

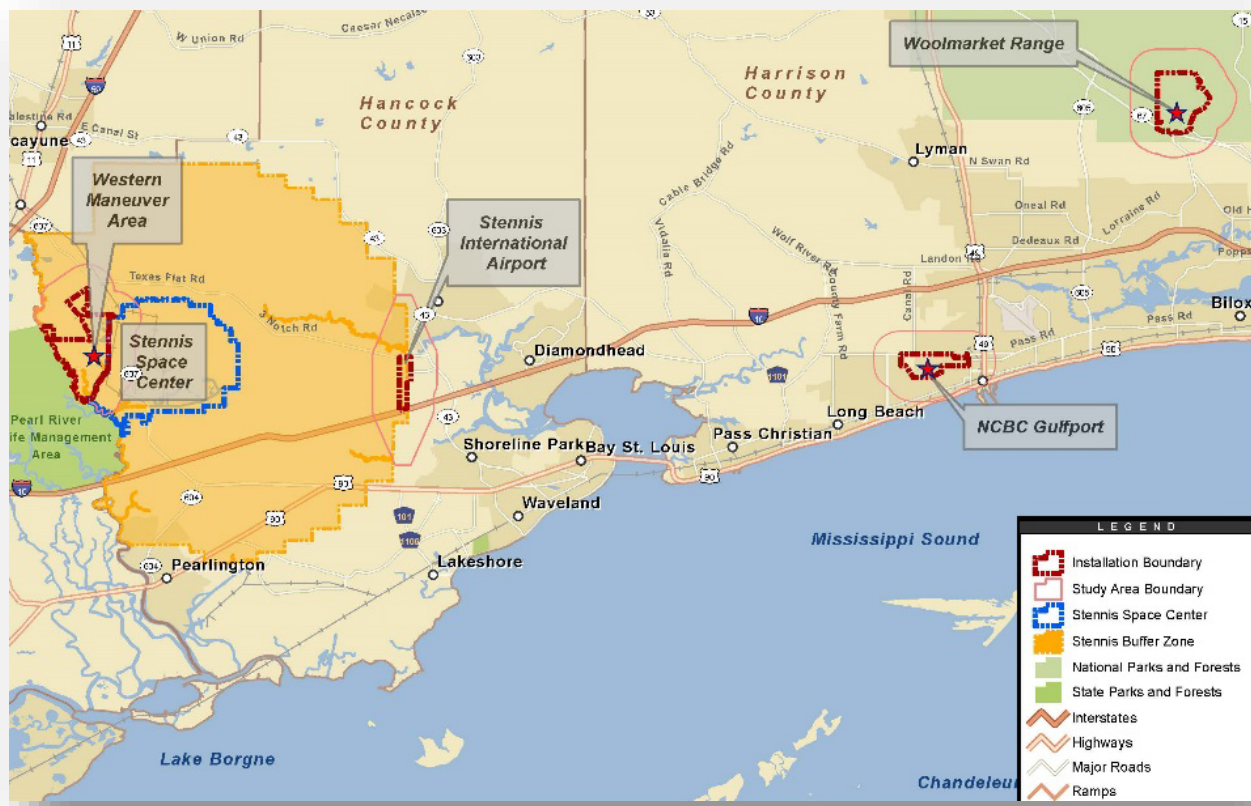


# NCBC GULFPORT + SPECIAL AREAS JOINT LAND USE STUDY EXECUTIVE SUMMARY

## What is the NCBC Gulfport + Special Areas JLUS?

The Naval Construction Battalion Center (NCBC) Gulfport + Special Areas Joint Land Use Study (JLUS) was an 18-month process completed in July 2017. The JLUS was centered around the main NCBC installation located in Gulfport Mississippi, along with three Special Areas comprised of the Woolmarket Range, the Western Maneuver Area (WMA), and Stennis International Airport. The JLUS is a collaborative study conducted by city and county officials, local residents, key stakeholders and the military installation to identify compatible land uses and growth management guidelines near the installation and special areas. The Study resulted in a series of recommendations that are used to help local jurisdictions guide community development that protects and preserves military readiness and defense capabilities while supporting continued economic development and public health, safety, and general welfare of those living and working near an active military installation.

The study area included Harrison and Hancock counties and the cities of Gulfport and Long Beach. In order to ensure the important features are captured, a study area boundary of one mile around each area was created.





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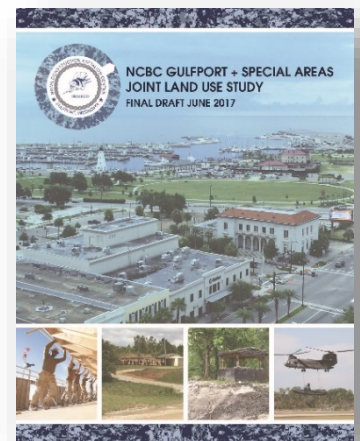
- **NCBC Gulfport** is a 1,100-acre facility located within the City of Gulfport in Harrison County. The one-mile study area is a total of 6,163 acres.
- **Woolmarket Range** is a 2,483-acre facility under the command of NCBC and located along U.S. Highway 67 in the unincorporated community of Woolmarket. The entirety of the facility is located within Harrison County and the DeSoto National Forest. The one-mile study area is a total of 7,137 acres.
- **WMA** is a 3,200-acre facility under the command of NCBC and located in Hancock County. The entirety of the site is within the Stennis Acoustic Buffer Zone. The one-mile study area includes a total of 7,061 acres.
- **Stennis International Airport** (Airport Identifier KHSa) is a 580-acre general aviation airport, owned and operated by the Hancock County Port and Harbor Commission (HCPHC). Stennis International Airport is located on the eastern edge of the Stennis Acoustic Buffer Zone, approximately 10 miles from the Stennis Space Center in Hancock County and provides a significant support role in both military aircraft landing and various military training exercises. The one-mile study area is 7,765-acres.

The JLUS was funded through a grant from the Department of Defense (DoD), Office of Economic Adjustment (OEA) and the Mississippi Development Authority (MDA) and administered by the Gulf Regional Planning Commission (GRPC).

The Final JLUS report and materials are available at [www.seabeesjlus.com](http://www.seabeesjlus.com).

## What is included in the JLUS Report?

The JLUS report is divided into eight chapters. Chapter 1.0 – Chapter 3.0 provides background information and includes Introduction, The Community, and Military Profile. Chapter 4.0 Compatibility Tools lists some of the tools available to assist local governments and the military with compatibility and encroachment challenges. Chapter 5.0 Development Suitability Analysis analyzes future growth and development surrounding NCBC Gulfport, Woolmarket Range, and Stennis International Airport to determine if, when, or where conditions might occur that create (or make worse) conflicts between military operations and nearby development types, locations, patterns, or intensities. Chapter 6.0 Compatibility Analysis analyzes twenty-four encroachment/compatibility factors to assess NCBC Gulfport and the Special Areas. The results of the analysis are Recommendations in Chapter 7.0 that address and provides for proactive measures for each item of





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interest identified during the Study. Chapter 8.0 Implementation Plan gives guidance to each municipality on how to implement the suggested recommendations.

## What was the process?

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The Policy Committee and Technical Committee were formed to help facilitate the JLUS. Each participated directly with the project team to provide feedback and decision-making throughout the planning process. The Technical Committee included subject experts from surrounding jurisdictions, military base planners, business and development representatives, and special organizations. They provided technical expertise through identification of issues and provided feedback to the JLUS team. Upon completion of the JLUS, they will transition to the Implementation Committee. The Policy Committee consisted of decision-makers, executive directors, and elected officials and provided policy direction, study oversight, and ultimately will adopt the final report.

A series of public and stakeholder meetings were hosted to obtain feedback and inform the public. Three rounds of public workshops and forums were held in each of the three Special Areas for a total of nine meetings. Stakeholder meetings were held throughout the planning process to obtain individualized information from the community. A project website and Facebook page accompanied traditional methods of public notice and outreach.



## What are the next steps?

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Each of the recommendations incorporate one or more actions that can be implemented to promote compatible land use, prevent encroachment upon the military mission, mitigate existing incompatibilities, and facilitate compatible economic development. The recommended strategies function as tools to aid the community in their goal of ensuring the continued sustainability of the military mission at NCBC Gulfport, Woolmarket, WMA, and Stennis International Airport. Collectively,



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these strategies represent an assertive and coordinated approach that will demonstrate the community's commitment to that goal.

The recommendations are customized for each of the four local governments – Harrison and Hancock counties and the cities of Gulfport and Long Beach. The recommendations and implementation strategies are organized into the following strategies which are further detailed in Chapters 7.0 and 8.0 of the JLUS report.

- **Comprehensive Plan and Land Development Regulation Updates.** Local governments should consider adopting updates within their Comprehensive Plans and Land Development Regulations that includes creating an overlay district to mitigate potential and future concerns such as frequency interference and noise.
- **Development Review.** As part of the continued coordination between the local governments and the Navy, review of new developments and proposed changes need to be shared. Strategies are offered to include the Navy at appropriate times during the review process.
- **Memorandum of Understanding.** A Memorandum of Understanding (MOU) is a formal agreement established between multiple parties. They aid in establishing the role of each party and can provide guidance for intended future actions. A Communication MOU is recommended for formal notification on new developments as well as a Frequency MOU for any new developments that may cause frequency interference.
- **Studies, Designs, and Projects.** The implementation of the JLUS can often lead to additional studies or projects that need to take place before the next steps can be implemented. A variety of studies, designs, and projects are suggested for each jurisdiction and include transportation related items, flooding concerns, signage programs, and others.
- **Coordination and Communication.** Additional communication and coordination can help aid many of the situation that were identified within the JLUS. Communication and coordination assists in educating the public on particular issues, sharing information, and providing a forum to receive feedback.

## For Additional Information, Please Contact:

Elaine Wilkinson, Project Manager  
Gulf Regional Planning Commission  
1635 Popp's Ferry Road  
Biloxi, MS 39532  
egw@grpc.com  
228.864.1167  
Or visit us at:  
[www.seabeesjlus.com](http://www.seabeesjlus.com)