Does not include Sales Tax) $11,000	(Does not include Sales Tax) $22,800
Factor							(cents per kWh) 8.38	(cents per kWh) 7.89	(cents per kWh) 8.77
Factor							Load factor - 49.3% (Does not include any incentives)	Load factor - 63.9% (Does not include any incentives)	Load factor - 47.5% (Does not include any incentives)
Factor									

Natural Gas

Name of Provider	**CenterPoint Energy Resources Corp.**	**City of Picayune**
Average Cost for Industrial Users ($ per mcf)	Varies	
Firm Contract Rates	Varies by usage	
Interruptible Service Rates	Varies monthly on a business by business basis	

Telecommunications

# of Local Service Providers	**1**		
# of Long Distance Service Providers			
Central Offices of Local Service Providers			
Name	**City**	**County**	**Address**
BellSouth Telecommunications Inc.	**Jackson, MS**	**Pearl River**	**P. O. Box 811, 704 LMC, Jackson, MS 39205-0811**
Switch Technology is Digital or Analog			
Fiber Service Provided			
Monitored Remotely or On-Site			
ISDN Availability			
ISDN Available from this Switch			
ADS2 Available from this Switch			
Central Office on Self-Healing Fiber Ring			
Dual Feed from 2 Separate Switching Offices Likely Available			
Points of Presence (POPs) of Long Distance Carriers			
Carrier	City	County	Address
Microwave or Hardwire			
Dual Fiber Fee from the Central Switching Office of the Local Exchange Carrier			
Diverse Routing Available			
Business Support Services (#)			
Tool & Die			
Machine Shop			
Welding			
Office Equipment Service & Repair			
Temporary Employment Services			
United States Post Office (Including Performance Ratings)			
Distance to Nearest General Mail Facility			
% of Mail On-Time			
Efficiency Rating			
Guaranteed Service/Delivery Territory	First Class	Next Day	2nd Day
Nearest Bulk Mail Facility			
Location & Distance from the Community	Location		Distance

TABLE 18
PEARL RIVER COUNTY
USE A SEPARATE SHEET FOR METRO & COUNTY

Environmental

Area in Attainment for Federal Air Pollution Regulations	Yes	No	If No, Degree of Exceedence & Any Anticipated Change	
Ozone				
Carbon Monoxide				
Particular Matter				
Lead				
Sulfur Dioxide				
Nitrogen Dioxide				
State Instituted a One-Stop Air & Water Quality Permitting System				
Average Permit Approval Time From Date of Completed Routine Application	Average Time			
Air Permit				
Water Permit				
Hazardous Waste Permit				
Nearest Licensed Hazardous Waste Disposal Site	Name of Site	City	Mileage from Service Area	Class
# of Licensed Hazardous Waste Haulers Serving the Area	Number			
Landfill Location (s)	Capacity Left at Current Site(s)	Plans for New Capacity		
Contact Information	Name of Agency	Address	Telephone #	Fax #
Air Quality				
Water Quality				
Hazardous Waste				

TABLE 19 PEARL RIVER COUNTY LARGEST CITY IN THE COUNTY GOVERNMENT	
City Government - Picayune, MS	
Form (Structure)	City Manager
# of Elected Officials	6
Mayor	
Name	Ed Pinero
Years in Office	Since 2009
Next Election Date	2013
City Manager (Yes or No)	Yes
County Government	
Form (Structure)	Supervisory Board
# of Elected Officials	9
Top Elected Officials	
Name	Anthony Hales
Title	Supervisor, Chair
Next Election Date	2011
Years in Office	Since 2000
Name	Charles Culpepper
Title	Supervisor
Next Election Date	2011
Years in Office	Since 2008
Name	Hudson Holliday
Title	Supervisor
Next Election Date	2011
Years in Office	Since 2008
Name	Patrick Lee
Title	Supervisor
Next Election Date	2011
Years in Office	Since 2008
Name	Sandy Kane Smith
Title	Supervisor
Next Election Date	2011
Years in Office	Since 2008
County Manager (Yes or No)	Yes, Adrain Lumpkin
State Government	
Form (Structure)	3 branches - executive, legislative, judicial
# of Elected Officials	251 (7 Executive, 174 legislative, 70 Judicial)
Upper House Representing Area	3
Total Statewide Upper House	52
Lower House Representing Area	3
Total Statewide Lower House	122
Governor	
Name	Haley Barbour
Years in Office	since January, 2004
Current Term Expiration Date	December, 2011
Allowed to Run for Another Term (Yes or No)	No
Next Election Date	11/6/2011
US Government Representation	
Congressional Districts Listed by District # in the Service Area (by District)	Fourth
US Congresspersons Serving the Area	
Name	Gene Taylor
Years in Office	17
Current Term Expiration Date	1/3/2011
Next Election Date	November, 2010
US Senators Serving Area	
Name	Thad Cochran
Years in Office	30
Current Term Expiration Date	1/3/2015
Next Election Date	November, 2014
Name	Roger Wicker
Years in Office	2
Current Term Expiration Date	1/3/2013
Next Election Date	November, 2012

TABLE 20
PEARL RIVER COUNTY
USE A SEPARATE SHEET FOR METRO & COUNTY

INTERNATIONAL RESOURCES

Companies by Country of Ownership	# of Companies	Total Employment	Country

Associations	Business Associations Geared to Specific Countries	Fraternal Associations Geared to Specific
Name		
Country Orientation		
# of Members		
Contact		
Name		
Title		
Address		

Foreign Institutions	Number
Foreign Banks w/Branches or Offices in the Area	
US Banks in the Area w/International Departments	
Foreign Consulate by Country	
Full Service	
Honorary	
# of Import/Export Brokers	
# of International Courier Services in the Area	
# of Language Translation Firms in the Area	

Languages	Spanish	French	German	Chinese	Japanese
# of People Fluent in a Second Language					
# of Elementary & Secondary Schools w/Instruction Solely in another Language					
# of Special Schools Geared to Families of Foreign Nationalities					

International Air Transportation to:	Name of Airport	City Distance to Airport	# of Weekly Non-Stop Flights
Canada			
Mexico			
South America			
Europe			
Asia			
Australia			
New Zealand			

Educational International Focus		
Dedicated Programs by Country or Region for Each College/University	Name of Airport	Program Name

TABLE 21
PEARL RIVER COUNTY
USE A SEPARATE SHEET FOR METRO & COUNTY

QUALITY OF LIFE

Climate			
Average Daily Temperature	High	Low	Average
July	92	71.3	81.7
January	59.9	38.2	49.1
	Annual Average		
Rainfall in Inches	63.15		
Snowfall in Inches	0.4		
Wind Speed in Miles per Hour (Annual Average)	8.3		
Number of Days Sunny or Partly Sunny	231		
Elevation (Mean Feet Above Sea Level)	Range	Average	
	10 to 400	213	
Personal Income Tax (RATE in Ranges)	Rate Range		
State	3% to 5%		
Local	N/A		
Local Occupation Tax	Rate Range	Basis	
City Residents	N/A		
Non-City Residents	N/A		
Sales Tax			
Major Exemptions			
State Rate	7%		
Local - Picayune Tourism and Economic Development Tax - Room rentals of hotels, motels, and bed and breakfasts	2%		
Local - Picayune Tourism and Economic Development Tax - Restaurants	1%		
Housing			
Number of Homes on the Market	Single Family	Townhouses	Condominiums
Estimated median house/condo value in 2005	$97,783		
Average Selling Prices	New	Existing	
Single Family Home 3,500 Sq. Ft.-4 Bedrooms			
2,500 Sq. Ft. - 3 Bedrooms			
Townhouse 1,500 Sq. Ft. - 2Bedrooms			
Condominiums 1,200 Sq. Ft. 2- 2 Bedrooms			
Number of Single Family Homes for Sale by Price			
Under - $150,000	7		
$150,001 - $200,000	1		
$200,000 - $250,000	4		
$250,001 - Over	7		
Rentals	Average Monthly		
1 Bedroom	$401		
2 Bedroom	$480		
3 Bedroom	$586		
Apartment Vacancy %			
Education			
Number of School Districts	3		
Central City & Selected Suburban School Districts	Picayune School District	Poplarville School District	Pearl River County School District
Elementary School Enrollment	2071	1161	1622
Secondary School Enrollment	1686	922	1362
Spending per Student			

Total	$8,281.20	$8,229.11	$6,731.08	
Instructional	$5,607.01	$5,789.25	$4,636.73	
Student Teacher Ratios				
Elementary School Enrollment				
Secondary School Enrollment				
7th Grade Standard Achievement Test Results				
Test Name				
Average Score				
ACT				
% of Students Taking the Test	73%	84%	85%	
Average Score	18.2	19.1	18.8	
SAT				
% of Students Taking the Test	Not Common Testing Practice in Mississippi			
Average Score				
Number of Merit Scholarships				
Semifinalists				
Finalists				
Ratio of Merit Scholarships per 100 Graduating Seniors				
Semifinalists				
Finalists				
% of High School Seniors				
Attending College				
Entering the Labor Market				
Mandatory Competency Testing for High School Graduation (Yes or No)				
If Yes, % of Students Passing on First Attempt				
Science & Technology Magnet Schools				
Specialized High Schools				
Tech Prep Programs				
Occupational Clusters or Career Pathways				
Vocational high Schools				
Private Schools				
Elementary School Enrollment				
# of Schools				
Total Enrollment				
Average Annual Tuition				
Secondary School Enrollment				
# of Schools				
Total Enrollment				
Average Annual Tuition				
Higher Education (Provide for Each Institution)				
Institution Name	**Address**		**City**	
	None			
Full-Time Enrollment				
Annual Degrees Conferred				
Undergraduate				
Graduate				
Curricula w/Masters Degrees (List)				
Curricula w/Doctorate Degrees (List)				
Community College(s) Name(s	**Address**		**City**	
Pearl River Community College - Main Campus - Poplarville	***101 Highway 11 North***		***Poplarville, MS 39470***	
Full-Time Enrollment				
Annual Degrees Conferred				
Health Care				
Hospitals	# of Hospitals	# of Teaching Hospitals	# of Beds	
	3		306	
# of Outpatient Clinics	0			
# of Physicians & Dentists in the Area	Physician	Dentists		

	24	8			
Ratio per 1,000 Population					
Crime Rate per 100,000 Inhabitants	Property	Violent	Total		
Crime Rate for State of Mississipp	**3260.1**	**278.4**	**3538.5**		
# of Enclosed Regional Malls	0				
# of Religious Institutions	Total	Protestant	Catholic	Synagogues	Other
	76	71	3	0	2
Sports					
Major & Minor for College & Professional Teams	College	Professional			
	Major	Major	Minor		
Football	University of Southern Mississippi - Golden Eagles				
Baseball	University of Southern Mississippi - Golden Eagles				
Basketball	University of Southern Mississippi - Golden Eagles				
Hockey			Sea Wolves		
Soccer					
Culture					
Top Five Annual Event	Event		Dates		
	Pearl River County Welcome Center - Flag Day		June 14, 2007		
	Picayune Fall Street Fair		November 3-4, 2007		
	Picayune Christmas Parade		December 3-4, 2007		
	Shop by Candlelight		December 7, 2007		
# Of Cultural Places & Amenities	Museums	Dance Companies	Symphony Orchestras	Opera Companies	Theater Companies
	1				
Recreational Outlets (Provide Examples within a 2 Hour Drive)	Mandingo Farms, Inc.				
	Bogue Chitto National Wildlife Reguge				
	Crosby Arboretum				
	Plantation Sporting Clays				
	Walkiah Bluff Water Park				
	Western Hancock County Birding & Wildlife Viewing Area				
	Wolf River Paddle Trip				

TABLE 22
PEARL RIVER COUNTY
USE A SEPARATE SHEET FOR METRO & COUNTY

AVAILABLE OFFICE BUILDING

Identity	Name	Street	City	County	State	Zip
Building						
Owner/Broker						
Company						
Contact						
Telephone Number						

Site Characteristics Surrounding the Building	Freestanding or Business Park	Specific Building Site in Acres	Total Complex in Acres	Acres Available for Future Growth
Zoning Classification				
Floor Area Ratio				
Topography				
Reside in 100 Year Flood Plain (Yes or No)				
Phase One Environmental Audit Done				
Storm Drainage				

Building Specifications	
Class	
Construction Type	
Construction Date	
Prior Use	

Square Footage	Total	Gross	Rentable	Usable
Total Sq. Ft.				
Total Available				

Floors	Number	Size in Sq. Ft.
Column Spacing		
Ceiling Height		
Type of Wiring System		
Type of Telephone Switch		

Elevators	
# of Passengers	
# of Freight	
Parking	
Total Spaces Available	
Spaces Available per Sq. Ft.	
Surface or Garage	

Lease Costs	
Rent $ per Sq. Ft. (per BOMA)	
Base Rent	
Net Taxes	
Expenses	
Total Spaces Available	
Operating Expenses All Inclusive $ per RSF	
Building Payroll	
Maintenance	
Insurance	
Utilities	
Admin. Costs	
Other	

Sales Costs	
Total Taxes Paid Last Year, if Building for Sale	

Electric Power	
Service Provider	
Service Voltage to Site/Building	
Transmission Voltage	
Distribution Voltage	
Secondary Voltage	
Power Quality	
Total interruptions per year	
Number of instantaneous delays	
Total outage duration (hours/year)	
Dual Feed Available from 1 Substation	
Dual Feed Available from 2 Substations	

Telecommunications Service	
Local Exchange Carrier	
Nearest Central Office (C.O.)	
Location	
Distance in Miles	
Switch	
ADSL Available from C.O.	
Type (e.g. Analog or Digital)	
C.O. on a Fiber Ring (Yes or No)	
Dual Service Provided from Two Central Offices	
Fiber Available (Yes or No)	
Building Served by Fiber	

ISDN Available from C.O.		
Points of Presence (POPs)		
List All Major Long Distance Carriers		
Location of Closest Major Carrier POP		
Distance in Miles		
Transportation		
Highway Linkage		
Two or Four Lane		
Distance to Four Lane Highway		
Mass Transit Service		
Light Rail		
Bus		
Distance to Nearest Airport		
Major Tenants		
Building		
Site Complex		
Location of Building in a Classified Zone	Yes	No
State Enterprise Zone		
Enterprise Community		
Empowerment Zone		
Foreign Trade Zone		
Specialized Local Zones		
Summarize statutory incentives that could apply to a new occupant Provide the following: still photograph, aerial photograph, building blueprint, topographic map, & a highway map for the site		

TABLE 23
PEARL RIVER COUNTY
USE A SEPARATE SHEET FOR METRO & COUNTY

EXISTING OFFICE SITE PROFILE

Identity	Name	Street	City	County	State	Zip
Building						
Owner/Broker						
Company						
Contact						
Telephone Number						
Zoning Classification						
Acreage						
Total						
Usable						
# of Adjacent Acres for Expansion						
Subdividable Acres						
Topography						
Elevation						
Watertable (Ft. Below Ground)						
100 Year Flood Plain (Yes or No)						
% of Site Wetlands						
Phase One Environment Audit Complete (Yes or No)						
Transportation						
Highway Linkage						
Name						
2 or 4 Lane						
Miles from Site						
Internal Site Access						
Type of Mass Transit Service provided						
Nearest Mass Transit Stop to Site						
Water						
Provider						
Size of Main						
Distance of Main from Site in Ft.						
Pressure						
Residual						
Static						
Booster Pump Required (yes or No)						
Onsite Storage						
Elevated (Yes or No)						
Capacity in Gallons						
Sewer						
Provider						
Sewer Main						
Distance from Site in Ft.						
Size of Main						
Lift Station Required (Yes or No)						
Treatment Plant						
Type of Mass Transit Service provided						
Capacity (mgd)						
Peak Demand (mgd)						
Storm Drainage System						
Protective Services						
Fire Insurance Class Rating						
Fire Insurance Class Rating						
Distance to Nearest Station						
Police						
Fire Station Volunteer or Full-Time						
24 Hour police Patrol Provided						
Electric Power						
Service Provider						
Service Voltage to Site/Building						
Transmission Voltage						
Distribution Voltage						
Secondary Voltage						
Power Quality						
Total interruptions per year						
Number of instantaneous delays						
Total outage duration (hours/year)						
Dual Feed Available from 1 Substation						
Dual Feed Available from 2 Substations						
Natural Gas						
Provider						
Size of Gas Line						

Distance from Site in Ft.		
Gas Pressure		
Heat Valve		
Selling Price per Acre		
Telecommunications Service		
Local Exchange Carrier		
Nearest Central Office (C.O.)		
Location		
Distance in Miles		
Switch		
ADSL Available from C.O.		
Type (e.g. Analog or Digital)		
C.O. on a Fiber Ring (Yes or No)		
Dual Service Provided from Two Central Offices		
Fiber Available (Yes or No)		
ISDN Available from C.O.		
Points of Presence (POPs)		
List All Major Long Distance Carriers		
Location of Closest Major Carrier POP		
Distance in Miles		
Is this Building in a classified Zone	Yes	No
State Enterprise Zone		
Enterprise Community		
Empowerment Zone		
Foreign Trade Zone		
Specialized Local Zones		
Summarize statutory incentives that could apply to a new tenant		
Include each package: still photograph, aerial photograph, plot map, topography map, & a highway map		

TABLE 24
PEARL RIVER COUNTY
USE A SEPARATE SHEET FOR METRO & COUNTY

AVAILABLE INDUSTRIAL BUILDING

Identity	Name	Street	City	County	State	Zip
Building						
Owner/Broker						
Company						
Contact						
Telephone Number						
Site Characteristics Surrounding the Building						
Freestanding						
Business Park						
Size in Acres						
Freestanding or Industrial Park						
Specific Building Site Acres						
Total Complex in Acres						
Acres Available for Future Growth						
Zoning Classification						
Floor Area Ratio						
Topography						
Elevation						
Watertable - Ft. Below Ground						
Reside in 100 Year Floodplain (yes or No)						
Phase One Environmental Audit Done (Yes or No)						
% of Site Residing in a Wetland						
Soil						
Type						
Load Bearing Capacity						
Storm Drainage System						

Building Specifications	Manufacturing	Office	Warehouse	Lab	Total
Construction Type					
Construction Date					
Previous Use					
Building Size (sq. Ft.)					
Available Sq. Ft.					
Building Classification (ind., R&D, Flex, etc.)					

Ceiling Height			
Column Spacing			
Floors	#	Size in Sq. Ft.	Bearing Capacity in Lbs. Per Sq. Ft.
Elevators			
# of Passengers			
# of Freight			
Description of Building Wiring System			
Loading Docks	# of Tailgate	# of Drive-In	
Parking	Total Spaces Available	Spaces Available per 1000 of Building Sq. Ft.	
Surface			
Garage			

Lease Costs	
Rent $ per Sq. Ft. (per BOMA)	
Base Rent	
Net Taxes	
Expenses	
Total Spaces Available	
Operating Expenses All Inclusive $ per RSF	
Sales Costs	
Total Taxes Paid Last Year, if Building for Sale	
Transportation	
Access	
Highway Linkage	
2 or 4 Lane	
Distance to 4 Lane Highway	
Internal Site Access	

Mass Transit Service Distance from Building	City	County	Metro
Bus			
Distance to Airport in Miles			
Nearest Port			
Name			
Type			
Distance in Miles			
Rail Service (if applicable)			
Carier			
Main or Branch Line			
Spur Yes or No, if No: Distance to Rail Line			
Barge Facilities at Site			
Name of River, Lake, etc.			

Channel Depth				
Turning Basin				
Storage Capabilities				
Effective Property Tax Rate per $100	Tax Rate ($)			
Real Property Tax				
City				
County				
School				
Special District				
Personal property Tax				
City				
County				
School				
Special District				
Utilities				
Water				
Provider				
Water Main				
Size				
Static Pressure				
Residual Pressure				
Flow per Minute				
Treatment Plant				
Rated Capacity (mgd)				
Peak Demand (mgd)				
Booster Pump Required				
Onsite Storage				
Elevated				
Capacity in Gallons				
Sewer				
Provider				
Sewer Main				
Size				
Use of Lift Required				
Treatment Plant				
Type				
Rated Capacity (mgd)				
Peak Demand (mgd)				
Natural Gas				
Provider				
Gas Main				
Size				
Distance in Feet from Site				
Gas Pressure				
Heat Value				
Electric Power				
Service Provider				
Service Voltage to Site/Building				
Transmission Voltage				
Distribution Voltage				
Secondary Voltage				
Power Quality				
Total interruptions per year				
Number of instantaneous delays				
Total outage duration (hours/year)				
Dual Feed Available from 1 Substation				
Dual Feed Available from 2 Substations				
Telecommunications Service				
Local Exchange Carrier				
Nearest Central Office (C.O.)				
Location				
Distance in Miles				
Switch				
ADSL Available from C.O.				
Type (e.g. Analog or Digital)				
C.O. on a Fiber Ring (Yes or No)				
Dual Service Provided from Two Central Offices				
Fiber Available (Yes or No)				
Building Served by Fiber				
ISDN Available from C.O.				
Points of Presence (POPs)				
List All Major Long Distance Carriers				
Location of Closest Major Carrier POP				
Distance in Miles				
Protective Services				
Fire Insurance Class Rating				
Fire Insurance Class Rating				

Distance to Nearest Station		
Police		
Fire Station Volunteer or Full-Time		
24 Hour police Patrol Provided		
Location of Building in a Classified Zone	Yes	No
State Enterprise Zone		
Enterprise Community		
Empowerment Zone		
Foreign Trade Zone		
Specialized Local Zones		
Summarize statutory incentives that could apply to a new occupant Provide the following: still photograph, aerial photograph, building blueprint, topographic map, & a highway map for the site		

TABLE 25
PEARL RIVER COUNTY
USE A SEPARATE SHEET FOR METRO & COUNTY

EXISTING INDUSTRIAL SITE PROFILE

Identity	Name	Street	City	County	State	Zip
Building						
Owner/Broker						
Company						
Contact						

Zoning Classification		
Acreage		
Total Usable/Subdividable Acres		
# of Adjacent Acres for Expansion		
Soil Type		
Soil Load Bearing Capacity (lbs. Per Sq. In.)		
Topography		
Elevation (Mean Ft. Above Sea Level)		
Water table (Ft. Below Ground)		
100 Year Floodplain (Yes or No)		
% of Site in Wetlands		
Phase One Environment Audit Complete (Yes or No)		
Selling Price Per Acre		
Transportation		
Highway Linkage		
Name		
2 or 4 Lane		
Miles from Site		
Internal Site Access		
Type of Mass Transit service Provided		
Nearest Mass Transit Stop to Site		
Rail Service (if applicable)		
Carrier		
Main or Branch Line		
Spur Yes or No, if No: Distance to Rail Line		
Barge Facilities at Site if Applicable		
Name of River, Lake, etc.		
Channel Depth		
Turning Basin		
Storage Capabilities		
Water		
Provider		
Water Main		
Size		
Distance to Site		
Static Pressure		
Residual Pressure		
Flow per Minute		
Treatment Plant		
Rated Capacity (mgd)		
Peak Demand (mgd)		
Booster Pump Required		
Onsite Storage		
Elevated		
Capacity in Gallons		
Sewer		
Provider		
Sewer Main		
Size		
Distance in Feet from Site		
Use of Lift Required		
Treatment Plant		
Type		
Rated Capacity (mgd)		
Peak Demand (mgd)		
Protective Services		
Fire Insurance Class Rating		
Distance to Nearest Station		
Fire		
Police		
Fire Station Volunteer or Full-Time		
24 Hour Police Patrol Provided		
Electric Power		
Service Provider		
Service Voltage to Site/Building		

Transmission Voltage		
Distribution Voltage		
Secondary Voltage		
Power Quality		
Total interruptions per year		
Number of instantaneous delays		
Total outage duration (hours/year)		
Dual Feed Available from 1 Substation		
Dual Feed Available from 2 Substations		
Natural Gas		
Provider		
Distance from Site		
Size of Gas Line		
Gas Pressure		
Heat Valve		
Telecommunications Service		
Local Exchange Carrier		
Nearest Central Office (C.O.)		
Location		
Distance in Miles		
Switch		
ADSL Available from C.O.		
Type (e.g. Analog or Digital)		
C.O. on a Fiber Ring (Yes or No)		
Dual Service Provided from Two Central Offices		
Fiber Available (Yes or No)		
ISDN Available from C.O.		
Points of Presence (POPs)		
List All Major Long Distance Carriers		
Location of Closest Major Carrier POP		
Distance in Miles		
Location of Building in a Classified Zone	Yes	No
State Enterprise Zone		
Enterprise Community		
Empowerment Zone		
Foreign Trade Zone		
Specialized Local Zones		
Summarize statutory incentives that could apply to a new occupant Provide the following: still photograph, aerial photograph, building blueprint, topographic map, & a highway map for the site		