

MISSISSIPPI RENEWAL FORUM

GOVERNOR'S COMMISSION
RECOVERY, REBUILDING, RENEWAL

CNU CONGRESS FOR THE
NEW URBANISM



Mission Statement

- The Commission is advisory in nature. The final decisions on implementation will almost exclusively be made by local officials and private investors, not Jackson or Washington.
- The Governor's Commission focuses on giving local leaders access to ideas and information that will help them decide what their region will look like five, ten, even twenty or thirty years from now.



Renewal Forum

- Governor Barbour invited teams of highly qualified local and out-of-state professionals to work with community leaders to design and plan for the Gulf Coast.
- Held in Biloxi on Oct. 12 – 17
- Draft proposals presented Oct. 17, final proposals and supporting materials delivered Nov. 1 – Nov. 30



Regional Strategies Supporting Local Visions

Regional Planning Team:

Eliot Allen

Geoffrey Anderson

Harriet Tregoning

Economic Team:

John Chamberlain

Daniel Slone

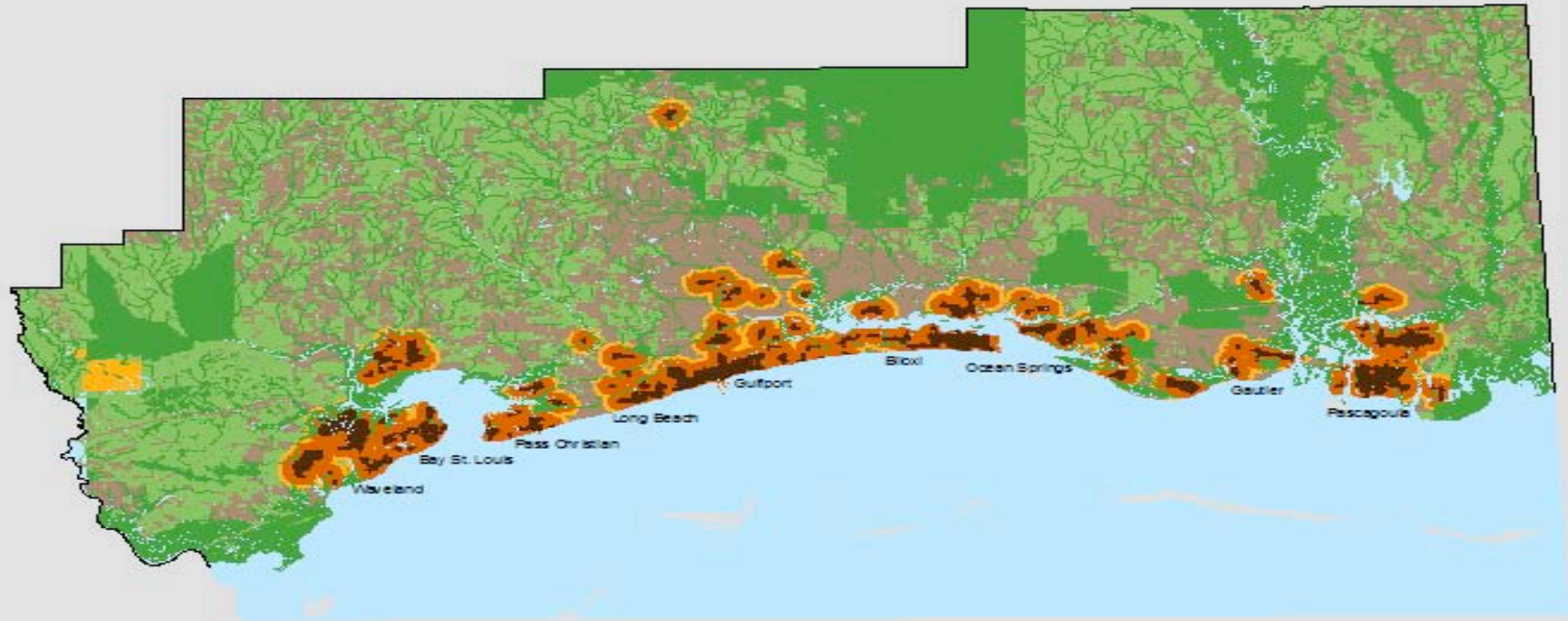
Peter Werwath

Robert Gibbs

You Have Choices

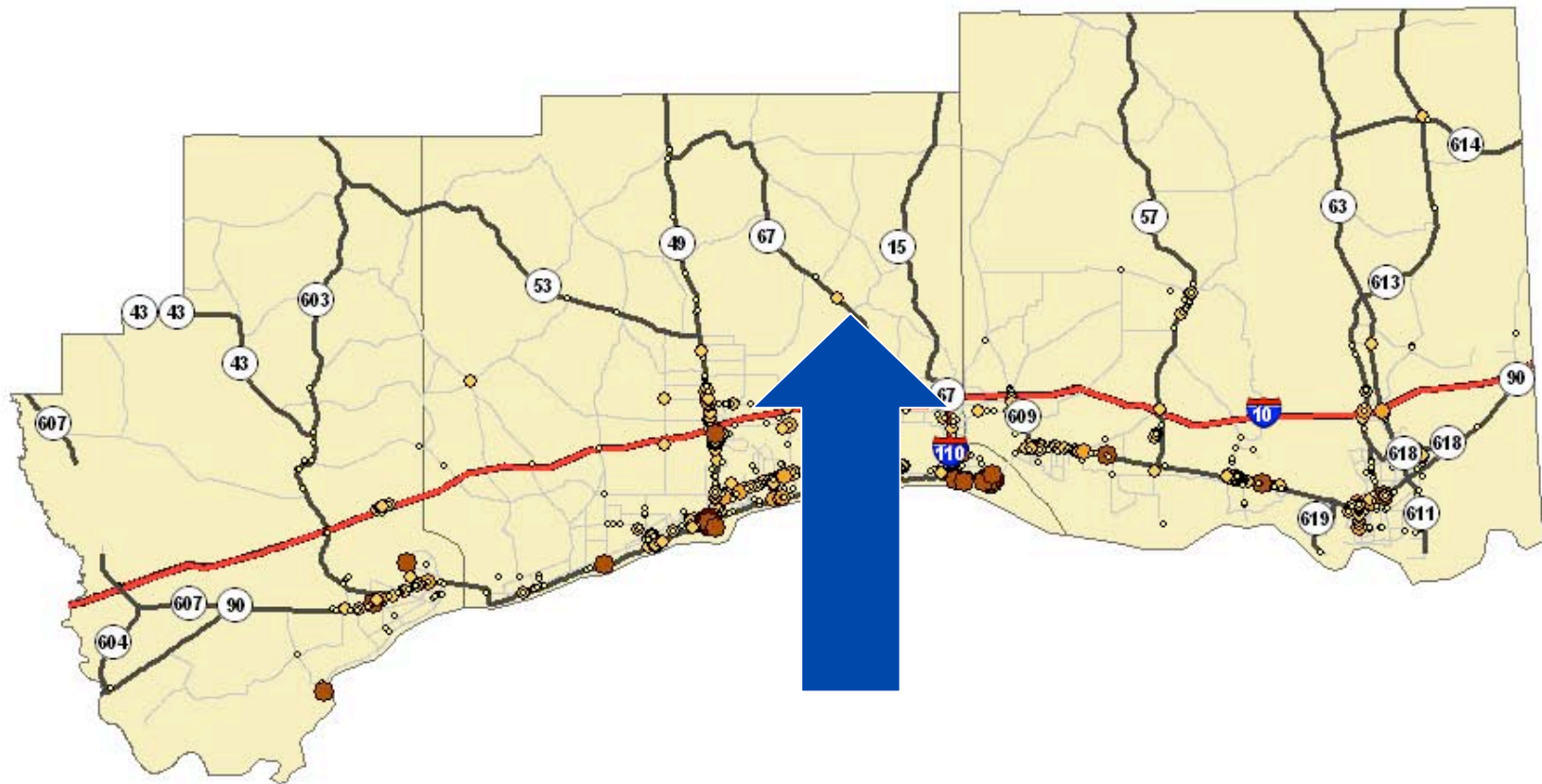
- We believe in a Stronger, More Resilient and Prosperous Gulf Coast
- What, Where and How to Rebuild
- Plans for Towns...
 - Supported?
 - Or deterred by Regional Decisions?

Regional Sector Transect



- O1 Reserved Open Space
- O2 Preserved Open Space
- G1 Restricted Growth
- G2 Controlled Growth
- G3 Intended Growth
- G4 Infill & Redevelopment

Economic Center of Gravity: *At a Tipping Point?*



Key Coastal Employment Clusters



Make The Coastal Economy Stronger Than Ever

- Accentuate 11 towns with individual personalities
 - Some anchored with casinos, military/gov't contracting or shipbuilding
 - Some with eco-tourism, arts or water sports
- But diversify all towns
 - Heritage tourism and conventions
 - Attractive to retirees
 - Manufacturing located carefully
- Economic Center of Gravity
 - “Main Streets” have moved - traffic is on arterials
 - Housing and retail may re-locate north (not necessarily due to Katrina)
 - *Could* consolidate retail in downtowns

Proposals

- Physical and policy options that enhance the vitality and impact of key industries (gaming, eco-tourism, government/military, shipbuilding, maritime trade and services)
- Ideas for infrastructure investments that support the renewed vitality of the 11 towns
- Ways to shorten the time needed to:
 - return people to their homes and businesses
 - create more development certainty
 - build more economic value

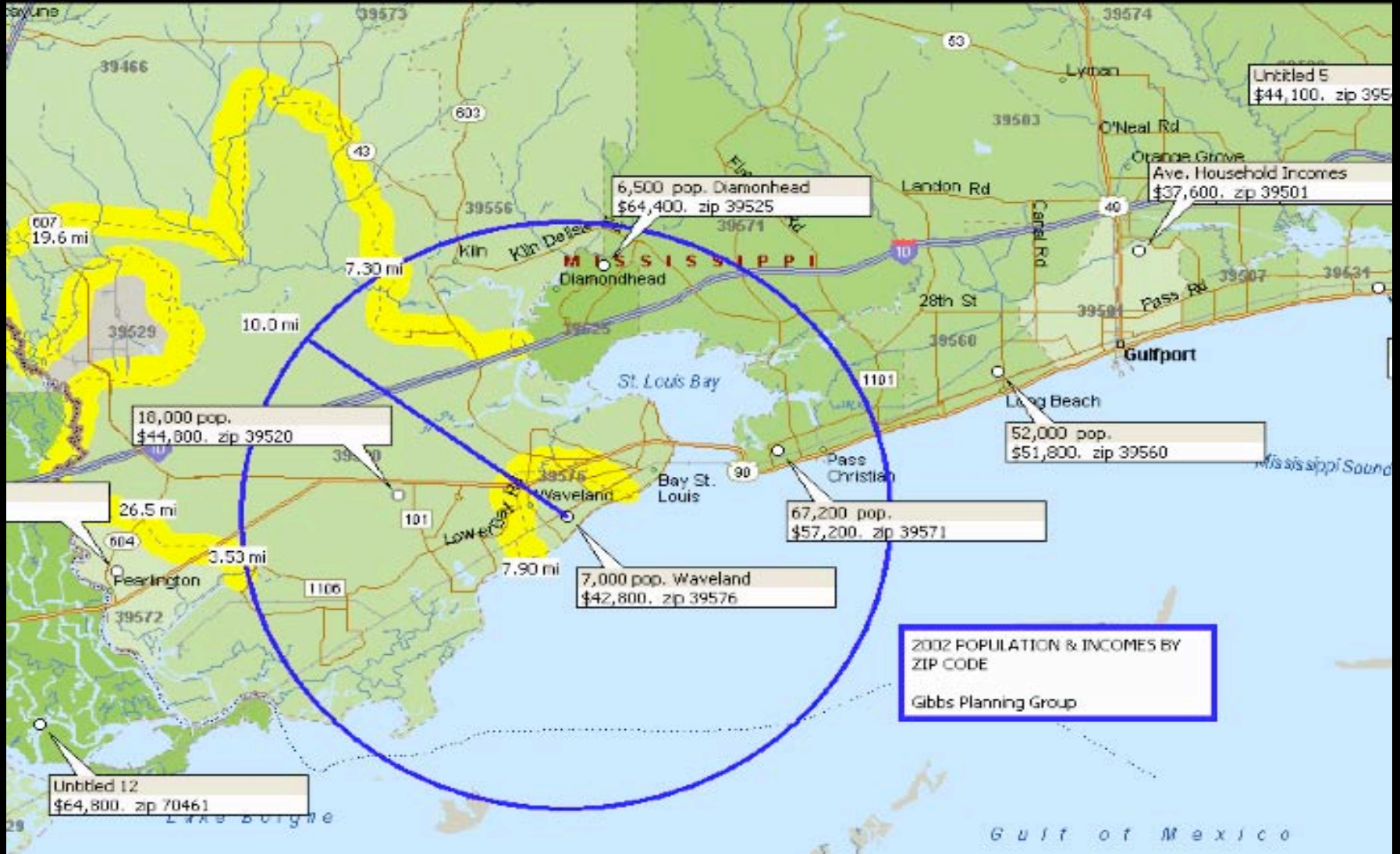


Retail is Gravitating

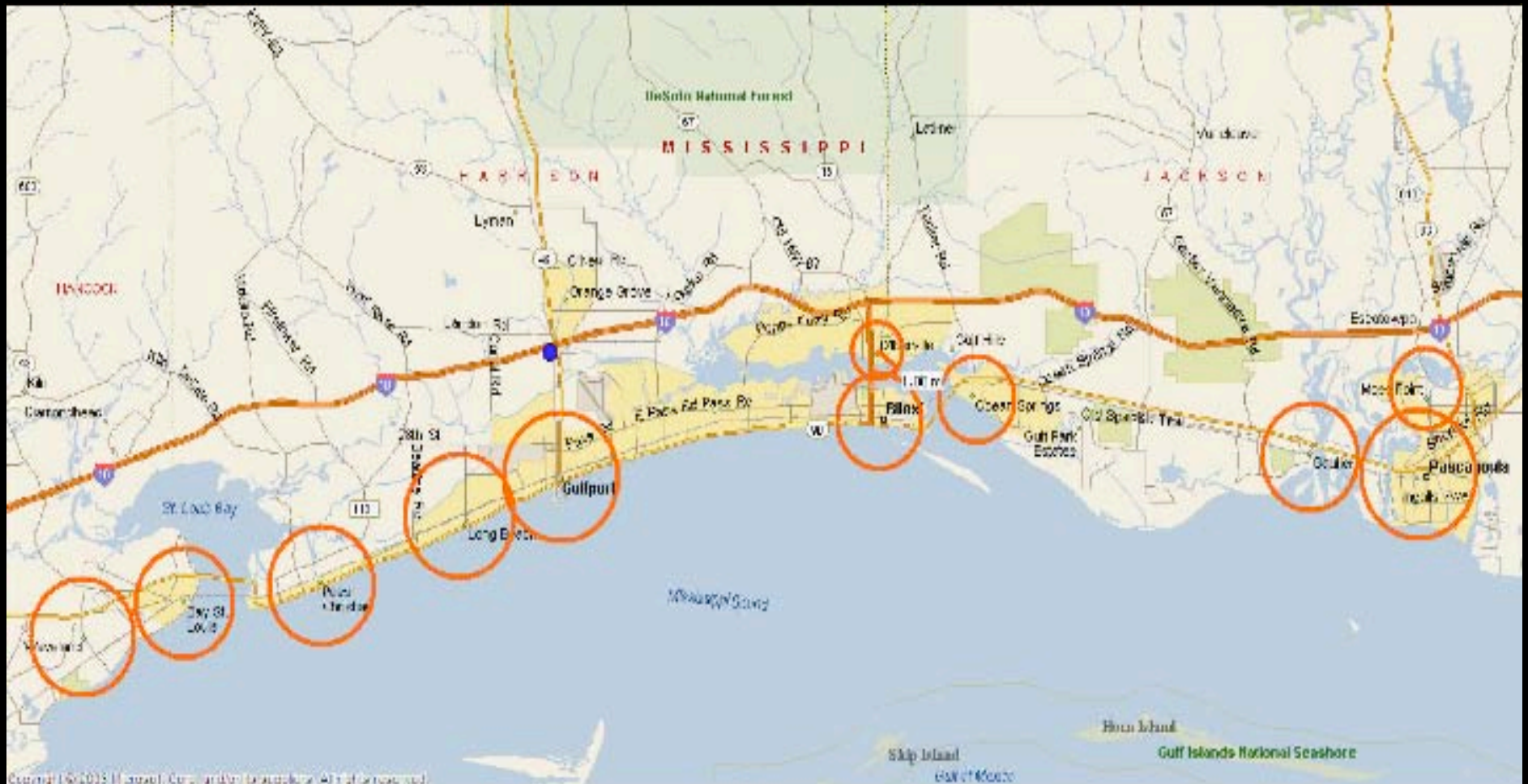




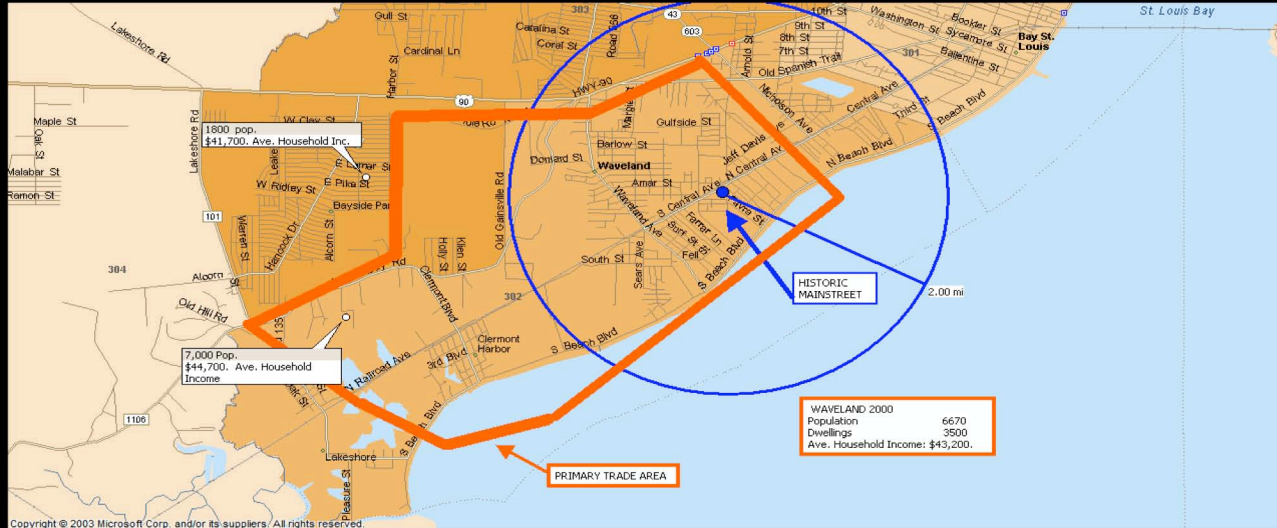
But Households and Income *could* support...



Community supported Retail *is* viable in coastal towns



WAVELAND



Primary Trade Area: 2 miles, 8,800 people, 4,200 households, Ave household Income: \$43,200.

Secondary Trade Area: 5 Miles, 22,000 people, 4 million tourists

Retail Category	Historic Downtown	Highway 90	Neighborhoods
Corner Store: food, beverage, staples	-----	3000 sf	2500 sf
Convenience Center: Food, Banks, Cleaning, Carry-out, Coffee.	12,000 sf	-----	-----
Neighborhood Center: Grocery Store, Hardware, Video, Restaurant, Bank, Apparel	-----	-----	-----
Community Center: Discount Dept. Store, Home Supply, Sporting Goods, Office, Restaurants, Books	-----	300,000 sf	-----
Lifestyle Center: Apparel, Home Furnishings, Cinema, Books, Restaurants	-----	-----	-----
Regional Retail: Fashion Dept. Stores, Apparel, Restaurants, Home, Books.	-----	-----	-----
Restaurants & Art Galleries	12,000 sf	4000 sf	2500 sf



The Potential

Top Walking Cities in Mississippi:

#1 Biloxi

#8 Gulfport



Car use on the MS Gulf Coast:

- 75 to 80 % drive alone to work less than the US averages
- 12 to 15 % carpool to work higher than the US averages

Transit and the MS Gulf Coast Less than 1% use transit to get to work

The transit market is woefully under served

This suggests that the need and the potential for transit is high



The Transport Agenda: Post Katrina

- Getting to the Gulf
- Regional Connections
- Linking the Gulf Communities
- Getting around town
- Rebuilding and renewing communities
- Walkability and the human scale environment
- The creation of good places
- Complement car travel with choice

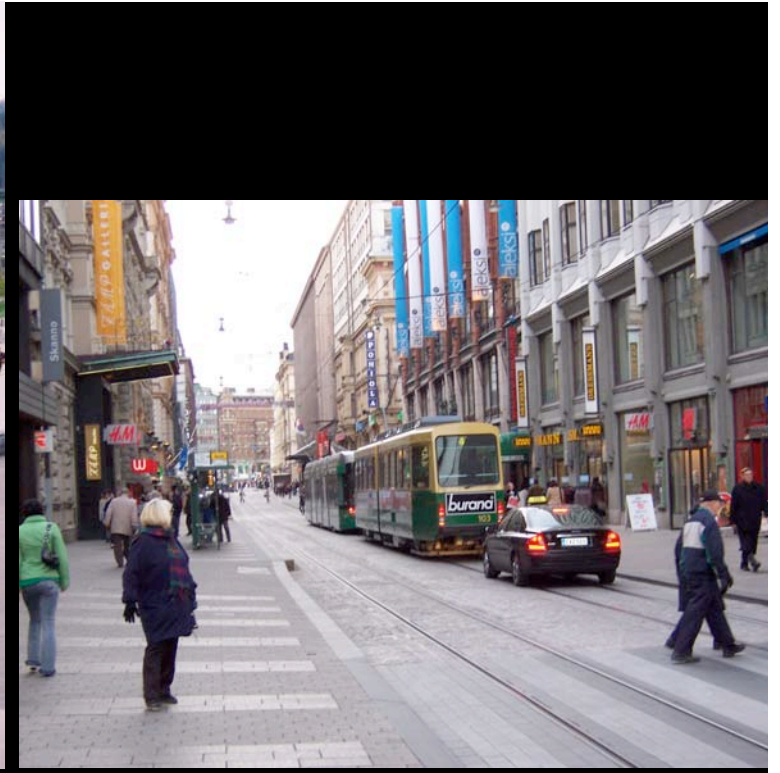
Rail Connections



Public Transit, walking and biking

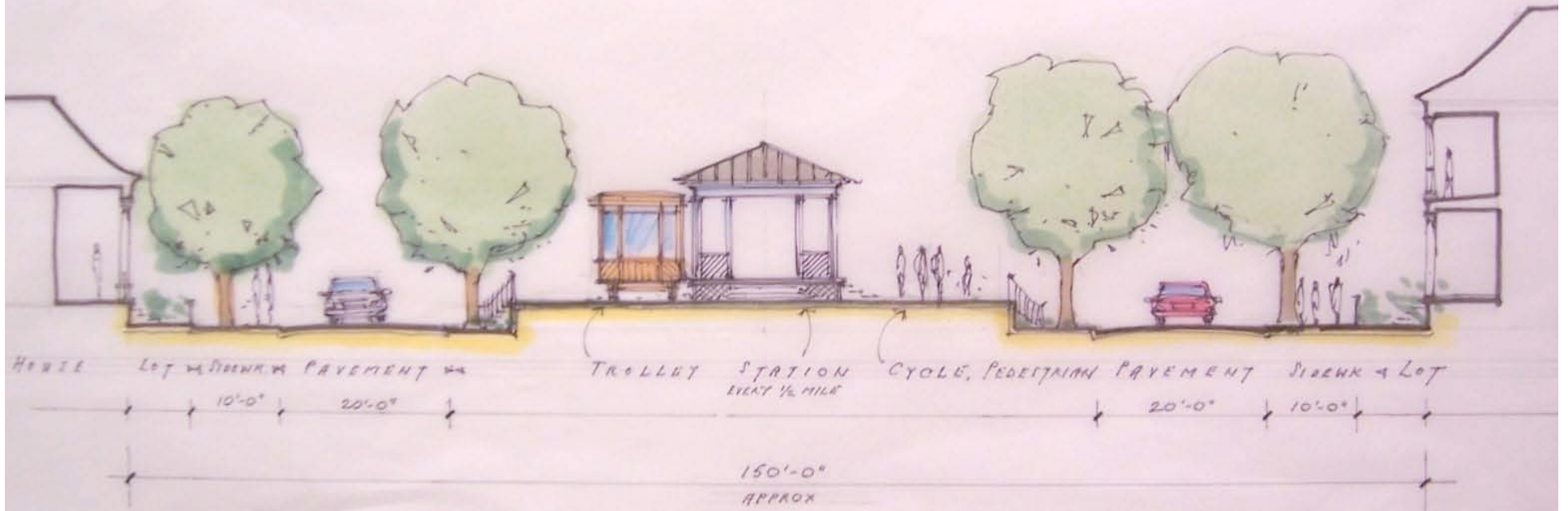


- Existing
 - Interstate
 - State Route
 - Arterial
- Proposed
 - Gulfport Multi-Modal Hub
 - Transit (Limited Stops, Dedicated ROW)
 - Passenger Rail Connection to E-W Hi Speed Rail Line
 - Streetcar/Trolley (Stops every 1/4 to 1/2 Mile)
 - Feeder Bus
 - Water Taxi/Cruise Ships
 - Bike Trail
 - Transit Oriented Development Centers



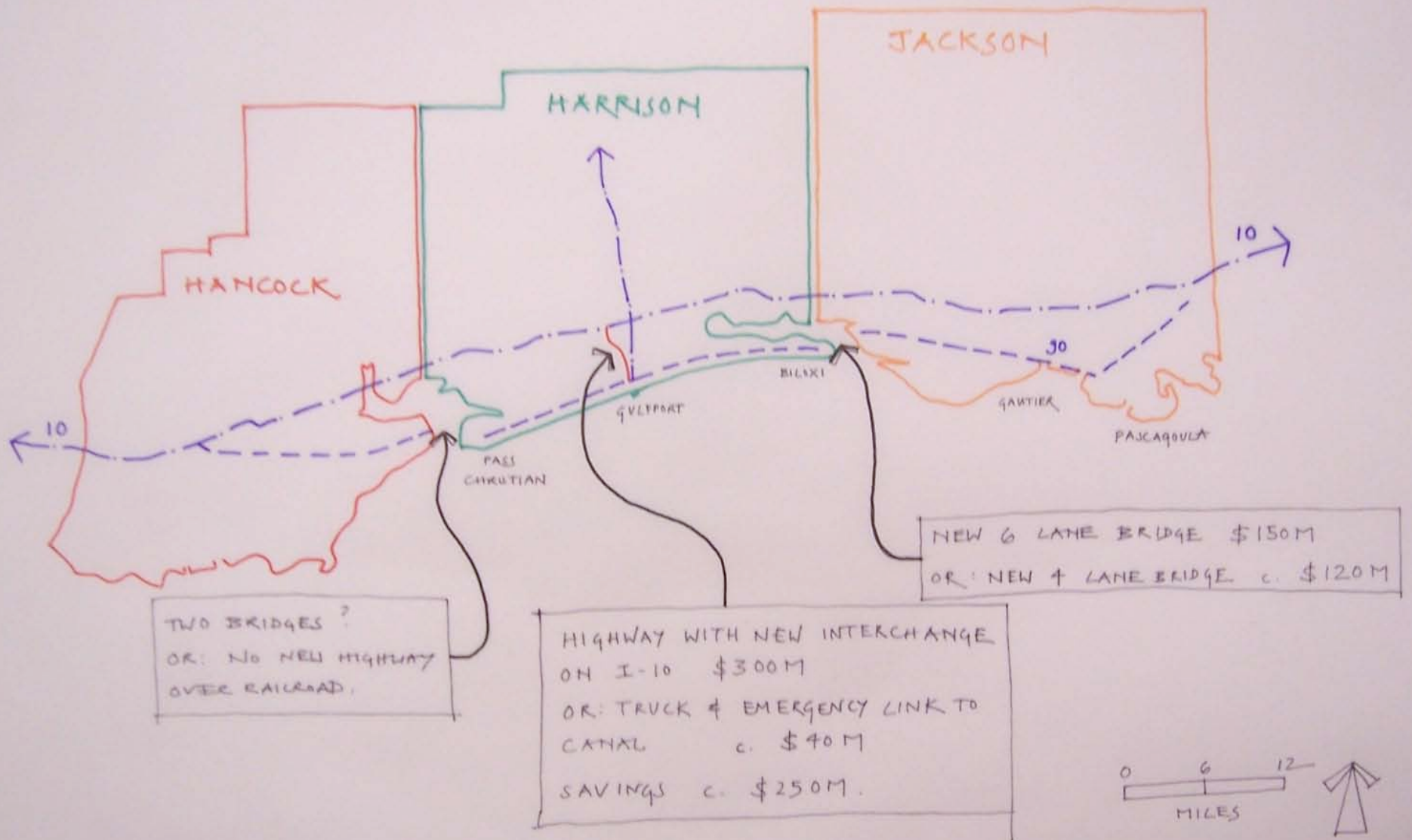
Transit Costs

- Bus Rapid Transit
Regional Connector
\$5-10 million/mile
Stations every 1/2 -2 mile
- Streetcar/Trolley
District Circulator
\$10-15 million/mile
Stations every 1/4 -1/2 mile
- Light Rail
Regional Connector
\$45-50 million/mile
Stations every 1-2 miles
- Heavy Rail
Regional Connector
\$100 million/mile
Stations every 1-2 miles
- Commuter Rail
AM/PM Long Distance Connector
\$20-40 million/mile
Stations every 2-5 miles

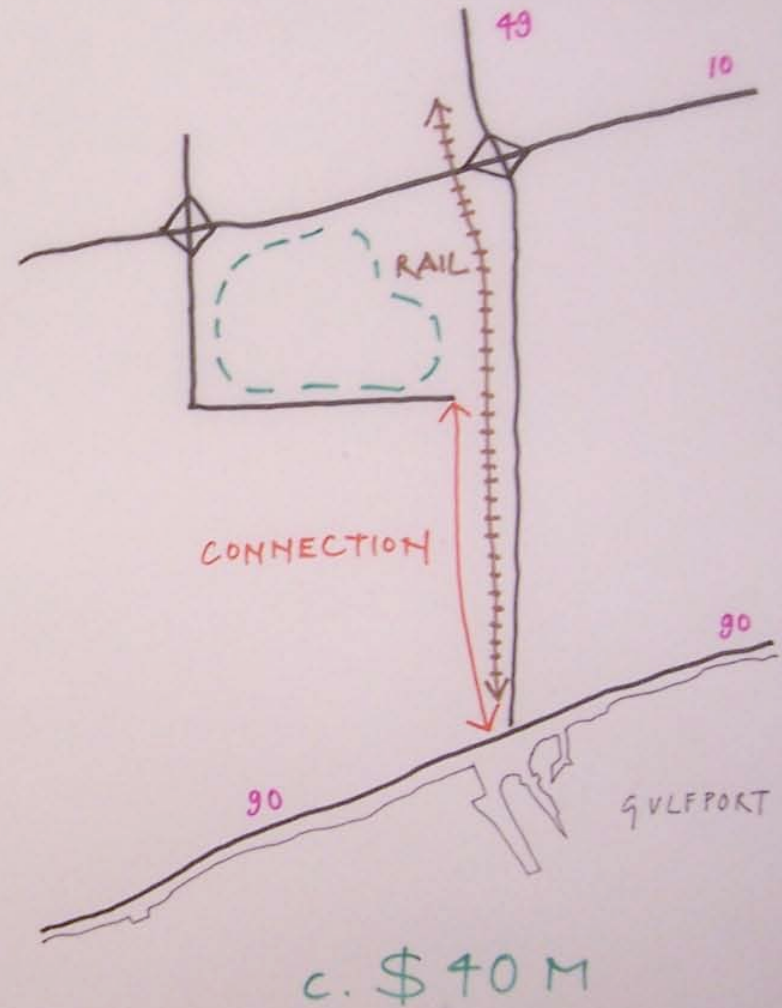
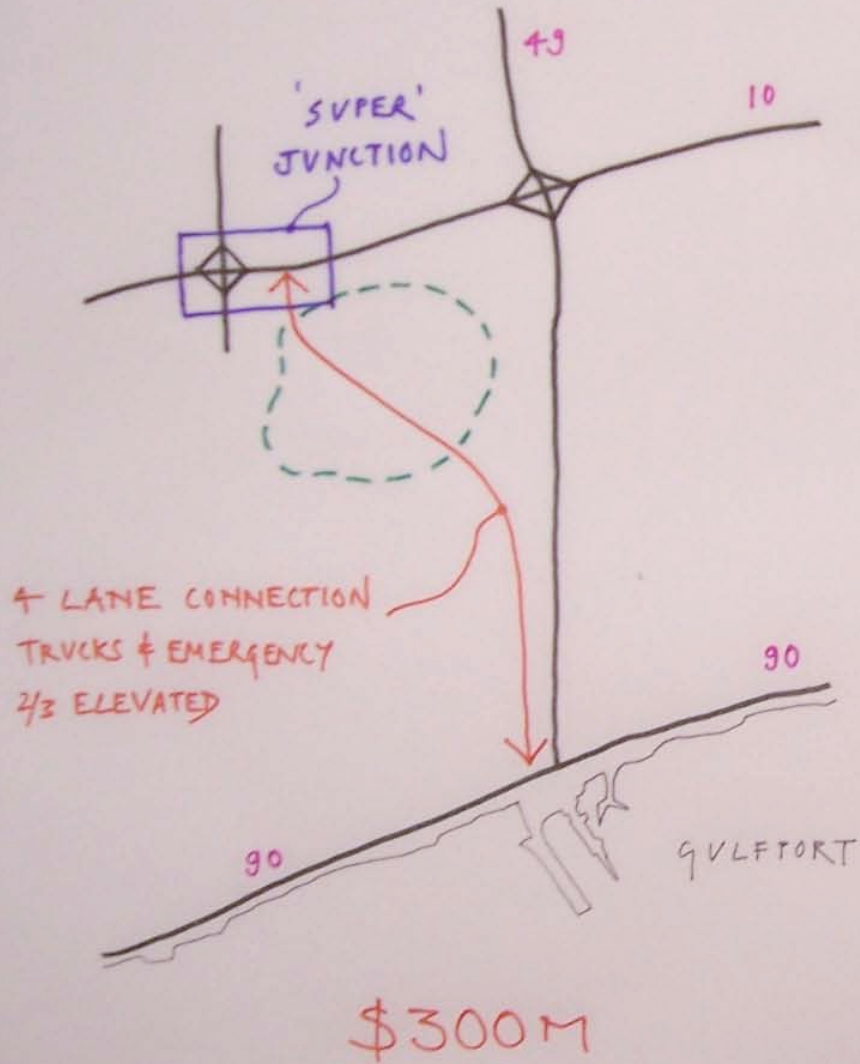


PROPOSED NEW BOULEVARD TO REPLACE FREIGHT TRACKS — PASS CHRISTIAN 116' x 1'-0"

Transportation Projects – Questions?



Gulfport Connections





Gulfport connections

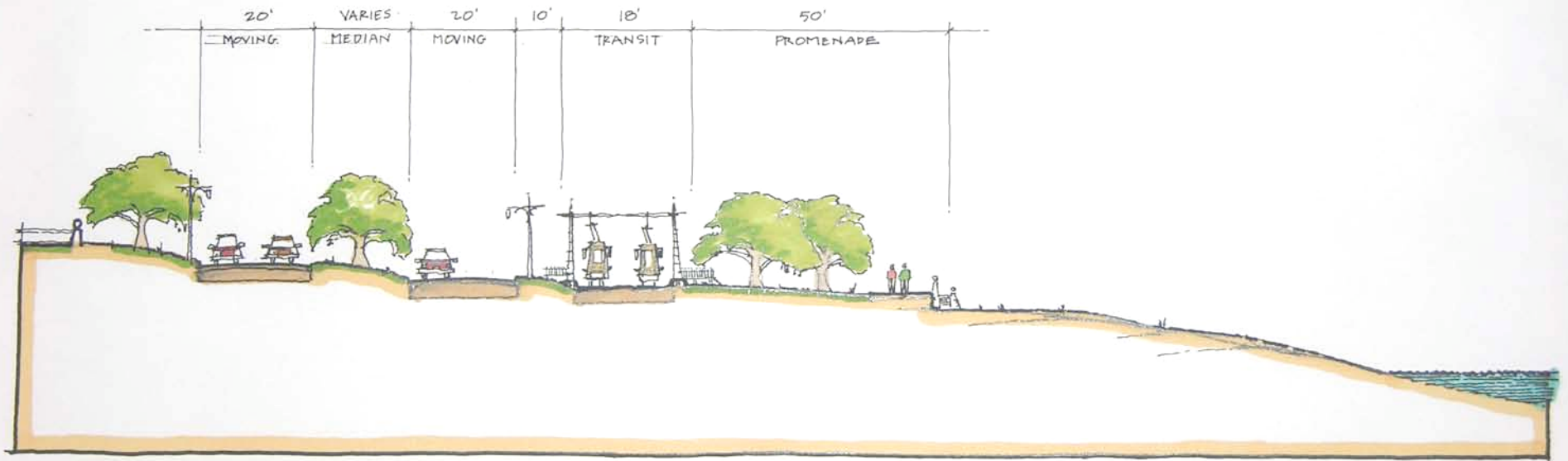
Ocean Springs bridge

Railroad Boulevard

Beach Boulevard

I-110 to come down

Beach Boulevard



Reconnecting the Mississippi Gulf Coast

- Access to the Gulf: for residents and visitors
- Re-stitching together of the Gulf Communities
- Getting around – transit and streetcars – a world class system
- Walkability
- Cycling
- A human scale environment - community
- Re-connection to the water: Beach Boulevard

Protecting and Enhancing the Unique Mississippi Gulf Coast Environment

- Enhance the quality of your World class landscape
- Turn the debris into an opportunity
- Promote health and affordability by building “green”
- Reduce the cost of growth by lengthening infrastructure life
- Diversify economy to grow and compete globally
- Have a great environmental story to tell

Enhance the quality of the Mississippi Gulf's world class landscape



- Reduce/eliminate wastewater discharges into bay
- Address failed septic systems
- Native plantings and reserves



Turn the debris into an opportunity



- 30,000,000 cu.yard exceeds landfill capacity
- Opportunities for creative salvage and recycling
- Concrete slabs can become fish habitat
- Sort rubble to create stable fill to raise grades

Coding for the Future

Rebuilding communities with character, value

- Types of Codes
 - Zoning Codes (Use/Form)
 - Building Codes (Safety)
 - Architectural Codes (Design)

Note: All requirements in this Table are subject to calibration for local context.



(SEE TABLE 15)

A. ALLOCATION OF ZONES (see Section 3.1 and Table 2)

CLD	no minimum	50 % min.	10 - 30 %	20 - 40 %	prohibited	
TND	no minimum		10 - 30 %	30 - 60 %	10 - 30 %	prohibited
RCD	no minimum		prohibited	10 - 30 %	10 - 30 %	40 - 70 %
TOD	no minimum		prohibited	0 - 30 %	0 - 30 %	70 - 100 %

B. BASE RESIDENTIAL DENSITY (see Section 3.4)

By Right	1 unit / 100 ac. avg.	1 unit / 20 ac. avg.	2 unit / ac. gross	4 units / ac. gross	6 units / ac. gross	12 units / ac. gross
By TDR	by exception		6 units / ac. gross	12 units / ac. gross	24 units / ac. gross	96 units / ac. gross
Other Functions	by exception		10 - 20 % min	20 - 30 % min	30 - 50 % min	50 - 70 % min

C. BLOCK SIZE

Block Perimeter	no maximum		3000 ft. max	2400 ft. max	2000 ft. max	2000 ft. max *
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* 3000 ft. max for blocks with parking structures

D. PUBLIC FRONTAGES (see Table 2)

HW & RR	permitted			prohibited		
BV	prohibited		permitted			
SR	prohibited		permitted		prohibited	
RS	prohibited		permitted		prohibited	
SS & AV	prohibited				permitted	
CS & AV	prohibited				permitted	
Rear Lane	permitted				prohibited	
Rear Alley	prohibited		permitted	required		
Path	permitted				prohibited	
Passage	prohibited		permitted			
Bicycle Trail	permitted			prohibited *		
Bicycle Lane	permitted				prohibited	
Bicycle Route	permitted					

* permitted within Open Spaces

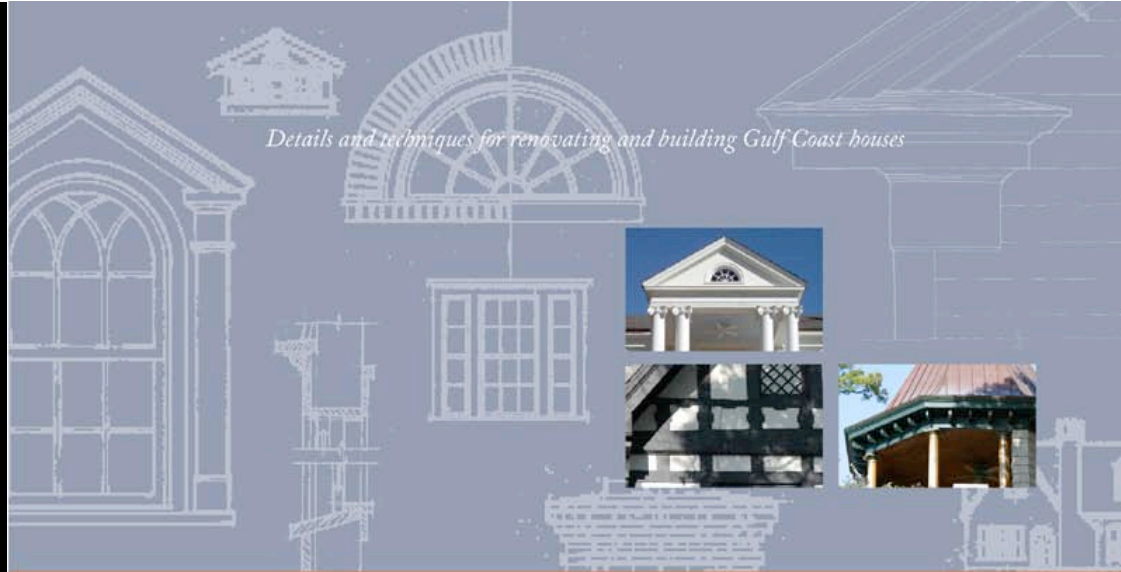
E. CIVIC SPACE (see Table 13)

Park	permitted			by warrant	by warrant	by warrant
Green	prohibited		permitted			prohibited
Square	prohibited			permitted		
Plaza	prohibited				permitted	
Playground	permitted					

F. LOT OCCUPATION

Lot Width	by exception	by warrant	72 ft min 120 ft max	18 ft min 96 ft max	18 ft min 180 ft max	18 ft min 700 ft ma
Lot Coverage	by exception	by variance	60% max	70% max	80% max	90% max

Details and techniques for renovating and building Gulf Coast houses



A PATTERN BOOK *for*
GULF COAST NEIGHBORHOODS

MISSISSIPPI RENEWAL FORUM

