

Housing

The predominant housing type in Woolmarket is large lot, single-family residential. There are scattered pockets of mobile homes and multi-family development.

Key Issues

- Housing is currently limited in Woolmarket due to its rural, undeveloped character. However, the large amount of vacant, environmentally unconstrained land creates the potential for significant new housing development. The form this development will take is a key question for Woolmarket's future. Possibilities include:
 - (1) A continuation of the existing pattern (single-family homes on large lots);
 - (2) The pattern suggested by recent development proposals (scattered, disconnected pockets of higher density single-family, multi-family, and mobile home uses); or
 - (3) A new pattern consisting of higher density housing in mixed-use centers with transitions to surrounding lower density, single-family development.

Economic Development

Woolmarket's present contribution to Biloxi's economy is relatively small due to a land use pattern consisting primarily of low-density residential homes; scattered, small-sale commercial uses; and agricultural and undeveloped lands. However, the large amount of (environmentally unconstrained) undeveloped lands with access to I-10 via the Highway 67, Cedar Lake Road, and proposed Shorecrest Road interchanges creates the potential for significant economic development in the future.

Key Issues

- Reserve land near the I-10 interchanges for high value, quality retail, and employment uses as opposed to the "strip" commercial development typical of I-10 interchanges elsewhere in the region.
- Determine suitable location for a future employment/light industrial center linked to the aerospace, Keesler AFB, and shipbuilding industries.



(1) Single-family homes on large lots



(2) Lower density adjacent to higher density residential



(3) Lower density with transition to medium and high density residential

Woolmarket Concept

The goal of the Woolmarket Neighborhood Improvement Strategy is to promote a coherent land use pattern structured around compact, mixed-use centers whose development is coordinated with the efficient extension of public facilities and services as the area grows. A primary focus of this strategy is to establish a Regional Activity Center in the northwest quadrant of the Highway 67/I-10 interchange, which is located outside of the 100-year floodplain. Referred to as the Woolmarket Regional Activity Center, this area is envisioned as a quality planned development with a mix of uses (regional and community-oriented retail and services, medium to high-density residential, etc.) that differentiates it from other regional competition along I-10. New facilities and services (e.g., a community center, parks and trails, school, etc.) can be incorporated as the center expands. The center should be walkable, have a connected street network, and transition smoothly from a higher density core to surrounding, lower density residential areas. The compact nature of this type of development is an efficient and economical use of limited infrastructure dollars.

Woolmarket Vision

Grow a quality, mixed-use regional activity center and one of Biloxi's vital economic hubs, surrounded by and connected to stable neighborhoods with reduced risk from storm damage and flooding.

Additional mixed-use centers will be developed as Woolmarket grows. Logical locations designated on the Future Land Use Map include neighborhood centers at the Lorraine Avenue/Woolmarket Road and Cedar Lake Road/Old Highway 67 intersections and a potential Regional Activity Center at Shorecrest Road/I-10 if an interchange is constructed at this location in the future. Focusing development in centers will allow lower density residential and rural uses to remain as part of Woolmarket's overall land use pattern. The concept also includes possible development of a business and/or light industrial park related to regional industry clusters such as aerospace and shipbuilding in the Woolmarket Regional Activity Center or other location with good access to I-10.

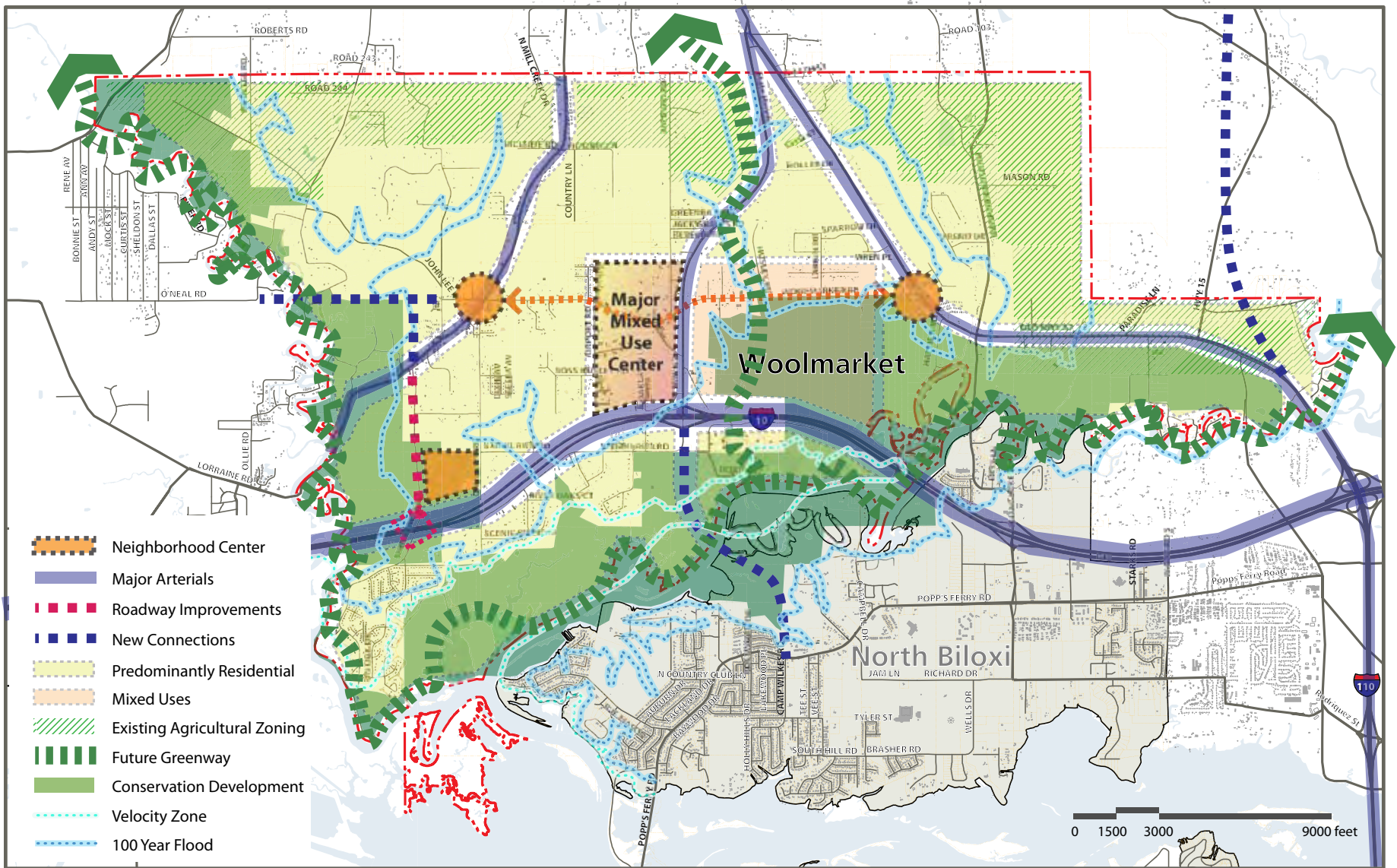


FIGURE 9.4.6/WOOLMARKET CONCEPT MAP

Woolmarket Strategies

Strategy 1

Organize land use and development patterns around a Regional Activity Center focused on the I-10/Highway 67 interchange and other, smaller centers as Woolmarket grows.

Priority Actions

- Enact a Planned Development – Commercial (PD-C) zoning district to encourage development of the Woolmarket Regional Activity Center and a second Regional Activity Center at Shorecrest Road/I-10 if an interchange is constructed at this location in the future.
- Enact a Planned Development – Traditional Neighborhood Development (PD-TND) District to encourage the development of smaller-scale “village centers” in appropriate locations.
- Explore with CTA the possibility of providing future transit service for the Woolmarket Regional Activity Center and other designated centers as they are developed.

Strategy 2

Coordinate planning and development of public infrastructure improvements (multi-modal roadway improvements, water and sewer service) with the proposed centers (as opposed to promoting scattered, disconnected developments through piecemeal extension projects).

Priority Actions

- Prioritize the City’s sewer and water improvement projects in Woolmarket to serve the designated center locations.

- Implement “Complete Street” improvements to Highway 67 between I-10 and Woolmarket Road and to Woolmarket Road in the vicinity of the Highway 67 intersection to encourage multi-modal access (walking, biking, and potential future transit service as well as driving).

Strategy 3

Restrict development and limit disturbance to waterways, wetlands, natural habitat, floodplains, and other environmentally sensitive areas, especially south of I-10. Address open space and the benefits provided by “green infrastructure” as part of Woolmarket’s land use and development pattern north of I-10.

Priority Actions

- Incorporate mechanisms such as conservation cluster subdivisions and common open space set-asides into the LDO to promote protection of open space and environmentally sensitive areas.
- Develop greenway corridors/connections to the Tchoutacabouffa and Biloxi Rivers as part of a citywide greenway network.
- Identify opportunities to partner with the Land Trust for the Mississippi Coastal Plain to preserve valuable natural resource lands as open space.
- Encourage sustainable, low impact site design and stormwater best management practices to minimize development impacts on Woolmarket’s sensitive environmental resources.

Strategy 4

Address the needs of Woolmarket residents for community facilities and services, including:

- A new community park/community center
- Neighborhood parks and playground equipment
- Neighborhood schools to serve a growing population
- Fire and emergency services

Priority Actions

- Identify a location for and develop a new community park/center in or near the Woolmarket Regional Activity Center to provide a focus for community activity.
- Work with the Biloxi Fire Department to identify locations for the planned fire stations in or near centers designated on the Future Land Use Plan. Explore the possibility of providing community-serving space (e.g., meeting rooms) in the new stations.
- Work with the Harrison County School District to coordinate planning for future school facilities with the designated center locations.

Strategy 5

Develop a network of streets and pedestrian/bicycle facilities in Woolmarket that connect to the centers designated on the Future Land Use Plan.

Priority Actions

- Construct sidewalks along existing and new streets with connections to the Woolmarket Regional Activity Center and other centers to promote increased pedestrian usage.
- Develop a system of shared roadways, bicycle lanes, and off-road paths in Woolmarket as part of a citywide bicycle network.

Strategy 6

Through the proposed Biloxi Economic Development Committee (see Chapter 8), explore the potential to locate a business/employment park or light industrial park in Woolmarket.

Priority Actions

- Consult with representatives of regional industry clusters (aerospace, shipbuilding, etc.) to identify industry needs and possibilities for new/spin-off business development.
- Identify possible sites for a new business/employment or light industrial park in the Woolmarket Regional Activity Center or other suitable location with easy access to I-10.