

Pass Christian Rebuilding



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Acknowledgements and Contact Information

This booklet and this work is dedicated to you, the spirited and hopeful, the shell-shocked and the brave people of Pass Christian as you begin the rebuilding of your community and your lives after Hurricane Katrina.

To those of you who insisted that we listen, that we listen again and that we listen even more, and then comforted us as we wept for you. To Pass Christian resident Martha Murphy who made us understand the power of place as never before when she said, "As residents of the Gulf Coast, we all are prepared to one day lose our homes in a hurricane. We can bear that. How, though, can we ever even begin to bear the loss of our town?"

To Pass Christian acting Mayor and CEO Malcolm Jones who worked nearly non-stop on emergency cleanup and restorative efforts since Hurricane Katrina hit, but who still took the time to bring us up to date on every pressing issue in town – from the need for emergency shelter to debris cleanup to the loss of most of Pass Christian's tax base – and then to give us a gift, a deep green glass lantern that somehow survived the hurricane. It seemed to carry the message that because it survived, so too will Pass Christian. We found ourselves in the position of having to ask ourselves, though, how is it that those who have lost almost everything are still able to give of themselves? We were to be the ones bearing gifts. The design team is forever honored by this gift of hope and survival.

Appreciation goes also to sociologist David

Brain who saw such a strong need in Pass Christian for emotional support that he devoted much of his charrette time on this. His thoughtful recommendations to the community for a central coordinating and communications center as well as for a community facilitator should be taken very seriously as they will provide the strong social underpinnings necessary for re-establishing community bonds.

Three other individuals made the Gulf Coast charrette a planning event unparalleled in U.S. history. These include Mississippi Governor Haley Barbour's efforts on behalf of the people of the Mississippi Gulf Coast. His leadership is courageous and visionary and packed with emotion, everything that is needed to carry a successful effort forward.

The generous, passionate and pragmatic Jim Barksdale, former Netscape CEO and former head of FedEx, helped fund this immense planning effort for his beloved home state. He knows how to manage large groups of creative and talented people, and he proved it yet again here. His gift to the people of Pass Christian is the event that produced these designs and plans and the community outreach effort behind them.

The third individual in this regional planning effort is Andres Duany, one of the founders of the Congress of the New Urbanism. He stated that the New Urbanists have been preparing for this event – the rebuilding of the Mississippi Gulf Coast - all of our lives. The beloved towns and cities of the South have been intensely studied in their urban

form and patterns as well as in their historic architecture. Andres' well-honed charrette process, the intense design workshops that produced 11 communities' worth of planning and architecture during this 1-week period, have proven to be the most effective way to bring communities together under a common vision for their town. A solid group of New Urbanists answered Andres' call to come to Mississippi and to do the best work of our lives, for you, the people of the Mississippi Gulf Coast.

To everyone in Pass Christian, this report is only a starting point on your recovery. It is now yours to use as you see fit. You will undoubtedly look back on this post-Katrina era one day with great sadness and pain, but if it is from a bench in a gorgeous, rebuilt downtown Pass Christian, or looking out the window of your grandchild's "temporary" cottage that was just too beautiful to tear down, or from a walk along Scenic Drive with completely restored Gulf Coast architecture, you will also feel the pure joy of being an important part of the rebuilding of an even better and unparalleled Pass Christian. You will have been able to go home again. That we wish for you.



Our warmest regards,
The Design Team

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Introduction



Historic architecture



Gazebo with Christmas Tree



Historic Photo of Main Street

The long and peaceful history of Pass Christian as a place of special significance is spiked throughout with tales of tragedy. Hurricanes, fires, yellow fever epidemics and even the loss of young men to the battlefield punctuated periods of growth and prosperity. Throughout its bittersweet history, The Pass has maintained its sense of grace and dignity as one of the most characteristic and beloved towns on the Mississippi Gulf Coast.

Before Europeans landed on the "Mexican Gulf" coast, countless generations of Indians harvested fish and shellfish from the bay and made their home on the ridges of the Pass. They built mounds in Pass Christian and buried their dead here. They held councils at a place they called "The Meeting Oak" under a tree on West Second Street. The French, English and Spanish have all laid claim to the region, but in 1810 the Gulf Coast finally became a territory of the United States.

Pass Christian is the namesake of the closest of two deep water passes in the Mississippi Sound. "Pass Aux Christians" was first traversed and named by Frenchman Christian L'Adnier and his wife Marianne Paquet, who came from Bienville's capitol of New Orleans to live on Cat Island around 1746.

All local property deeds can be traced back to an early land grant to three-time widow, Julia de la Brosse, who passed the land down to her heirs - daughter and son in law Bartholomew Pellerin - and to Julia's freed slaves, Charlot Asmard and his wife Madelon. Land grants and subsequent subdivisions were long and narrow, extending inland from the water to afford access.

From the beginning, Pass Christian was a place of large summer "cottages" and a resort for the

prominent and affluent from New Orleans and beyond. Major subdivision and building occurred in the 1830's when steamboat service between New Orleans and Mobile was installed and carried mail and passengers, who arrived to build hotels and homes. The public road of Second St. (The Old Pass Road) was first dedicated in the early 1840's, followed by the first post office, churches, public and private schools, a cemetery, and in 1849 the South's first yacht club.

The 1850's brought such prosperity that by the 1860's Pass Christian had a permanent population of 6,000 that swelled in the summer. It became the most important town on the Gulf Coast, and grew from a resort town to an important trading center boasting the best access to towns upstate, excellent water access and a thriving seafood industry.

The Civil War brought about the town's demise, as it lost much of its male population. Not until the New Orleans, Mobile and Chattanooga Railroad was built in 1869 did the Pass have a resurgence of building, notably of schools and hotels. The town was plagued by several yellow fever epidemics, but rebounded in the 1880's when railroads brought in wealthy politicians and merchants who built beautiful homes and hotels on Scenic Drive.

Pass Christian's importance declined in the early Twentieth Century when the Gulf and Ship Island Railroad was built and Gulfport's Deep Water Port opened in 1902. Tourism bypassed the town as Florida became a popular destination. A series of fires and a major hurricane in 1915 destroyed many fine homes and hotels.

Hurricane Camille dealt a tremendous blow to the Pass in 1969, when 65% of Harrison County was



Welcome sign



Historic church



Historic architecture

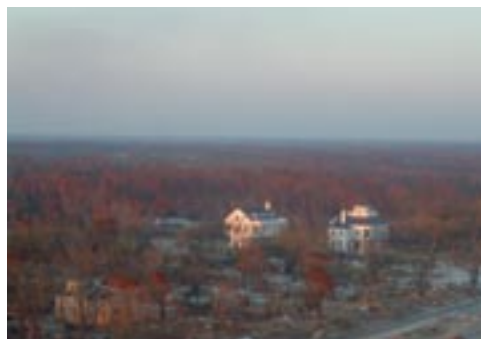
Introduction (con'd.)



Flag where house once stood



Damaged downtown buildings



Houses remaining after the hurricane

destroyed. It was the most serious catastrophe in America until Hurricane Katrina hit the Gulf Coast on August 29, 2005, devastating virtually everything in its path. The widespread level of destruction – and loss of place - is unrivaled in U.S. History.

Mississippi Governor Haley Barbour wasted no time in appointing former Netscape CEO Jim Barksdale to lead the Mississippi Rebuilding Effort. To include a diversity of advisors, he organized the Governor's Commission on Recovery, Rebuilding and Renewal, and set about the task of creating a plan and strategy to not just rebuild Mississippi, but to seize the opportunity to rebuild a Mississippi Gulf Coast that would be far and above much better than before.

The post-hurricane Recovery phase is the most immediate, and involves clean-up, infrastructure repair, and addressing immediate needs of residents. The Renewal phase is long term, and requires broad participation and ongoing analysis to ensure the future growth of a healthy society. The middle phase, Rebuilding, bridges the two by planning the design of the physical and permanent rebuilding of the Gulf Coast communities in a form that will exist for generations. It is this supremely important rebuilding phase that lays the groundwork for future success, and of which this Mississippi Renewal Forum Charrette is about.

Governor Barbour and Chairman Barksdale turned to Architect and Town Planner, Andres Duany of Duany Plater-Zyberk & Company of Miami, Florida, who with a grant from the

Knight-Ridder Foundation worked on behalf of the Congress for the New Urbanism (President and CEO, John Norquist) to organize a seven-day planning Charrette for Rebuilding the Gulf Coast.

In very short order, Duany and his management team pulled together approximately 100 national architects, planners, engineers, sociologists and other professionals to conduct a seven-day Charrette. A charrette is a highly time-condensed planning session in which all stakeholders and specialists come to the table at the same time and make efficient use of valuable time and resources, to work collaboratively toward a common vision and set of goals. The national team was paired with a local team of professionals and decision makers.

The charrette group was organized into teams that included regional planning and transportation, codes, architecture, sociology and equity issues, and eleven town planning teams for each municipality on the Gulf Coast.



Damaged City Hall



Collapsed house



Damaged Wal-Mart store

Tour of Pass Christian



Planning team and locals



Damaged home



Salvation Army representative,
resident Martha Murphy & City CEO
Malcolm Jones

On Thursday, October 13, 2005 the design team loaded into tour vans and drove along the Mississippi Coast Highway 90 from Biloxi to Pass Christian. The remaining residents of Pass Christian are now living mostly within two temporary compounds located approximately a quarter mile to the east and west of the former town center. The compounds had been erected in the only areas that were clear, safe, and free of rubble immediately after Hurricane Katrina. Our team arrived first at the eastern tent compound that contained living, dining, and municipal quarters.

The eastern tent compound, known as 'The Village' is located on approximately 13-acres of former baseball fields, Boy Scouts facilities, and the main village green shaped in a rectangle from north (train tracks) to south (the coast). A large common dining tent/hall and emergency equipment staging area is located on the north side. Approximately 70 residential tents and two municipal trailers are erected in the middle area, and the village green/gazebo area to the south of the compound, with a few tents located under a band of thriving Coastal Live Oaks. The western tent village is located on former school grounds adjacent to a historic church, Trinity Episcopal, and is approximately 11-acres. Tents and a dining hall were erected on this site as well.

At the Village, the design team was met by approximately eight residents, four acting aldermen, the acting Mayor, and various local and national news reporters. The initially gathering and introductions took place at the relocated city hall trailer, where information, telephones, and building permits were available. While the main thoroughfares had been cleared, almost everything else in the town had been completely destroyed or damaged.

The team then toured Pass Christian by van after an initial walk around the historic town center, which included a visit to a refugee shelter in the County's civic center, the Wal-Mart site on the eastern most end of town, the industrial sites and various residential neighborhoods damaged by the hurricane. The tour concluded with a City Council meeting in a fire station on 2nd Street just outside of the town center. FEMA representatives gave a presentation and local citizen's expressed their needs, wants, and fears.

The main east-west thoroughfares are: 2nd Street and Scenic Drive in the town center; the CSX rail line running lengthwise through the center of the town; and West North and East North Street along the northern side of town. The main north-south thoroughfares are: Davis Avenue and Market Street in the Town Center; Henderson Avenue to the west; Menge Avenue; Espy Avenue; and Beatline Avenue from west to east respectively. Except for Market, which is the traditional 'Main Street,' all Avenues are north-south thoroughfares, and all Streets are east-west.

From the Village, located on 2nd Street and Fleitas Avenue, the team walked through Davis Avenue terminating it view on the gulf. Davis is a retail main street with approximately two structures left standing after the hurricane: the Hancock Bank building, and a two-story, arcade, ground floor retail and upper floor residential building that had sustained great damage. Davis Avenue did not have street trees on the town center blocks south to the gulf.

The team walked from Davis along Scenic Drive to the former Historical Society building site, now gone, and St. Paul's Catholic Church. A few more citizens who were salvaging what could be found on their properties joined the tour at this time. In this predominately Catholic town, the church's roof structure, a cross that continued to hang from the rafters, and the stained glass window remains symbolized hope to our hosts. This area is considered the 'heart' of Pass Christian.

The team walked north down Market Street, the other former main street that was mostly commercial and business-oriented, to the east-west railroad line. Market Street did not have street trees in the town center toward the gulf, and was fronted with arcaded buildings. Market Street links Pass Christian Harbor in the south to an approximately 350-acre Industrial Port one mile north from the harbor. Market Street changes its function several times, from a commercial Main Street, to residential street, to an industrial district corridor. The CSX railroad line, which the team observed at its intersection with Market Street, is considered a constraint by the entire community. Up to 36 freight trains travel at high speeds through Pass Christian along this railroad. This arrangement currently provides no amenity to the town and



Helicopter Tour



Damaged house



Temporary shelter

Tour of Pass Christian (con'd.)



Damaged Historical Society building



CSX rail line and water tower



Bank in trailer

it is an unsafe barrier between residents to the north and south of the rail line.

From Market Street, the team walked east on 2nd Street back to the Village. Second Street is a mostly residential avenue connecting the east and west neighborhoods through the town center with high vehicular capacity at a low speed. The character of 2nd Street was defined by a variety of home types setback from the street lined with large coast live oaks.

The team toured the northern bay area residential golf course suburbs that suffered great flood damage by van. FEMA flood requirements will greatly affect the rebuilding of these areas because their elevation is only a few feet above sea level. The Industrial district was in operation. Many commercial fishing fleet boats were moored in the industrial district port to ride out the hurricane. A manufacturing/assembly plant for temporary structures, with staging area sites of 80-acres and more, are available here with a railroad spur linking the coastal Mississippi region via the CSX rail line.

The traditional town center of Pass Christian is compact and complete. The town center's average block perimeter is approximately 1,500 lineal feet. The street is 50 feet wide from building face to face and the buildings are typically one to two stories with a mix of uses. St. Paul's Catholic Church has a strong presence in the townscape, and arcades or awnings shade the pedestrian. Absent are street trees in the 8-10 block town center area.

A working commercial fishing harbor and recreational yacht club share the harbor facility. Historically, Pass Christian defines itself as a fishing village. Today, it is both commercial and recreational, an economic advantage to rebuilding.

The surrounding neighborhoods consist mostly of rural single-family homes with block sizes that are approximately 1,250' x 150' block sizes, and are not easily walked because

of the long block lengths on either side. The French lot line configuration creates these tremendous block lengths from north to south. The homes are various types of single-family detached dwellings. The older sub-urban homes that front the gulf coast are mostly very large single-family compounds separated from each other and oriented toward Highway 90. These large mansions usually have several out buildings. Mostly historic and from a more affluent time in Mississippi and Louisiana's past, these mansions define Pass Christian's historic resort village character.

The Wal-Mart building, located on Highway 90 and Beatline Avenue, is an important site to quickly rebuild a mixed-use village that serves the adjacent areas. A rebuilt Wal-Mart would provide immediate income to assist the city in further rebuilding, and includes valuable housing (both in time and location) for those working in the region. The town citizen's and Wal-Mart representatives are generally receptive to this secondary village center proposal.

Pass Christian has historically combined the charms of a resort village, fishing village, town centers, and walkable neighborhoods and hopes to rebuild in this pattern.



Council meeting at fire station



Homeless shelter director & resident



Dining tent

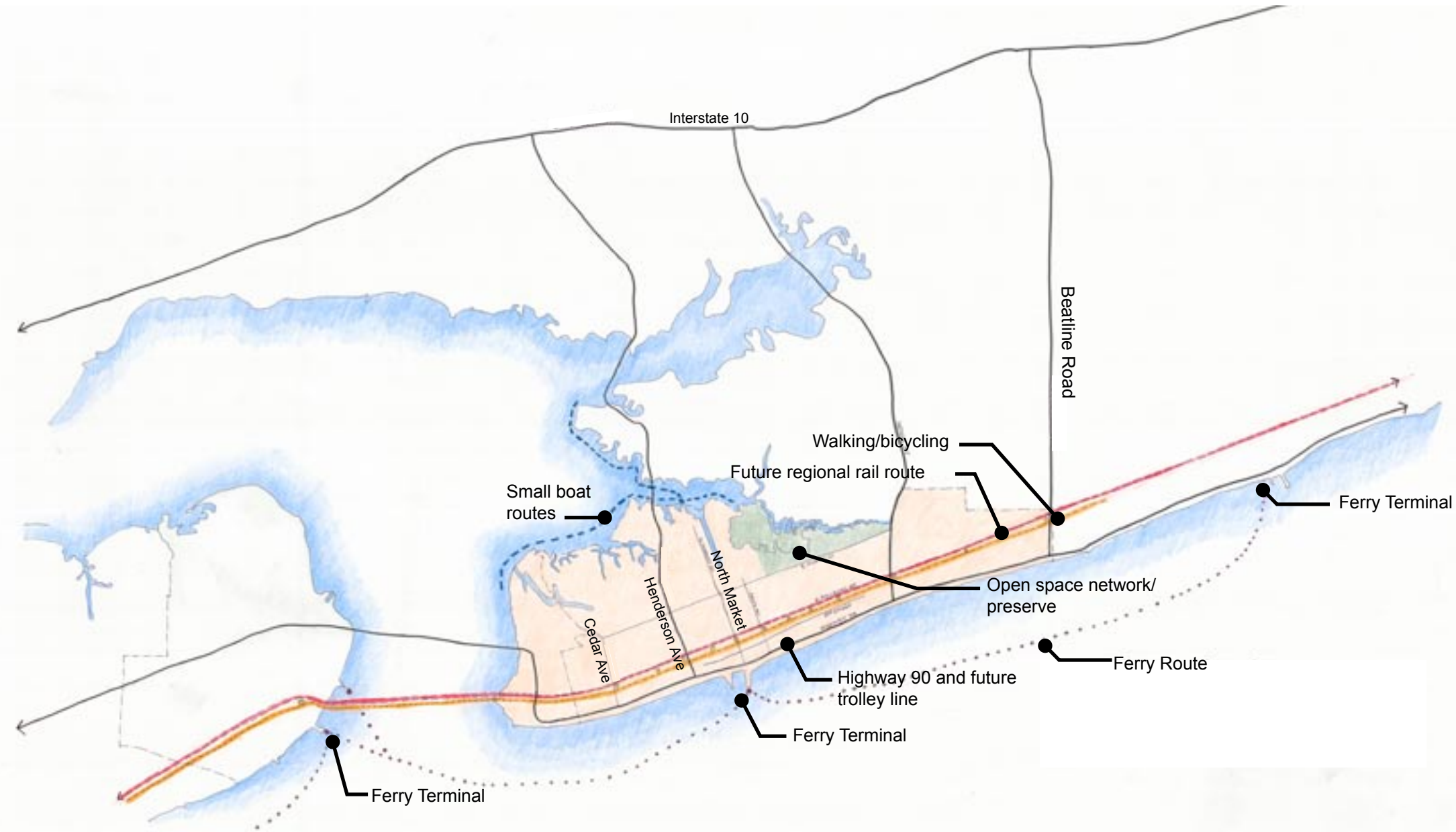
Design team goes to work



Design Principles

The design team used design principles of traditional neighborhood development in the creation of draft designs and plans for Pass Christian. The social and environmental benefits of a traditional neighborhood development (TND) result from certain physical and organizational characteristics, which include the includes most of the following:

1. The neighborhood has a discernible center. This is often a square or green, and sometimes a busy or memorable street intersection. A transit stop would be located at this center.
2. Most of the dwellings are within a five-minute walk of the center. This distance averages 1/4 of a mile.
3. There are a variety of dwelling types within the neighborhood. These usually take the form of houses, rowhouses and apartments such that younger and older people, singles and families, the poor and the wealthy, may find places to live.
4. There are shops and offices at the edge of the neighborhood. The shops should be sufficiently varied to supply the weekly needs of a household. A convenience store is the most important among them.
5. A small ancillary building is permitted within the backyard of each house. It may be used as a rental unit or as a place to work.
6. There is an elementary school close enough that most children can walk from their dwelling. This distance should not be more than 1/8 of a mile.
7. There are small playgrounds quite near every dwelling. This distance should not be more than 1/8 of a mile.
8. The streets within the neighborhood are a connected network. This provides a variety of itineraries and disperses traffic congestion.
9. The streets are relatively narrow and shaded by rows of trees. This slows down the traffic, creating an environment for the pedestrian and the bicycle.
10. Buildings at the neighborhood center are placed close to the street. This creates a strong sense of place.
11. Parking lots and garage doors rarely enfront the streets. Parking is relegated to the rear of buildings, usually accessed by alleys.
12. Certain prominent sites are reserved for civic buildings. Buildings for meeting, education, religion or culture are located at the termination of street vistas or at the neighborhood center.
13. The neighborhood is organized to be self-governing. A formal association debates and decides on matters of maintenance, security and physical change.



INFORMATION TYPE:

- Design
- Policy
- Management

TIMING:

- Immediate
- Short-term
- Long Term

URBAN SCALE:

- Building
- Neighborhood
- Region

DRAWING TYPE:

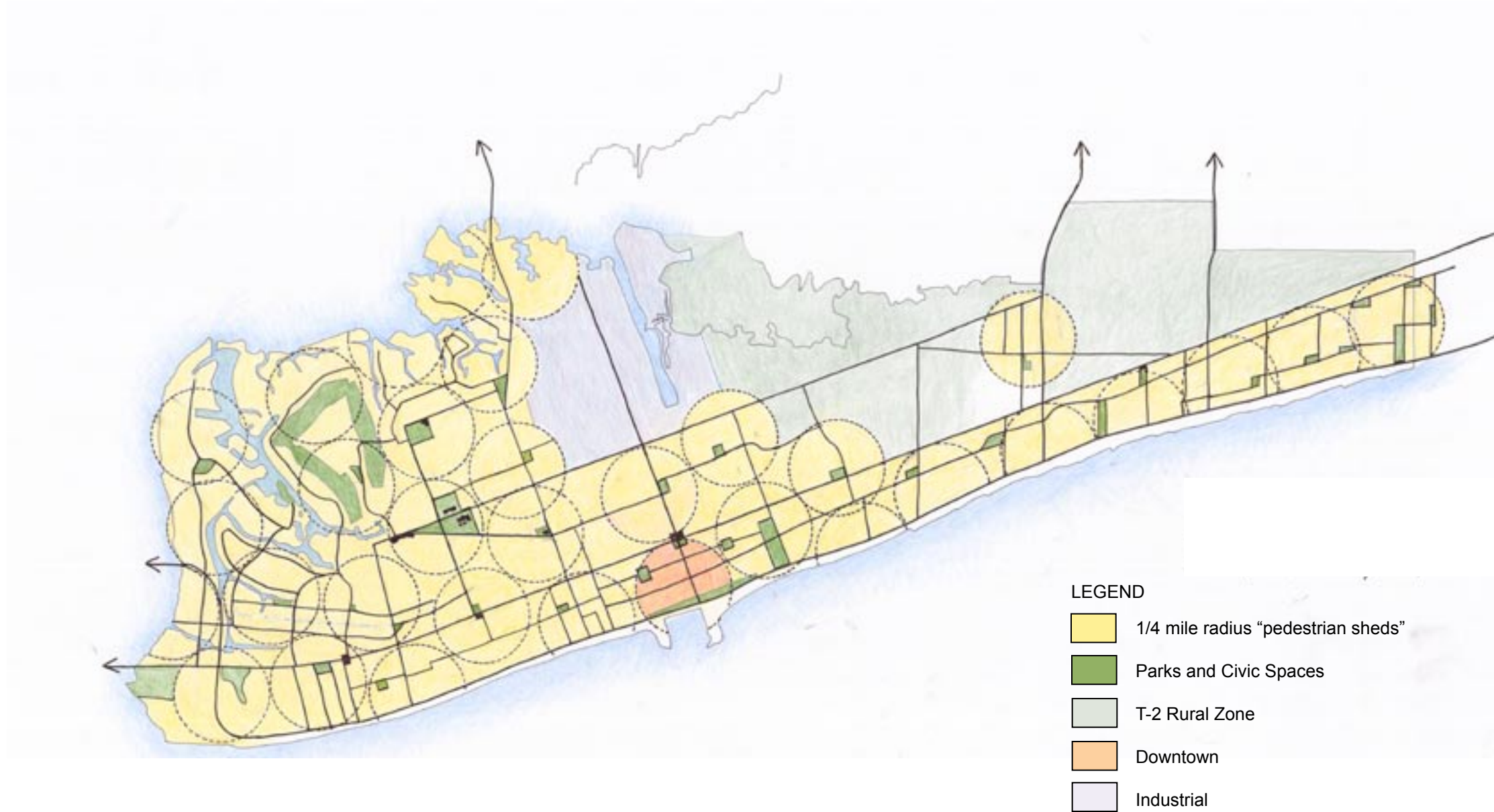
- Analytical
- Process
- Proposal

DRAWING TITLE:

**REGIONAL CONTEXT
MAP**

NARRATIVE:

This drawing shows Pass Christian's environmental setting and major transit routes within the region.



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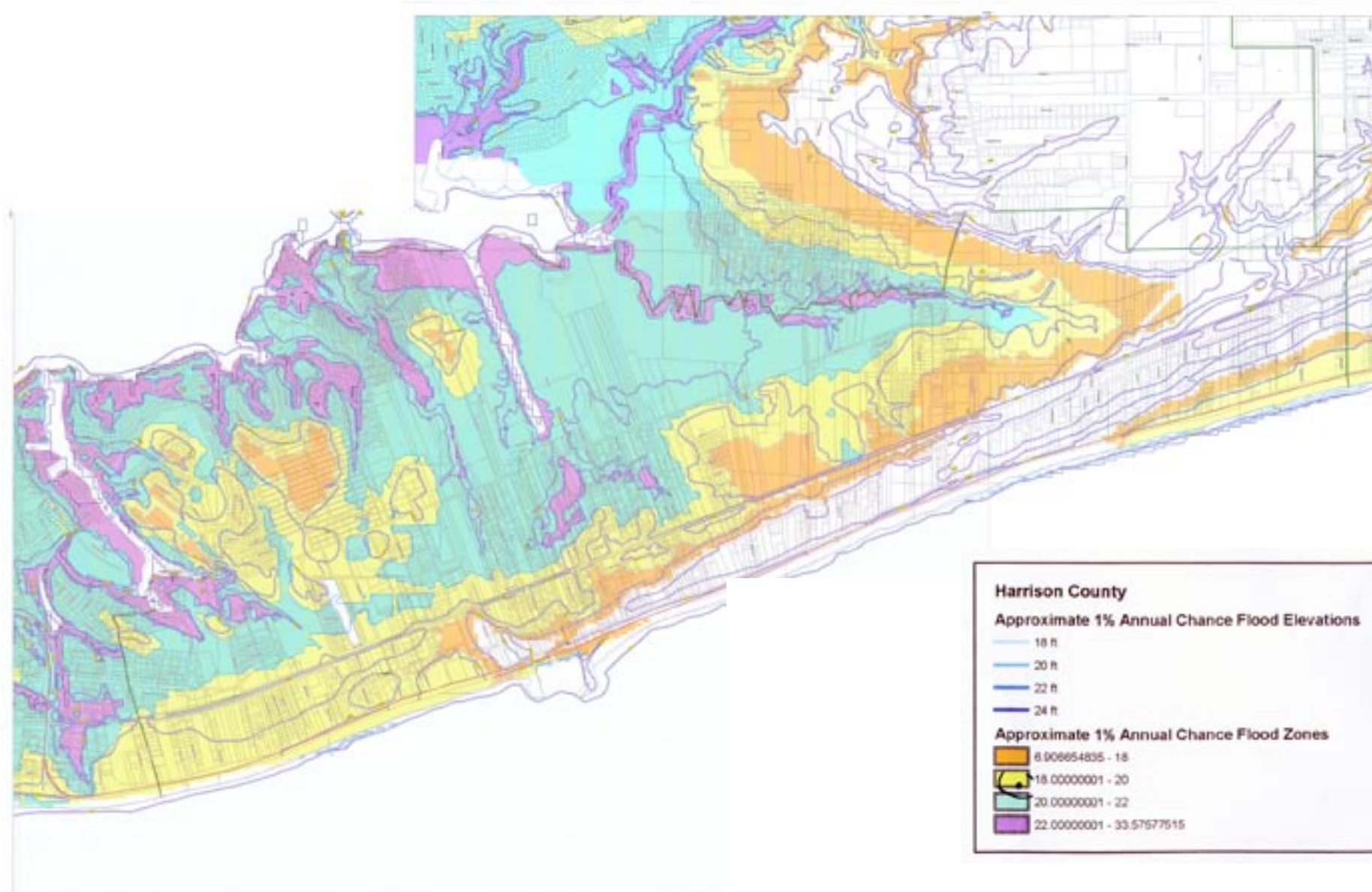
- Analytical
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DRAWING TITLE:

**NEIGHBORHOOD
STRUCTURE MAP**

NARRATIVE:

This drawing delineates the 1/4-mile radius pedestrian sheds centered on parks and other civic spaces for transit routes within the region. Pedestrians will easily walk 1/4 mile because that is the distance that they can see. New neighborhoods should be organized around this structure.



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DRAWING TITLE:

FEMA MAP

NARRATIVE:

Federal Emergency Management Administration issued Harrison County a Post-Hurricane Katrina Coastal Elevation Flood Advisory Map that increased the calculated 100-year flood risk levels by 4 to 6 feet across the region. The map advises current land owners of updated flood level calculations to be in effect within two years. The increased flood elevations influence the ground floor height of new and rebuilt residences.



Downtown Aerial



Proposed Downtown Plan

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DRAWING TITLE:

**DOWNTOWN
PLAN**

NARRATIVE:

This drawing depicts the proposal for the rebuilding of downtown Pass Christian. A new Civic Center is brought into the heart of the town, surrounded by a network of attractive, tree-lined streets. A second marina is added to allow for both a pleasure boat marina and fishing boat marina.



The proposed City Hall is raised on an elegant arcade-covered market. The non-habitable first floor below is designed to withstand flooding and can be used for a weekly farmer's market or to provide startup space for incubator businesses.



St. Paul's church was severely damaged in the hurricane. The design team and local residents looked at the historic churches which had previously stood on the site in developing this new design.

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DRAWING TITLE:

CIVIC BUILDINGS

NARRATIVE:

These sketches depict ideas for rebuilt civic structures in Pass Christian.



This rendering depicts a revitalized downtown anchored at the corner of Scenic Ave. by the Hancock Bank, which survived the storm.



A proposed new civic square is at the heart of a renewed Pass Christian. A new City Hall sits between a library and municipal building (such as the Pass Christian Historical Society).

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DRAWING TITLE:

**RESTORED STREETS
AND SQUARES**

NARRATIVE:

These sketches depict ideas for restored streets and squares in Pass Christian.



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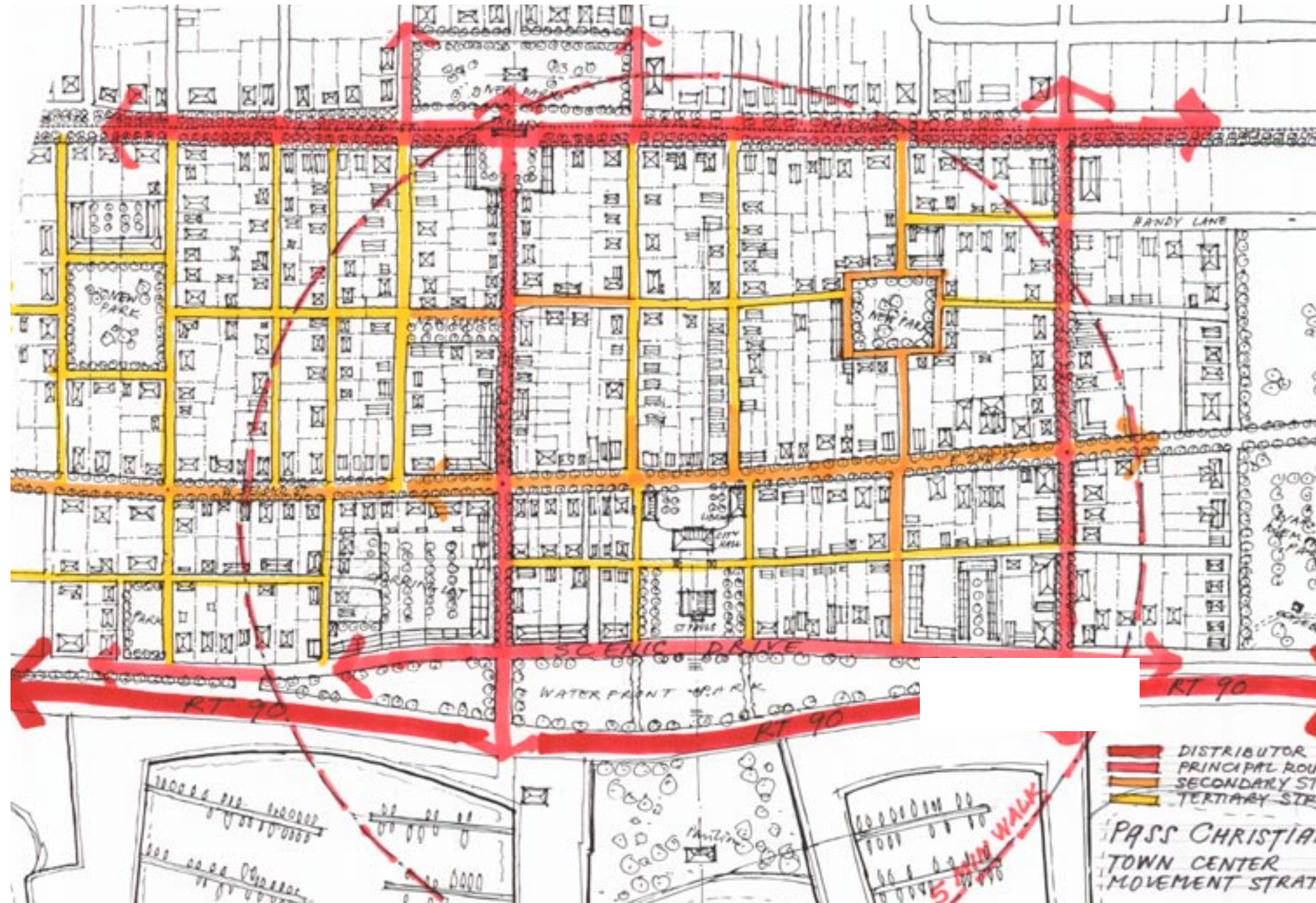
- Analytical
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- Proposal

DRAWING TITLE:

**DOWNTOWN
PUBLIC GREEN
SPACES**

NARRATIVE:

A new network of green public spaces can be established in the center of Pass Christian. This will be very important in recreating an extremely high quality environment for residents and visitors alike. This plan is loosely based on the model of Savannah, Georgia.



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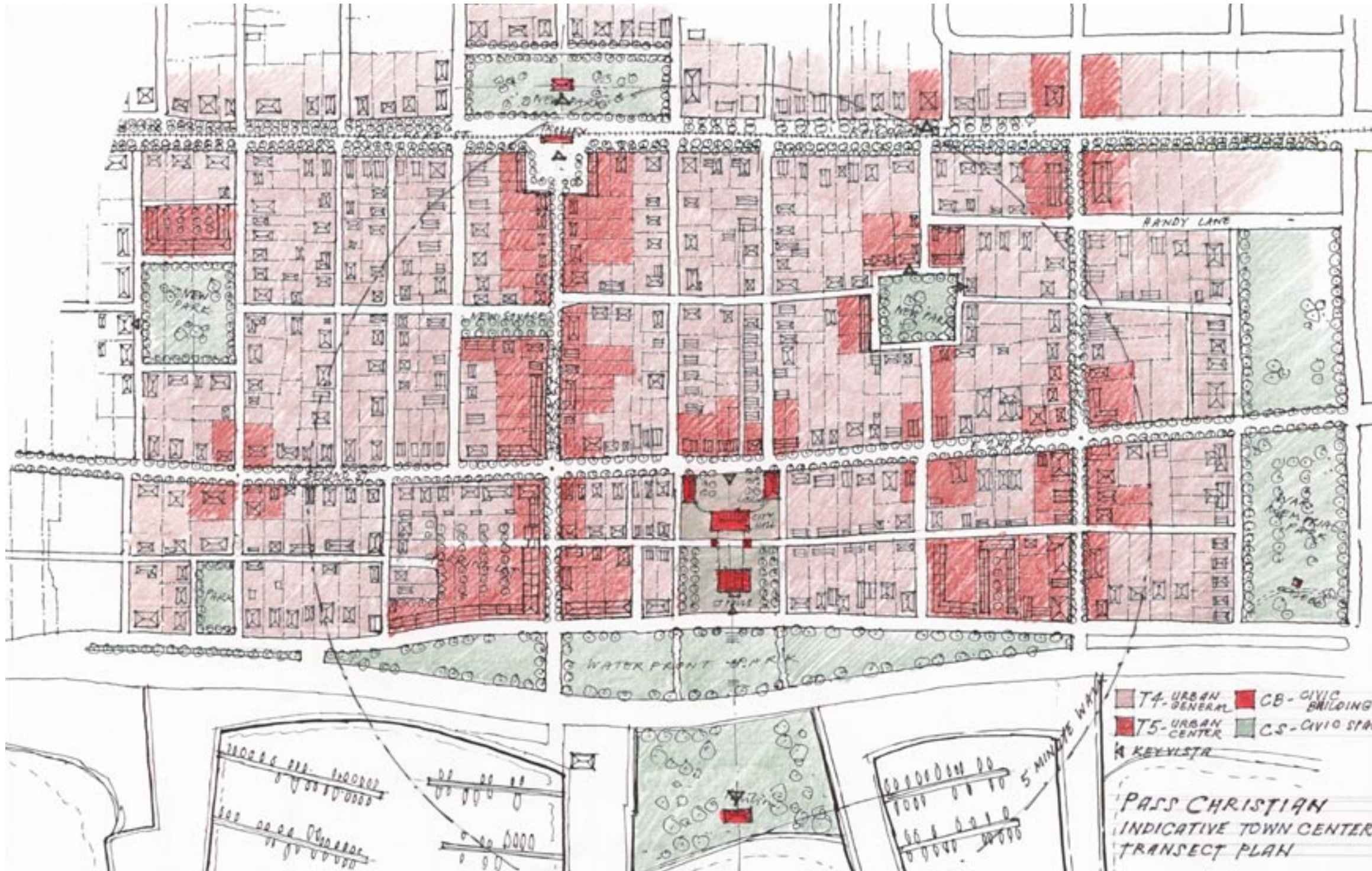
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DRAWING TITLE:

**MOVEMENT
STRATEGY AT
DOWNTOWN**

NARRATIVE:

This diagram shows a network of streets established through downtown Pass Christian.



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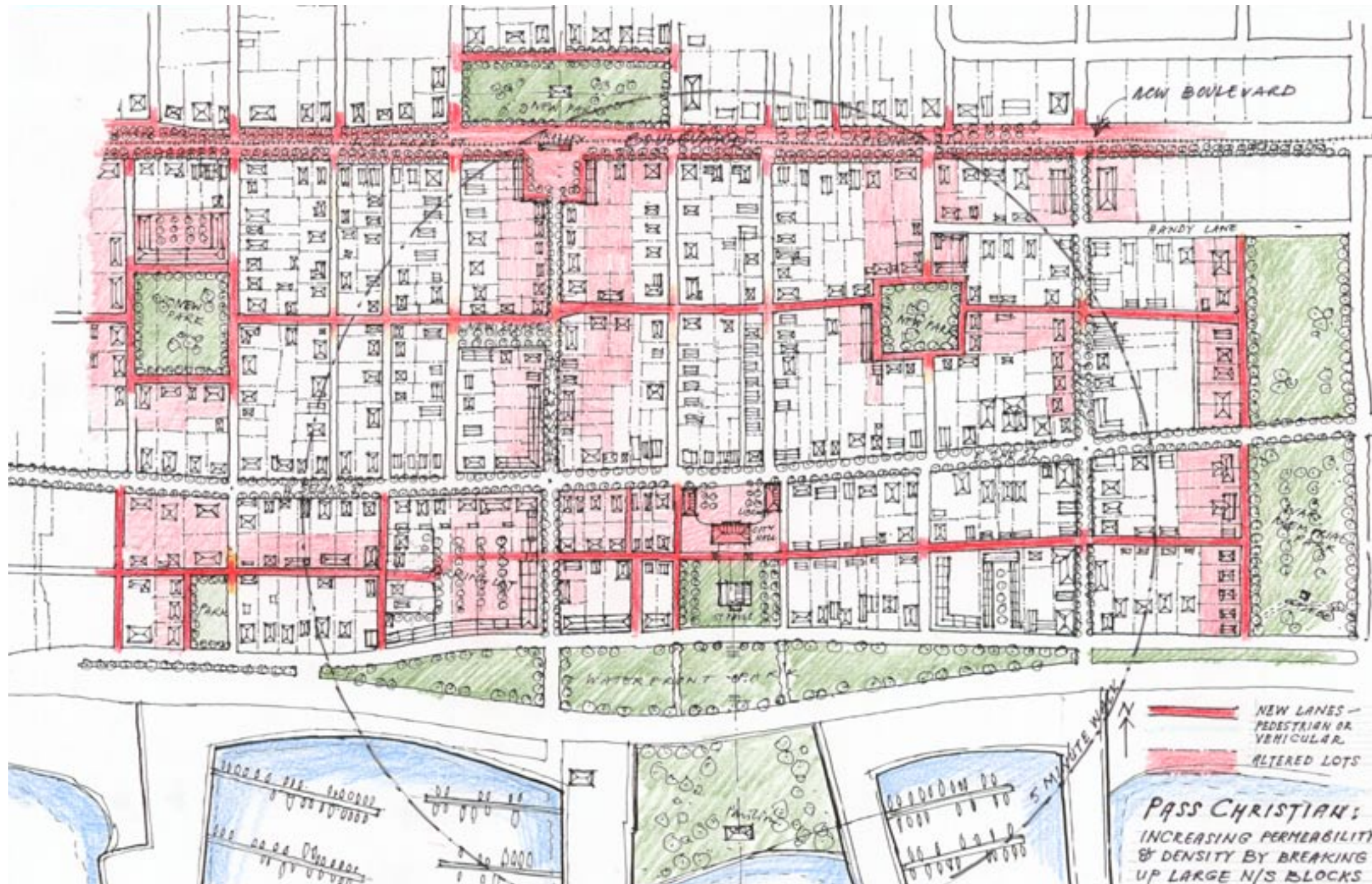
- Analytical
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DRAWING TITLE:

**DOWNTOWN
TRANSECT PLAN**

NARRATIVE:

The proposed transect zones for the downtown are illustrated in this drawing.



INFORMATION TYPE:

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DRAWING TYPE:

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DRAWING TITLE:

**INCREASED
PERMEABILITY DIAGRAM
FOR DOWNTOWN**

NARRATIVE:

This diagram shows new lanes and squares grafted onto the existing city grid. This is an important first step in replanning Pass Christian to increase permeability through the downtown neighborhood. Some lots would need to be adjusted to create the new downtown plan and these are shown shaded.



LEGEND

- T-1 Natural Zone
- T-2 Rural Zone
- T-3 Sub-Urban Zone
- T-4 General Urban Zone
- T-5 Urban Center Zone
- T-6 Urban Core Zone
- Civic Use
- Special District

INFORMATION TYPE:

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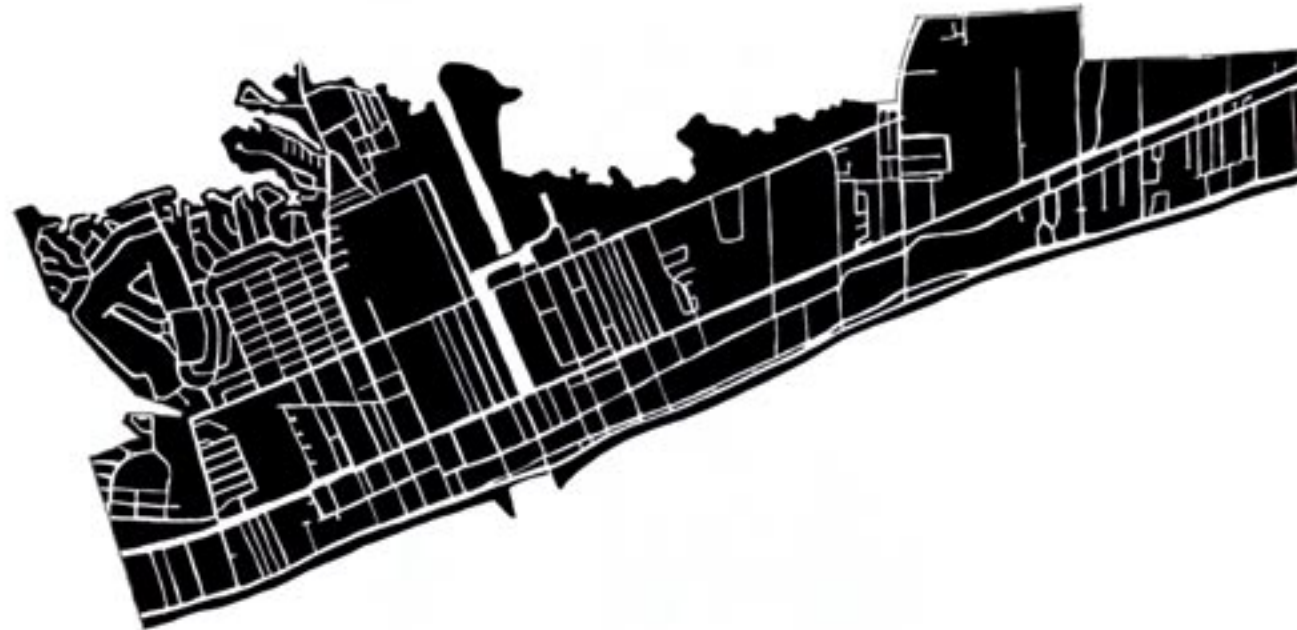
**REGULATING
PLAN**

NARRATIVE:

The proposed transect zones for Pass Christian are illustrated in this drawing.

PASS CHRISTIAN TRANSECT ZONES

- T1 NATURAL**
The Natural T1 zone consists of the natural and permanent open space areas within Pass Christian that are intended for preservation. These include the sand beach along the Gulf, and specific wetland, creek and forest areas.
- T2 RURAL**
The T2 Rural consists of areas of Pass Christian that are of more rural “country road” character and sparsely settled. These areas are typically not subdivided and may currently be used for agriculture purposes. Building is normally limited to a single homesite with outbuildings, or a large agricultural building. Rural T2 includes areas of open land southeast of Johnson Bayou, the most northeast portions of the Pass and some individual large homeplace sites.
- T3 SUB-URBAN**
The T3 Sub-Urban consists of lower density suburban residential areas. Blocks and lots are typically large, and some roads are of irregular alignment to accommodate natural conditions. Buildings are predominantly detached houses with deep front yards.
- T4 GENERAL URBAN**
The T4 General Urban includes the older, predominantly residential areas of the Pass. Blocks are generally in grid form and buildings include a more diverse mix of detached and some attached housing types. Neighborhood centers include civic buildings such as churches and schools. Although the intensity of development is similar in all T4 areas, differences in neighborhood form and character are evident.
- T5 URBAN CENTER**
The T5 Urban Center of Pass Christian is the most compact area and designates the town’s physical, commercial and social center. It consists of the higher density buildings and mix of types that accommodate retail, offices, apartments, and attached housing such as rowhouses. The T5 zone is intended to have building heights of up to 4 stories, and is predominantly located at key intersections in T4 General Urban areas. The network of streets is tight with wide sidewalks and buildings set close to the street frontages.
- T6 URBAN CORE**
- SD SPECIAL DISTRICTS**
The SD zone identifies areas of the Town where sites with existing specialized uses or unique community character require individualized development standards. The SD zone is applied to the Pass Christian Harbor and the Industrial Park and Port.



Existing block pattern



Proposed block pattern - new streets are shown in yellow

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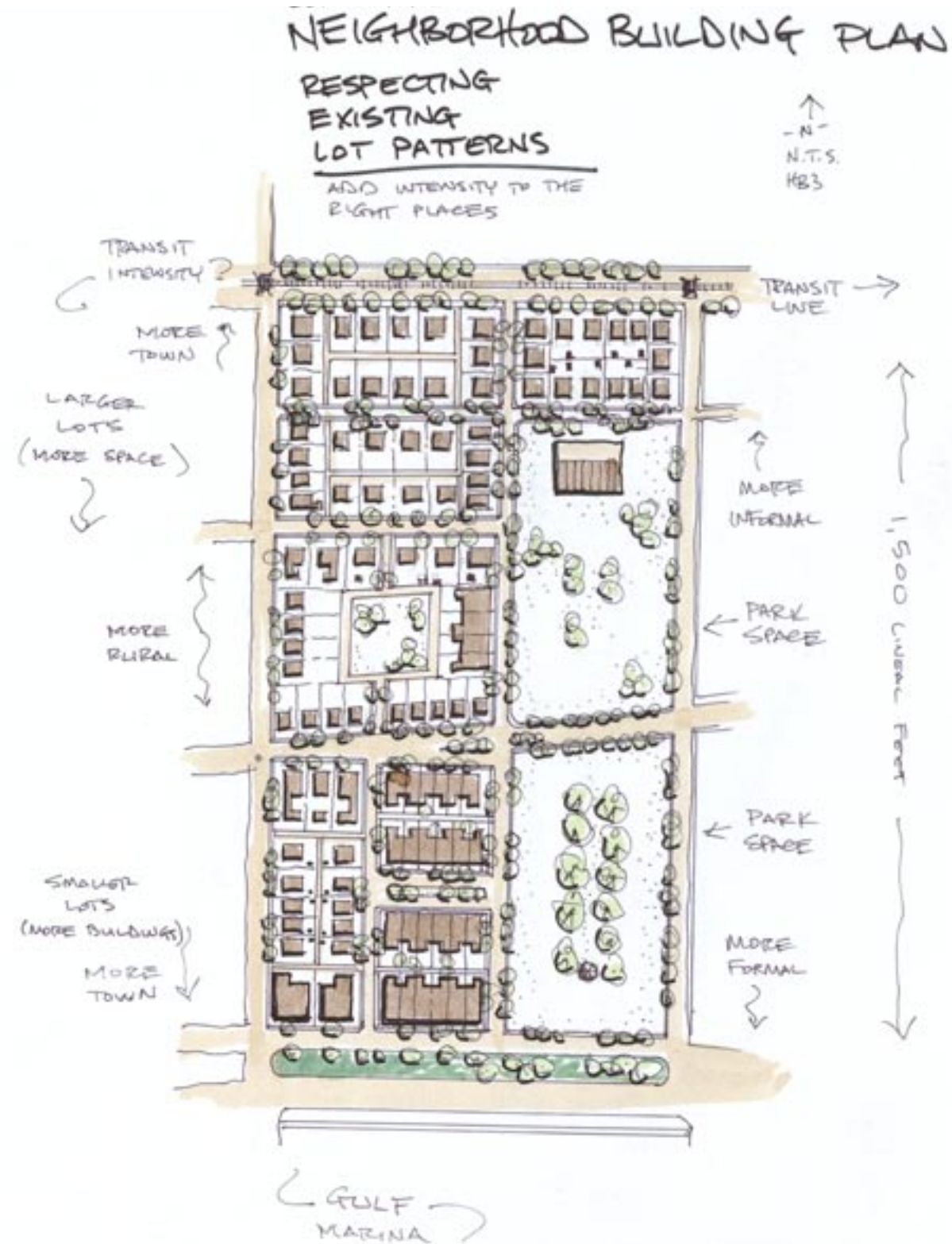
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- Process
- Proposal

DRAWING TITLE:

**BLOCK PATTERN
ENHANCEMENTS**

NARRATIVE:

These diagrams show areas where increased permeability could be added to the existing Pass Christian block pattern in order to increase connectivity and walkability throughout the town.



The town center should develop in the form of complete and integrated neighborhood blocks that contain housing, shops, work places, schools, parks, and civic facilities essential to the daily life of the residents. Each neighborhood should build a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries from more urban areas in the town center to more rural areas along the rail line.

The community should maintain its ample supply of squares, greens, and parks whose frequent daily use is encouraged through placement and design. These open spaces are important during emergencies such as future hurricanes. Streets, pedestrian paths, and bike paths should contribute to a system of fully connected and interesting routes to all destinations.

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- Neighborhood
- Region

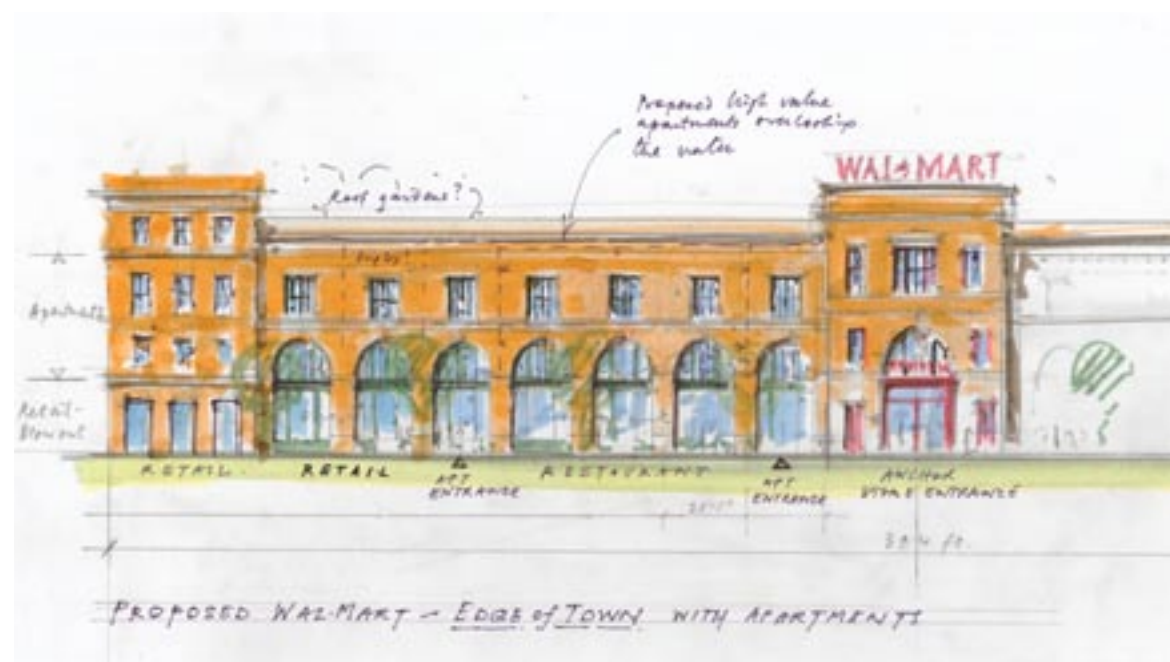
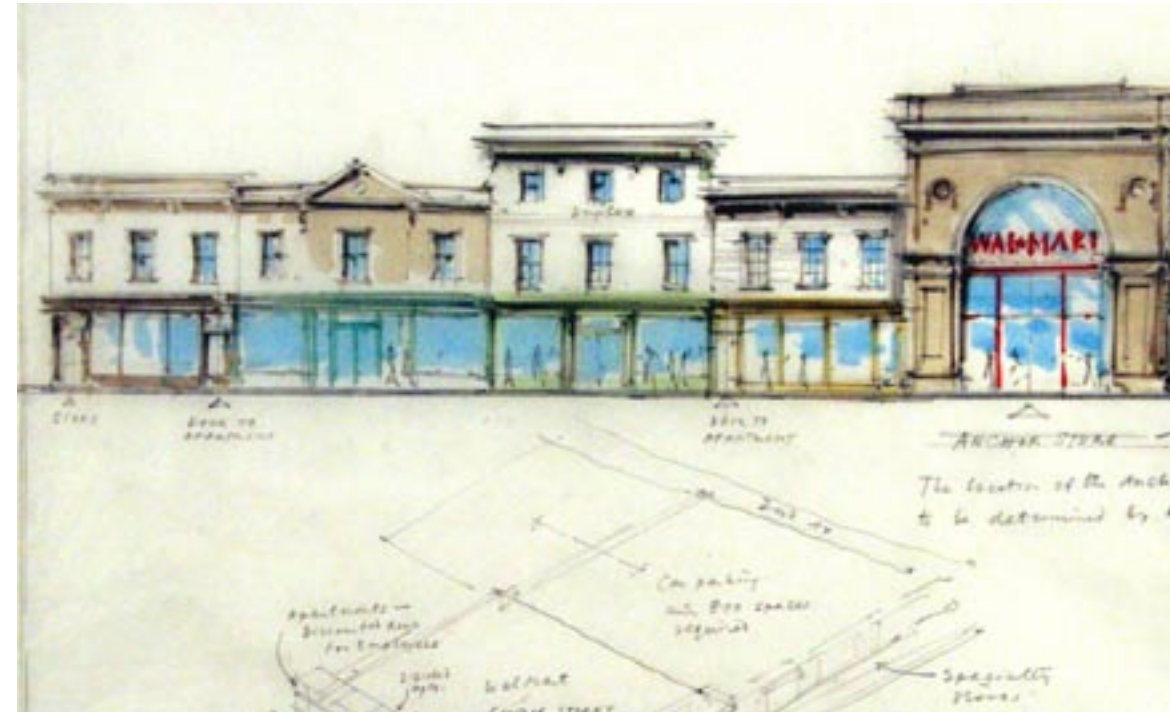
DRAWING TYPE:

- Analytical
- Process
- Proposal

DRAWING TITLE:

**CONCEPTUAL
NEIGHBORHOOD
REBUILDING PLAN**

NARRATIVE:



INFORMATION TYPE:

- Design
- Policy
- Management

TIMING:

- Immediate
- Short-term
- Long Term

URBAN SCALE:

- Building
- Neighborhood
- Region

DRAWING TYPE:

- Analytical
- Process
- Proposal

DRAWING TITLE:

**MIXED-USE
WAL-MART**

NARRATIVE:

These drawings show the damaged Wal-Mart store designed as a mixed-use walkable block. Designed this way, and wrapped with a combination of smaller boutique stores, Wal-Mart can contribute to a fine grained downtown character.



INFORMATION TYPE:

- Design
- Policy
- Management

TIMING:

- Immediate
- Short-term
- Long Term

URBAN SCALE:

- Building
- Neighborhood
- Region

DRAWING TYPE:

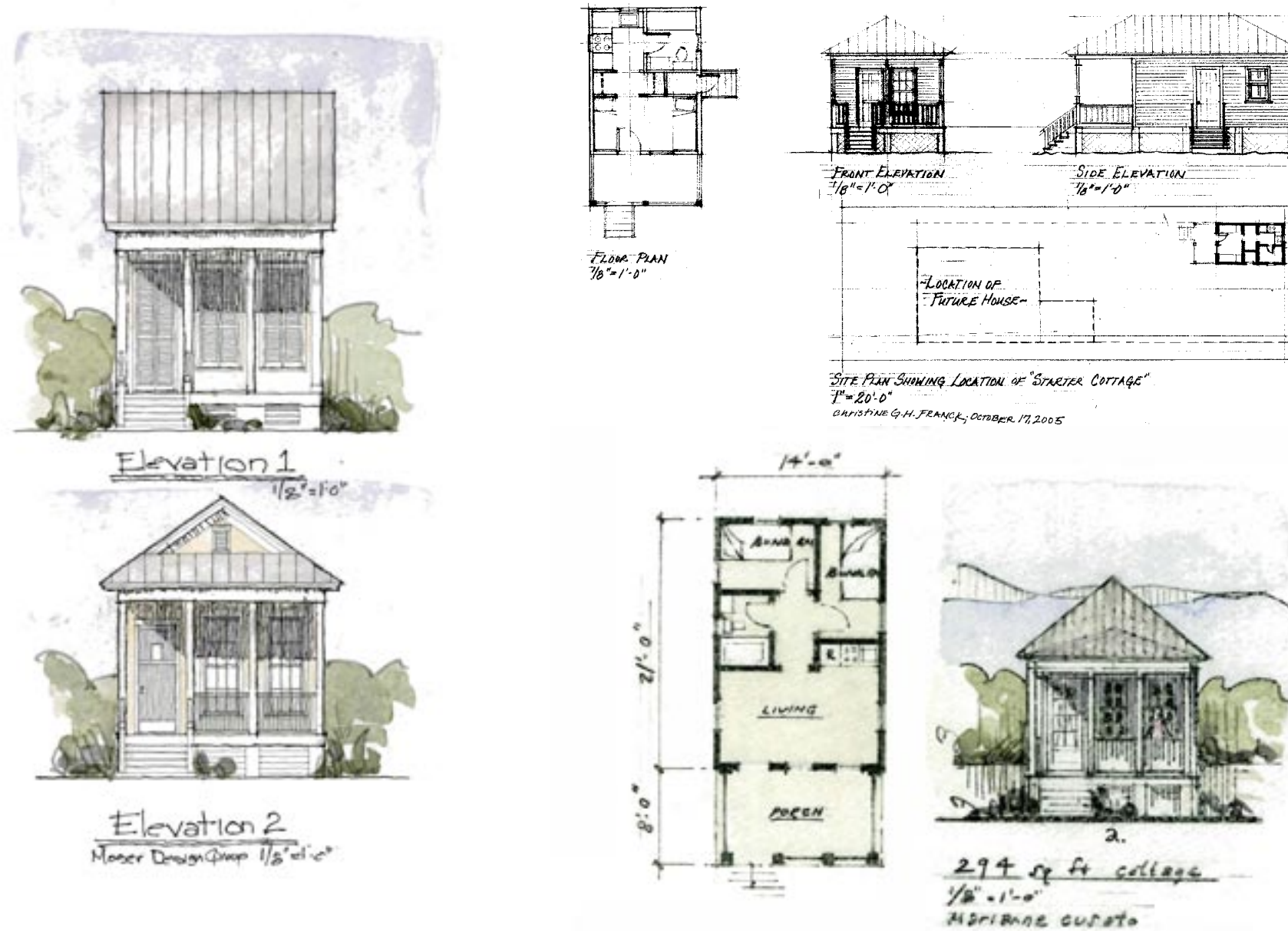
- Analytical
- Process
- Proposal

DRAWING TITLE:

**MIXED-USE WALMART
VILLAGE**

NARRATIVE:

Wal-mart's large footprint and parking requirements present unique challenges that can threaten small town character. To minimize the large scale and hide offensive views, the warehouse and parking lot can be "wrapped" with liner buildings of smaller retail store-fronts and even second floor housing. The thoughtful location of apartments, townhouses, and detached houses all within a five-minute walk of retail and green space completes the beautiful Wal-mart Village.



INFORMATION TYPE:

- Design
- Policy
- Management

TIMING:

- Immediate
- Short-term
- Long Term

URBAN SCALE:

- Building
- Neighborhood
- Region

DRAWING TYPE:

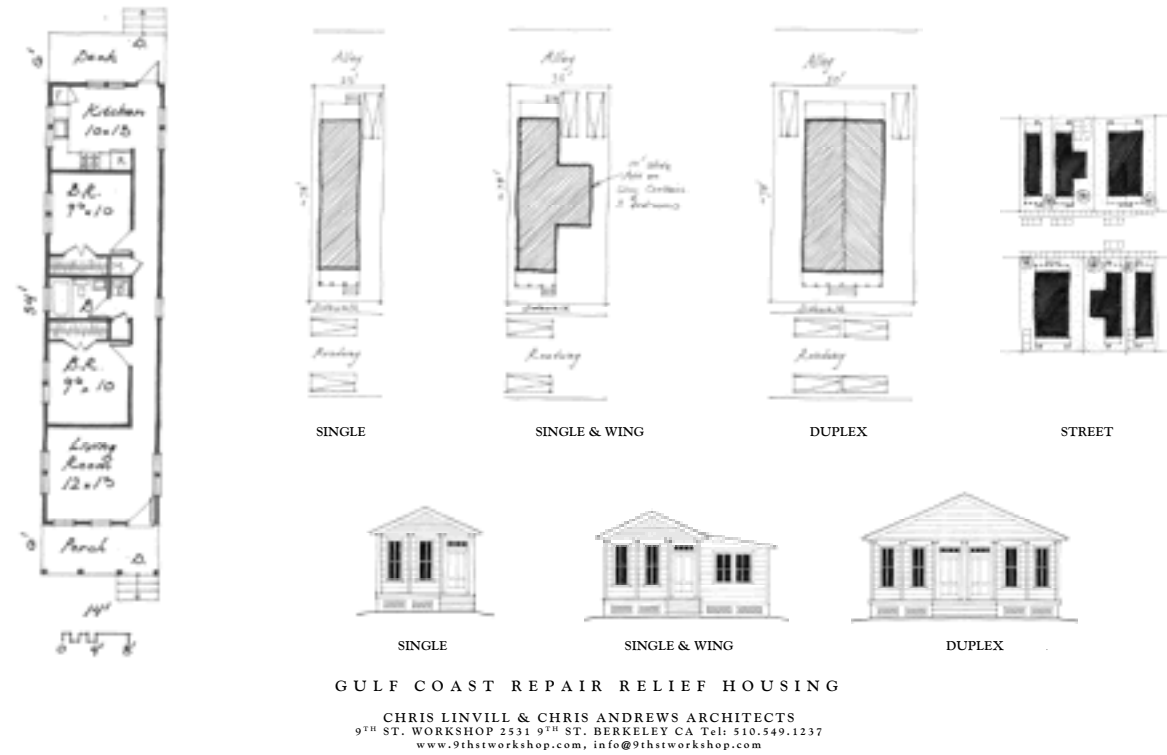
- Analytical
- Process
- Proposal

DRAWING TITLE:

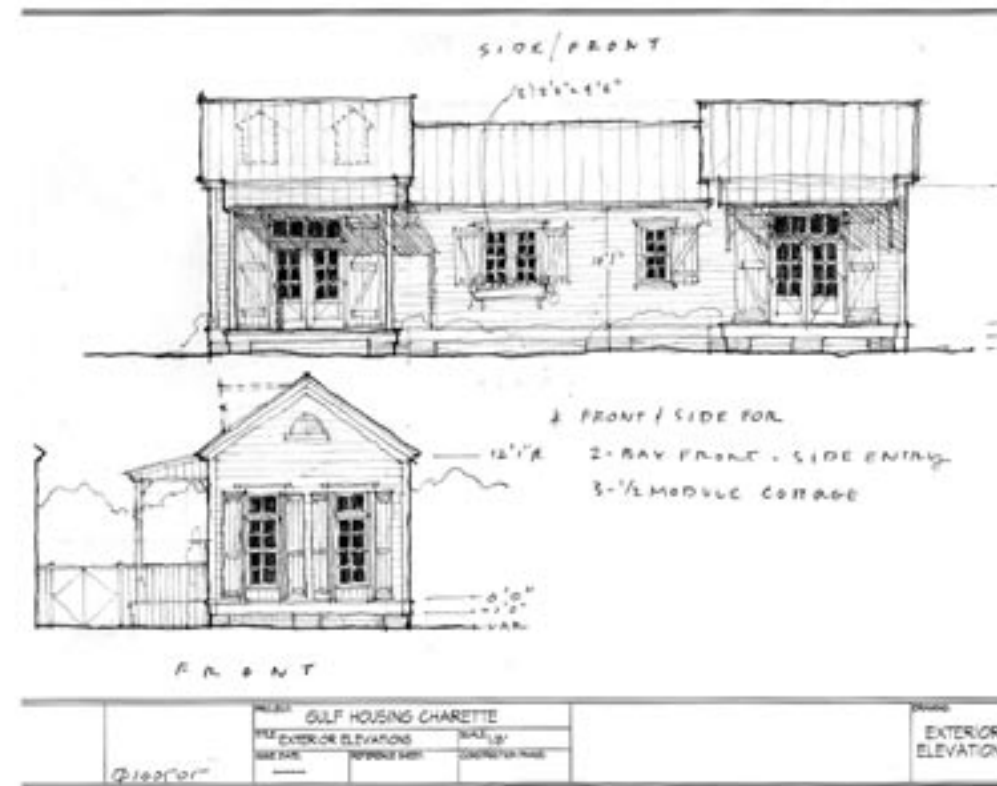
ARCHITECTURE -
EMERGENCY HOUSING

NARRATIVE:

These architectural sketches provide some ideas for emergency housing in Pass Christian.



Cottage with future add-ons



Modular cottage

INFORMATION TYPE:

- Design
- Policy
- Management

TIMING:

- Immediate
- Short-term
- Long Term

URBAN SCALE:

- Building
- Neighborhood
- Region

DRAWING TYPE:

- Analytical
- Process
- Proposal

DRAWING TITLE:

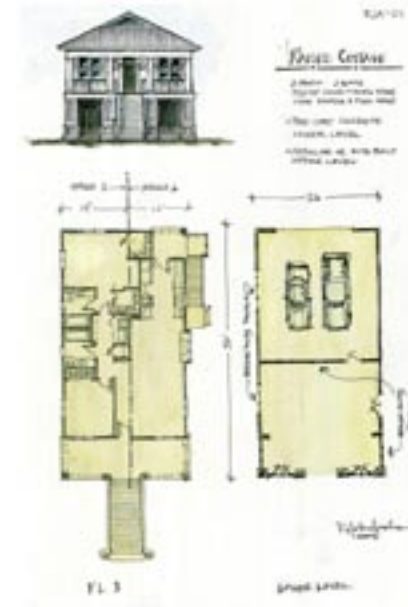
ARCHITECTURE -
AFFORDABLE
HOUSING

NARRATIVE:

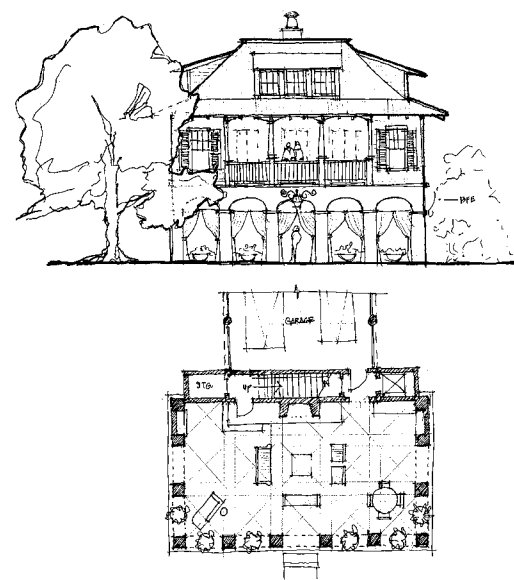
These architectural sketches provide some ideas for affordable housing in Pass Christian.



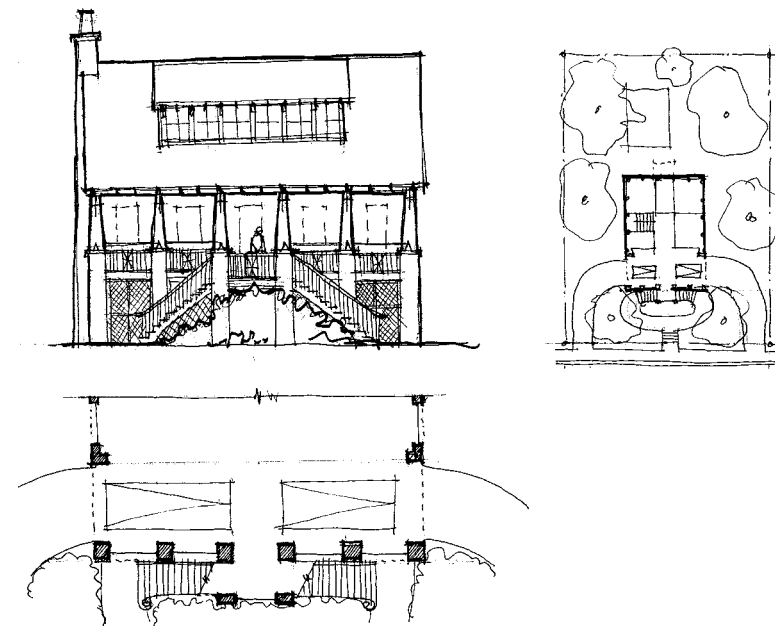
Four plex condominium with a raised lower floor



Raised cottage



Raised cottage with open air arcade under porch



Raised cottage with parking under front porch

INFORMATION TYPE:

- Design
- Policy
- Management

TIMING:

- Immediate
- Short-term
- Long Term

URBAN SCALE:

- Building
- Neighborhood
- Region

DRAWING TYPE:

- Analytical
- Process
- Proposal

DRAWING TITLE:

ARCHITECTURE -
VELOCITY
ZONE HOUSING

NARRATIVE:

These architectural sketches provide some ideas for residential buildings in a velocity zone.



Neighborhood Square



Residential Street

INFORMATION TYPE:

- Design
- Policy
- Management

TIMING:

- Immediate
- Short-term
- Long Term

URBAN SCALE:

- Building
- Neighborhood
- Region

DRAWING TYPE:

- Analytical
- Process
- Proposal

DRAWING TITLE:

**RESIDENTIAL
ARCHITECTURE**

NARRATIVE:

These drawings depict how new residences and streets could look in Pass Christian.



Milton Grenfell, architect



DRAFT - 1/11/11
M. Grenfell + Partners



Milton Grenfell, architect



Milton Grenfell, architect



Michael Imber, architect



Michael Imber, architect

INFORMATION TYPE:

- Design
- Policy
- Management

TIMING:

- Immediate
- Short-term
- Long Term

URBAN SCALE:

- Building
- Neighborhood
- Region

DRAWING TYPE:

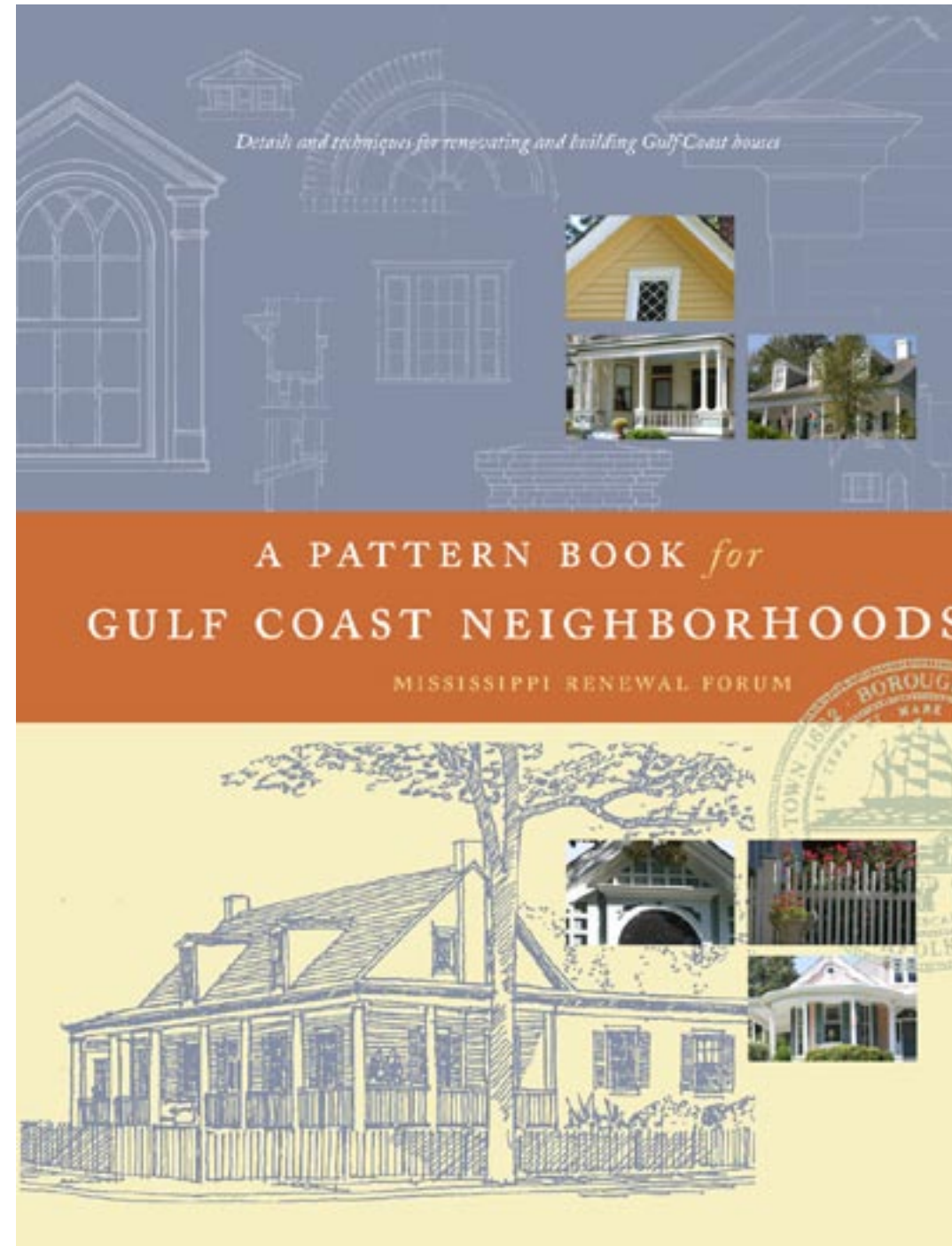
- Analytical
- Process
- Proposal

DRAWING TITLE:

ARCHITECTURE -
ZONE A MIXED USE

NARRATIVE:

These architectural sketches provide some ideas for FEMA Zone A mixed-use buildings. Zone A is shown on FEMA map.



INFORMATION TYPE:

- Design
- Policy
- Management

TIMING:

- Immediate
- Short-term
- Long Term

URBAN SCALE:

- Building
- Neighborhood
- Region

DRAWING TYPE:

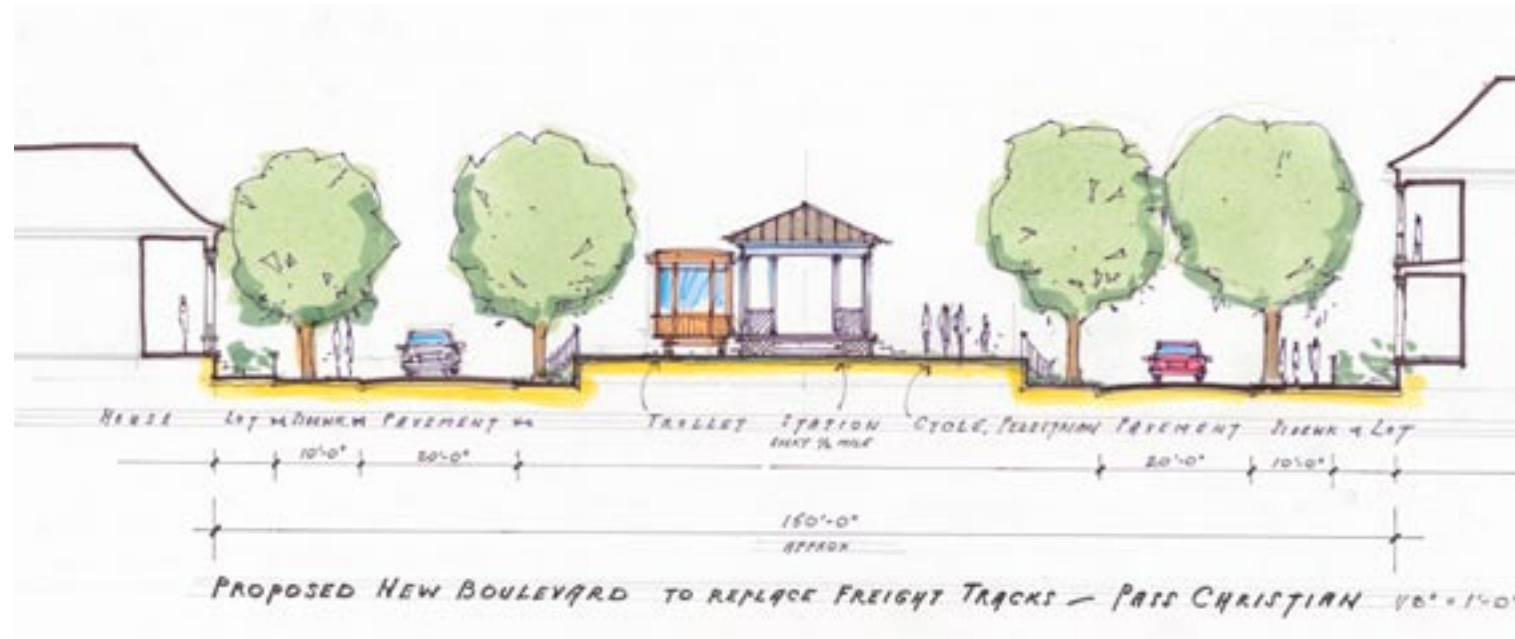
- Analytical
- Process
- Proposal

DRAWING TITLE:

ARCHITECTURAL
PATTERN BOOKS

NARRATIVE:

Architectural pattern books can help local contractors, architects and designers replicate the architectural details that are necessary to create authentic vernacular buildings for historic cities like Pass Christian.



Existing CSX railroad tracks in Pass Christian

INFORMATION TYPE:

- Design
- Policy
- Management

TIMING:

- Immediate
- Short-term
- Long Term

URBAN SCALE:

- Building
- Neighborhood
- Region

DRAWING TYPE:

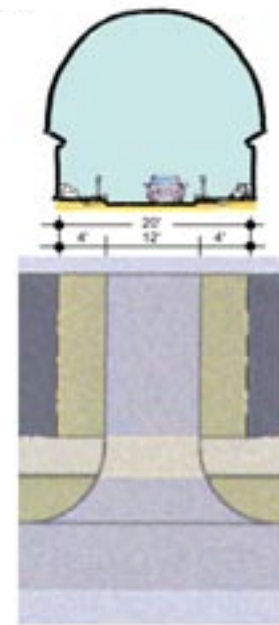
- Analytical
- Process
- Proposal

DRAWING TITLE:

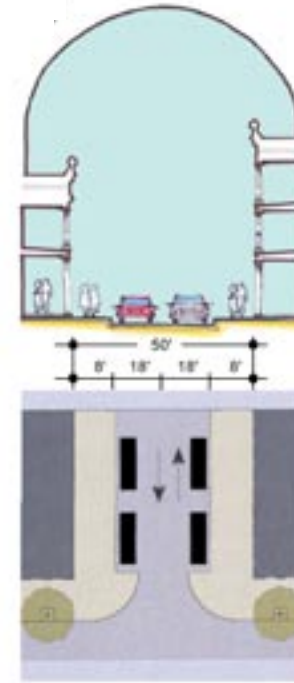
**TRANSIT
BOULEVARD**

NARRATIVE:

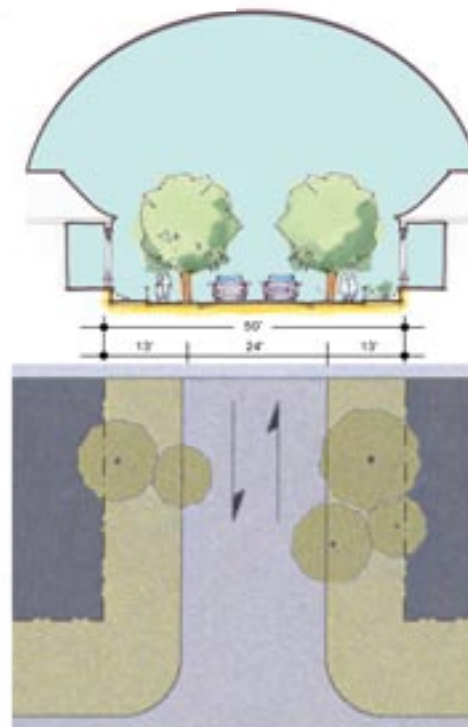
The transit boulevard is designed for the CSX railroad tracks freight line. It creates an elegant tree-lined boulevard lined with potentially very high value houses. A trolley or other light transit system runs between two lanes for cars and wide pedestrian sidewalks.



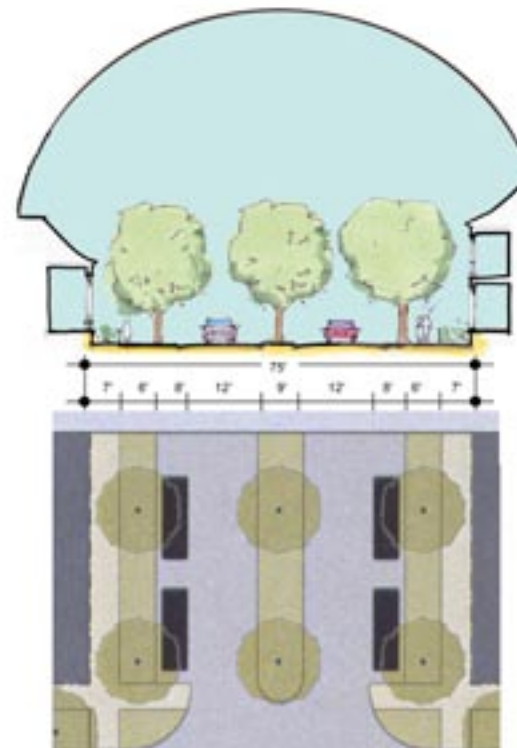
Rear Lane



Commercial Street



Neighborhood Street



Avenue



Boulevard

INFORMATION TYPE:

- Design
- Policy
- Management

TIMING:

- Immediate
- Short-term
- Long Term

URBAN SCALE:

- Building
- Neighborhood
- Region

DRAWING TYPE:

- Analytical
- Process
- Proposal

DRAWING TITLE:

STREET SECTIONS

NARRATIVE:

The proposed street sections illustrate the relationship between the built form and the street types. All street typologies are scaled for the human and built environment, not just automobile traffic volume and speed.



Primary Trade Area: 5 Miles, 10,000 Households, 24,000 population \$58,300. Ave Household Income
Secondary Trade Area: 25 Miles, 250,000 persons, 10 million tourists

Retail Category	Historic Downtown	Highway 90	Neighborhoods
Corner Store: food, beverage, staples	-----	-----	6,000 sf (2)
Convenience Center: Food, Banks, Cleaning, Carry-out, Coffee.	-----	-----	-----
Neighborhood Center: Grocery Store, Hardware, Video, Restaurant, Bank, Apparel	40,000	-----	-----
Community Center: Discount Dept. Store, Home Supply, Sporting Goods, Office, Restaurants, Books	-----	250,000 sf	-----
Lifestyle Center: Apparel, Home Furnishings, Cinema, Books, Restaurants	-----	-----	-----
Regional Retail: Fashion Dept. Stores, Apparel, Restaurants, Home, Books.	-----	-----	-----
Restaurants & Entertainment	15,000 sf	10,000 sf	2,000 sf

Note: All figures above are estimates for supportable retail by 2010 including existing businesses.

Limits of Study: This study is intended to serve as a general guideline for long range land use planning during the October 2006 Mississippi Renewal Forum Charrette. The above findings are based upon interviews and data gained during the seven day Charrette and have not been independently verified. The above recommendations should be considered preliminary and not used as the sole basis for planning, design, financing, leasing, property sales or development. The findings of this study are also based upon the following assumptions: No significant additional retail will be developed in the subject trade areas; 90% of the pre-hurricane populations and households will return prior to the development of the above commercial; All new construction and development is planned and designed at or above industry standards; And all new development is managed and leased following the best practices of the retail industry.

By Gibb's Planning Group, Inc.

INFORMATION TYPE:

- Design
- Policy
- Management

TIMING:

- Immediate
- Short-term
- Long Term

URBAN SCALE:

- Building
- Neighborhood
- Region

DRAWING TYPE:

- Analytical
- Process
- Proposal

DRAWING TITLE:

TRADE AREAS

NARRATIVE:

This diagram illustrates the types of retail that can be absorbed in three different areas of Pass Christian - the Historic Downtown, Highway 90 and the neighborhoods.



INFORMATION TYPE:

- Design
- Policy
- Management

TIMING:

- Immediate
- Short-term
- Long Term

URBAN SCALE:

- Building
- Neighborhood
- Region

DRAWING TYPE:

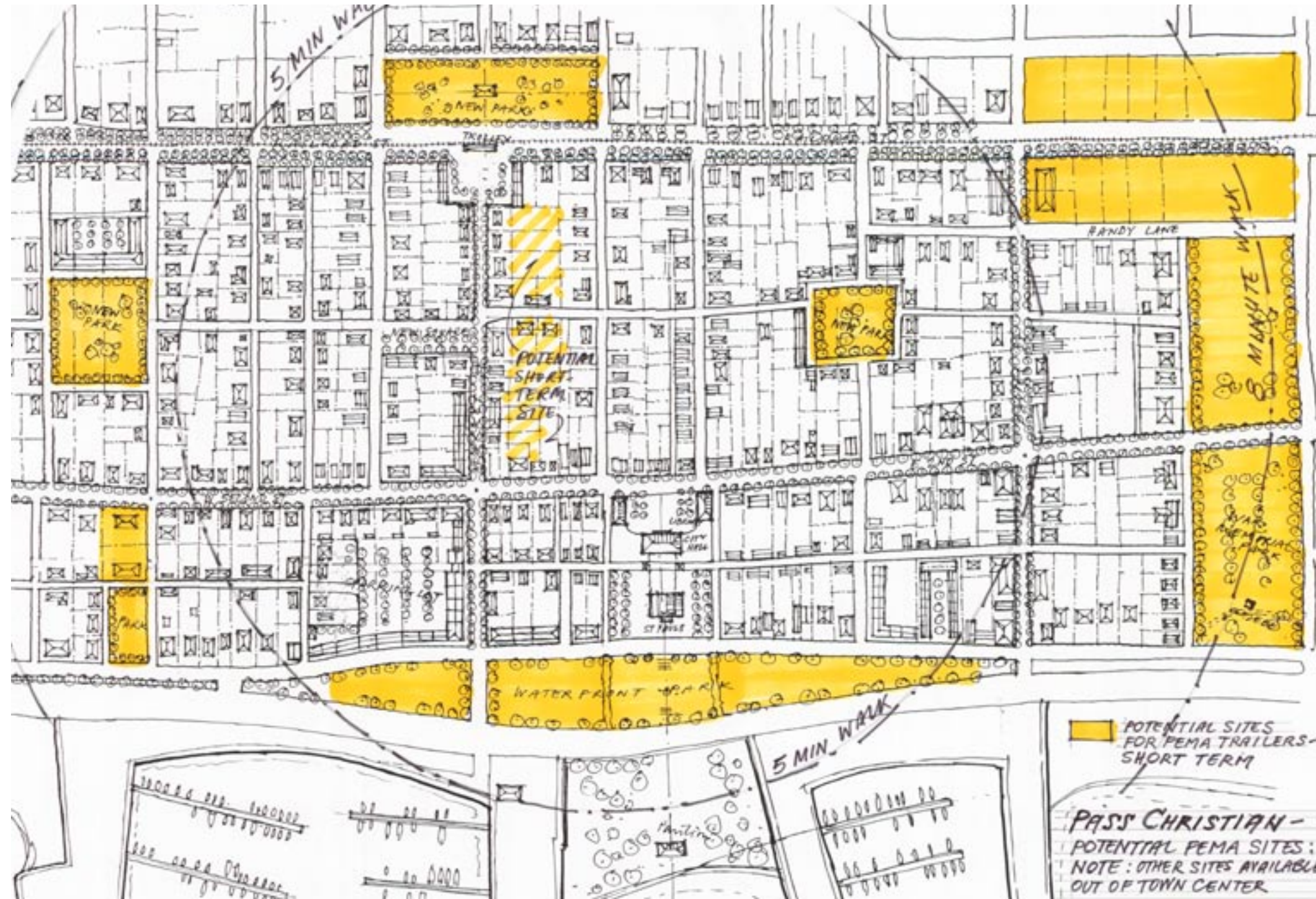
- Analytical
- Process
- Proposal

DRAWING TITLE:

GENERIC LAYOUT OF
TEMPORARY FEMA
TRAILERS

NARRATIVE:

This diagram shows how temporary FEMA trailers can be located on future green spaces within the town in a way that will create walkable streets and neighborhoods instead of trailer parks.



INFORMATION TYPE:

- Design
- Policy
- Management

TIMING:

- Immediate
- Short-term
- Long Term

URBAN SCALE:

- Building
- Neighborhood
- Region

DRAWING TYPE:

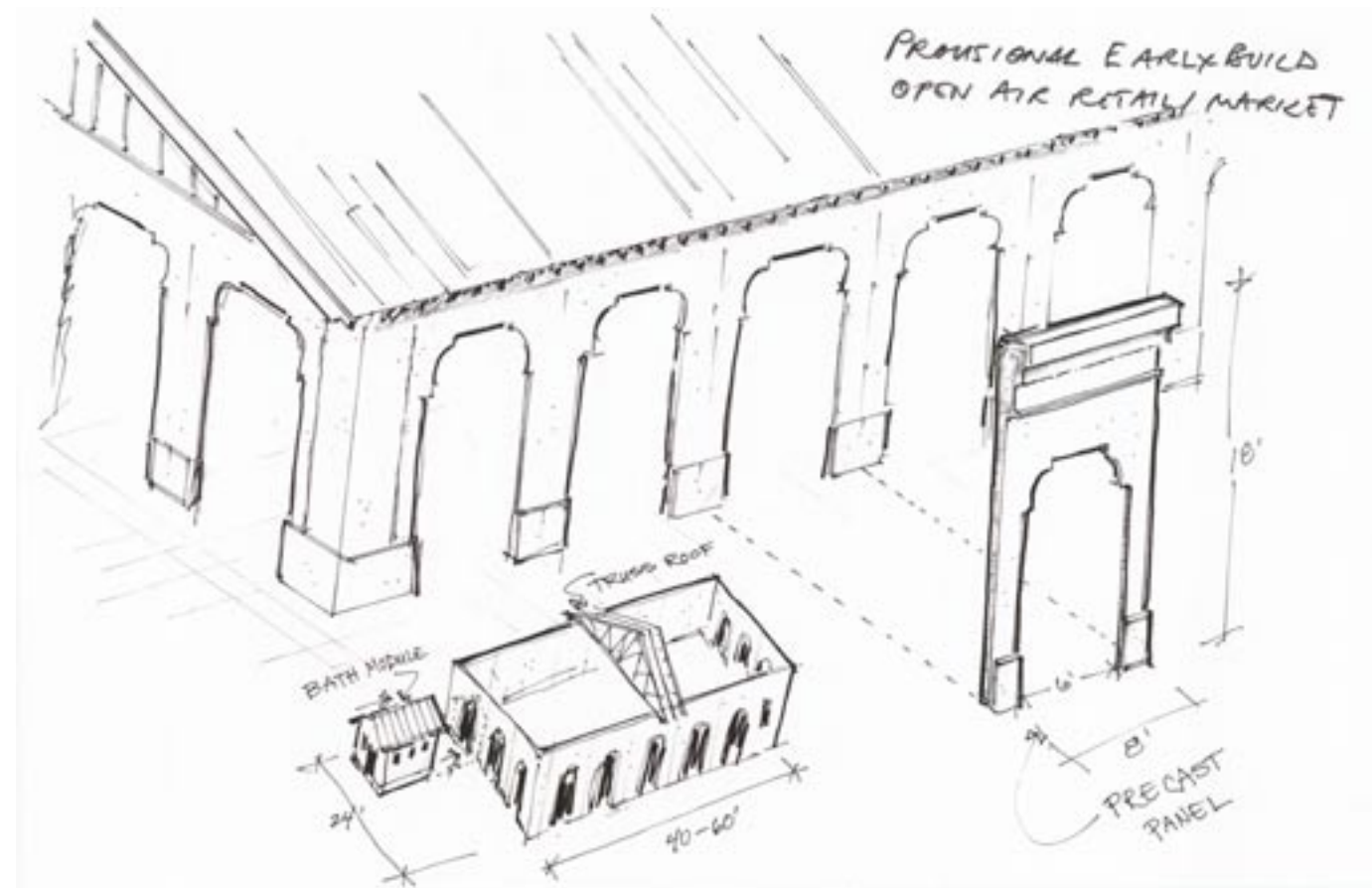
- Analytical
- Process
- Proposal

DRAWING TITLE:

POTENTIAL FEMA
SITES

NARRATIVE:

The FEMA trailer layout plan, which incorporates traditional town planning principles & FEMA's Transitional Housing Guidelines, will eventually transition into complete neighborhood blocks. The trailers are arranged to include streets, building fronts and backs, with a neighborhood center and edge. A temporary open retail market, incorporated into the temporary trailer neighborhood would incubate new and existing businesses while providing goods and services to the residents.



INFORMATION TYPE:

- Design
- Policy
- Management

TIMING:

- Immediate
- Short-term
- Long Term

URBAN SCALE:

- Building
- Neighborhood
- Region

DRAWING TYPE:

- Analytical
- Process
- Proposal

DRAWING TITLE:

**PROVISIONAL 'EARLY
BUILD' OPEN AIR
MARKET**

NARRATIVE:

This drawing illustrates how a flood-proof, incubator marketplace can be set up. Once funding is secured, a second floor (i.e., City Hall) can be added.

Demonstration Site

A strong idea emerging out of the Charrette was that at least one town on the Coast has a 'Demonstration Site' available that would show the SmartCode in effect on the ground. Ideally containing at least 4 or 5 houses on both sides of the street, the site would act as a 'beacon' of what the entire coast might feel and look like rebuilt using the SmartCode. It would also provide a feeling of hope to the devastated communities.

Various sites have been proposed including Biloxi and Waveland and it seems likely that this is a process which will run parallel across the coast.

Within Pass Christian a Demonstration Site of residential housing on 2nd Street could be established. Additionally, a second site with land immediately north of the existing CSX tracks, adjacent to the proposed new community park on the axis of Market Street, could provide a suitable location for a simultaneous development of very high quality affordable housing.

Proposed action plan for Pass Christian Demonstration site:

1. Citizens Committee (i.e., a Vision Committee) decides that Pass Christian wants to proceed with the demonstration village.

2. A pattern book of house plans (developed by the Susan Henderson, Eric Moser and others on the Architects' team) is delivered to the local committee to choose a suitable range of size/cost of dwelling.
3. The local committee chooses the exact site(s), ideally two streets in two neighborhoods with 4 or 5 houses on either side of the street.
4. Local architects and Charrette team look at the specified lots and work with the City Council to determine what size and cost of dwelling are appropriate. Selected house plans are to be engineered by local engineers.
5. An Infill SmartCode is prepared to make sure the houses are built and located correctly.
6. Funding efforts begin by contacting potential donors (Governor's Commission and other contacts) to get the immediate funding in place.
7. Complete engineering drawings and confirm the floor elevations with local FEMA officials.

Modular Homes Production

The coastal-wide Charrette Team as a whole identified the urgent need to establish local modular home production. Rather than bringing in large numbers of trailers from out of state, there was a strong commitment for finding a number of production sites at both the regional and local level that could start producing temporary housing quickly and efficiently.

The initial wave of emergency housing will be in FEMA trailers and in areas such as the tent village already established on site in Pass Christian.

The architecture team developed a number of proposals for simple bunk houses that can be produced

cheaply and in bulk to provide a second wave of more permanent emergency housing. On larger lots, these should be carefully located to allow for redevelopment of the main slab and dwelling in the appropriate position on the lot.

Modular Home factory in Pass Christian

The acting Mayor and City Alderman have identified a potential site on industrial land to the north of the town. The Pass Christian Charrette team, working with the Architecture Group (Susan Henderson & John Anderson) are investigating a high-quality producer such as Viking Range to initiate production on the site on an almost immediate basis.

Recommendations for the Pass Christian community

When the design team first met with the group of elected officials and residents who turned out for the site visit in Pass Christian, members of the group first talked about their dedication to rebuilding the town and their concern that the town maintain (or recover) as much of its historic character as possible. As we toured the devastated town, city staff and elected officials told the team about the challenges they were facing in restoring basic utilities and addressing the residents' immediate needs. They talked about growing frustration and anger among residents who were understandably anxious about the uncertain future of their homes and businesses as they waited for word from FEMA about new regulations and/or relief funds, from their insurance companies, and from the city government, before they could begin rebuilding.

Over the course of the day, we also began to hear from residents who expressed growing concern and suspicion regarding the plans and intentions of the city officials. Residents reported that they did not understand the pace or pattern of the recovery efforts. They felt that they were being excluded from important planning and decision making processes, and expressed concern that lack of clarity about the situation might be indicative of hidden agendas in the works. Their suspicions were fueled in part by the number of condominium developments already in the pipeline before Katrina, and by rumors about development interests eager to take advantage of the post-Katrina situation.

After a day of discussing the situation with residents as well as city officials, and after observing a city council meeting held at a makeshift table in the firehouse, we came to the conclusion that the city government is stretched to the limit of its ability to lead the recovery process, not just with respect to its fiscal resources but also its political resources. We recommend two kinds of assistance aimed at supporting local

government and re-storing civic capacity.

Recommendation #1: Establish a central coordinating and communications center to facilitate the flow of information regarding every aspect of recovery and rebuilding.

Under post-disaster circumstances, it becomes very difficult to disseminate accurate information with enough consistency and authority to counterbalance the circulation of rumors. Residents need assistance with questions about FEMA regulations, relief funds, loans and possible grants, insurance, and a wide variety of other issues that can be pressing and immediate. Questions and requests need to be directed to the right office or agency. In addition, it is very important that there be an effective way to confirm or disconfirm the accuracy of information that people receive through peer networks.

This is not a function that city government can handle on its own, but should be coordinated under its auspices with the help of the relevant state and federal agencies. It is important that residents be able to understand who is responsible for what, and to direct their questions and concerns to the right place.

As an immediate action, assistance should be provided to the local government, drawing on assets from FEMA, the Small Business Administration, other state and federal agencies as appropriate, and (importantly) NGOs. A central one-stop location could ease the tendency for local government to be the lightning rod for frustrations over situations they can't control, while enabling residents to get faster answers to their questions and more efficient responses to their needs.

This "coordinating center" should also create a sense of place, serving as a place for the community to gather as well as coordinating aid

and services directed to the town. It may gradually transition into a center for rebuilding. Any active organizations of residents should have a strong presence in this center from the start, and the residents should feel a certain ownership of the center. The combination of resident involvement in the coordinating center and improved flows of information would be a good way to provide essential support to the local government as it moves through the increasingly complicated process of recovery and rebuilding.

Eventually, the Citizens' Committee for Rebuilding should be a central presence. This could also be the point of contact between residents and the design and planning professionals who will be engaged in assisting the town in the rebuilding process. This coordinating center should be integrated with the potential establishment of a design and development center (to provide ongoing professional support for the rebuilding process).

Recommendation #2: Engage the services of a professional facilitator to work with the citizens to develop a Citizen Action Committee for Rebuilding.

One of the difficulties is that the city government has to be all things at once. They have to manage the day to day operations associated with immediate recovery efforts, to make important decisions in the face of dire and uncertain fiscal conditions, and to respond to pressing demands from the residents. They struggle with limited resources, with limitations in the information they receive from state and federal authorities, and with the sheer scale of the job in front of them. Anger, suspicion, and emerging conflicts make their job increasingly difficult. It becomes crucial to engage the residents fully in the process, and yet the urgency of the situation makes it impossible to submit every decision to extensive democratic deliberation.

The facilitated process would have four related purposes:

1. Restore trust in the city officials' commitment to goals shared by the residents through open and constructive dialogue.
2. Identify and mobilize the varied civic assets of the community (civic associations, non-profit organizations, social service providers, etc.).
3. Build a leadership cadre of citizens who can serve as effective and trusted representatives of the community's interests in the process, and who can help to build the civic capacity necessary to realize the rebuilding plans. This group would be able to collaborate with city government, and help to maintain healthy communication with the residents through a difficult process.
4. Build consensus around immediate goals and priorities, and around a common vision for the town's future.

The Citizens' Committee for Rebuilding should be formed through an open process that is carefully inclusive of representation from all segments of the community. The process needs to be convened by a neutral party and a skilled facilitator will be crucial to framing the issues in a manner that enables differing community interests to recognize their common cause.

(These recommendations were written by sociologist David Brain.

Strategic Implementation Action Plan for Pass Christian

Introduction

As a result of Hurricane Katrina, Pass Christian suffered not only the loss of approximately 75% of their structures but also 80% of their tax base. Although the citizens are showing resilience and energy for rebuilding, they are also experiencing a significant emotional toll. One resident said, "We can somehow bear the loss of our homes but not the loss of our City." The following suggested short-, medium- and long- term actions address the economic and emotional rebuilding of the structures and the community.

A. GOAL: RECOVER ECONOMIC SUSTAINABILITY BY RESTORING THE TAX BASE.

Strategy #1: Identify areas of potential intensification of redevelopment.

Specific Actions – Prepare and Adopt the following tools:

- Downtown Concept Plan (loosely bounded by Scenic, Market, Davis and 2nd Streets) that incorporates mansion flats, condominiums and mixed-use housing.
- Downtown SmartCode.
- Downtown Architectural Pattern Book
- Architecture/Engineering Plans for a "Demonstration Project" (see below).

Timeline: 1 year

Strategy #2: Rebuild Wal-Mart and intensify its existing site to recover and increase the approximately \$724,000 per year it had been contributing to the City's annual budget.

Specific Actions:

- Local leaders and members of

- the Governor's Commission on Rebuilding present the walkable, mixed-use alternative site plan (*draft*) for the existing Pass Christian site to Wal-Mart executives at their Bentonville, Arkansas headquarters.
- Preparation and adoption of a Mixed-Use Wal-Mart Village plan and SmartCode that includes a diversity of housing types (such as workforce housing) and building types (such as mixed-use housing).

Timeline: 6-12 months

Strategy #3: Encourage non-casino regional tourism.

Specific Actions:

- Design and permit an additional marina for recreational boating and fishing.
- Partner with regional agencies, local governments and the Mississippi Tourism Bureau to market eco-tourism and boating.

Timeline: 3-5 years

B. GOAL: SUPPORT AND UNITE THE COMMUNITY BY RESTORING THE CIVIC REALM.

Strategy #1: Restore the civic "heart" of the City.

Specific Actions: Re-build the central gazebo in War Memorial Park, City Hall (arcaded space on ground floor for farmers market, festivals, startup businesses, etc.),

Library, St. Paul's Catholic Church and the Municipal Society Building by doing the following:

- Site these structures in the Downtown Concept Plan and SmartCode.
- Create a strategy for site acquisition and rebuilding.
- Conduct community-wide public hearings to determine the architectural design of these structures.
- Consider building first-floor cast concrete washout structure of City Hall for temporary business to use prior to second floor completion.

Timeline: 6 mos. – 3 years

C. GOAL: SUPPORT AND UNITE THE DIVERSE INTERESTS IN THE COMMUNITY DURING THIS TIME OF CRISIS AND HEALING.

Strategy #1: Provide professional services for the community:

Specific Actions:

- Community members should research professional facilitating services and make proposal to the City.
- The City hires a professional facilitator and provides meeting rooms and public announcements.

Strategy #2: Enhance civic engagement and public outreach

Specific Actions:

- Establish an outlet for public comment and communication by designating community ambassadors that represent local churches and neighborhoods.

- Encourage participation by having facilitation meetings in various locations.

Timeline: Immediate

D. GOAL: CITYWIDE REBUILDING

Strategy #1: Provide the tools necessary to allow property owners to rebuild in the most expedient way while also honoring the City's historic building heritage.

Specific Actions:

- Prepare and adopt a Citywide SmartCode.
- Update administrative procedures to allow easier permitting.
- Work with federal, state and regional entities to create incentives tied to rebuilding

Strategy #2: Create a Demonstration Project to facilitate immediate rebuilding that includes a mix of building types to house a mix of uses to increase tax base and to illustrate the intended outcomes of the SmartCode.

Specific Actions:

- Designate the perimeters for the project.
- Create incentives for property owners to participate as equity partners.
- Consider a master developer for timely rebuilding of the plan.

Timeline: Immediate to 3 years



Past Christian residents are committed to rebuilding.



Design team members, from left: Ann Daigle, Ben Pentreath, Laura Hall, Kimberly Brown and Howard Blackson.