LONG BEACH, MISSISSIPPI

CONCEPT PLAN – AUGUST 2006

COME DISCOVER...

PREPARED BY
AYERS/SAINT/GROSS
ARCHITECTS + PLANNERS
&
THE LONG BEACH
EXECUTIVE COMMITTEE

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Home destroyed by Hurricane Katrina

City of Long Beach

WILLIAM SKELLIE, JR.
MAYOR

August 25, 2006

To The Steering Committee and Citizens of Long Beach:

The City of Long Beach survived one of the worst natural disasters in history during my first full term elected as mayor. Although the devastation was not anticipated, our city, citizens, and leaders are helping to rebuild.

I would like to thank the Governor's Office for Recovery, Building and Renewal, and the Mississippi Development Authority Commission for providing resources to help in the planning process. I want to give a big thank you to the Long Beach Steering Committee for their dedication to rebuilding Long Beach. The tireless efforts of this committee and for all citizens who gave input during the planning process is much needed and appreciated. The committee helped put together this 70 plus page comprehensive plan with many concept ideas to help further the growth and rebuilding of Long Beach.

The planning ideas have been developed in less than one year since Katrina. Long Beach is the first city on the coast to do this in-depth study. As mayor, I plan to work with the residents and aldermen to consider this plan and develop a final plan based on everyone's input.

Again, thank you to all citizens for your resolve during these times. Let's work together to clearly define a master plan and the best process to move forward.

Sincerely,

Mayor William Skellie, Jr.

201 Jeff Davis • P.O. Box 929 • Long Beach, MS 39560 • 863-1556 • FAX 865-0822
www.cityoflongbeachms.com

Glenn Mueller, Chairman, Long Beach Steering Committee presenting the process to residents

August 28, 2006

To Mayor, Board of Aldermen and Residents of Long Beach:

Thank you to the Governor's office, Mississippi Development Commission and the 300+ citizens who gave input to this Master Plan.

The city of Long Beach approaches the first anniversary of the worst natural disaster the United States has encountered. We see a community determined to make Long Beach grow, prosper and maximize its potential. The city stands at a crossroads as to the future that will undoubtedly impact the city forever. The Long Beach Steering Committee was formed as a group of volunteers that have selflessly given of their time, energy and ideas. We set aside personal agendas to further the city for the benefit of all residents. Our efforts have produced a plan concept that will benefit all residents and help promote future development and growth in Long Beach.

"A failure to plan is a plan to fail." No plan is perfect, but this master plan would enable the city to successfully rebuild quickly and more efficiently. The Master Plan concept has been an ongoing project with many town meetings to communicate to and receive input from Long Beach residents. The Master Plan concept has room for flexibility to incorporate different commercial/business endeavors the city approves over time.

The city that plans the best will prosper the most. All citizens need to consider the benefits of the Master Plan and Smart Code. The plan enclosed should help all citizens, the aldermen and mayor to:

1. Adopt this Master Plan or define a better one.
2. Adopt a method to implement the plan:
    a. Implement Smart Code in planned transect area,
    b. Recommend Smart Code overlays for the remainder of the city.
3. Define a timeframe to help citizens and our elected leaders meet reasonable deadlines.

Please get involved! Read the plan and encourage your city leaders to work together! Let's be united in our efforts to rebuild.

Sincerely,
Long Beach Steering Committee

Glenn Mueller
Chairman

Joe DeFazio
Smart Code

Leigh Anne Biggs
Oak Park and Recreation

Charles Fallo
Hiker-Biker Trails

Lisa Herron
University

Kaye Hite-Couvillon
Marina/Harbor

Marcia Kruse
Housing

Frank Olaivar
Business Owners

Larry Lewis
Streets & Blocks

Ken Price
CSX

Francis Wren
Faith Based

Mike Wren
Traffic/Parking

Carol Vaughn
Marketing

Jim Hamilton
Schools

Frankie Castiglia
Infrastructure

October 11 - 18, 2005 - The Charrette was held at the Isle of Capri Casino/Hotel Ballroom in Biloxi. Within the ballroom a designated work area was assigned to each of the eleven coastal towns.

TABLE OF CONTENTS

Dhiru Thadani, team leader, discussing ideas for Long Beach

March 20-24, 2006 - Residents attending a community meeting hosted by the Long Beach Executive Committee

June 17, 2006 - Dhiru Thadani presenting to residents

THE CITY OF LONG BEACH

The City of Long Beach, located in Harrison County, Mississippi, was established in August 1905. It was one of the fastest growing communities southwest of Biloxi, and today is part of the Biloxi-Gulfport metro area. From the time of the original settlers, the 10.1 square miles of land has been known as "The Friendly City." The estimated 17,300 residents continue to take pride in their willingness to work for a good cause and help their neighbors. The city is also noted as home to the Gulf Park Campus of the University of Southern Mississippi Gulf Coast. Located on the front lawn of the university is a 500-year-old oak tree. The Historic Friendship Oak survived Hurricane Katrina and continues to serve as a landmark on this attractive 65-acre campus overlooking the Gulf of Mexico.

Recent data indicates that the people living in Long Beach are relatively young, with a median age of 35.7 years. The population is 86 percent white or non-Hispanic, 7.4 percent black, 2.3 percent Hispanic, and 2.4 percent other races. The Friendly City is largely a bedroom community with residents commuting to the adjacent cities of Gulfport or Biloxi. Residents have a mean travel time of just over 20 minutes to their place of employment. Among individuals over 25 years-old, 86.3 percent have a high-school degree or higher, 24.3 percent a bachelor's degree or higher, and 8.0 percent a graduate or professional degree. The median household income is approximately $43,000.

Pre-Katrina - University of Southern Mississippi, Gulf Park Campus

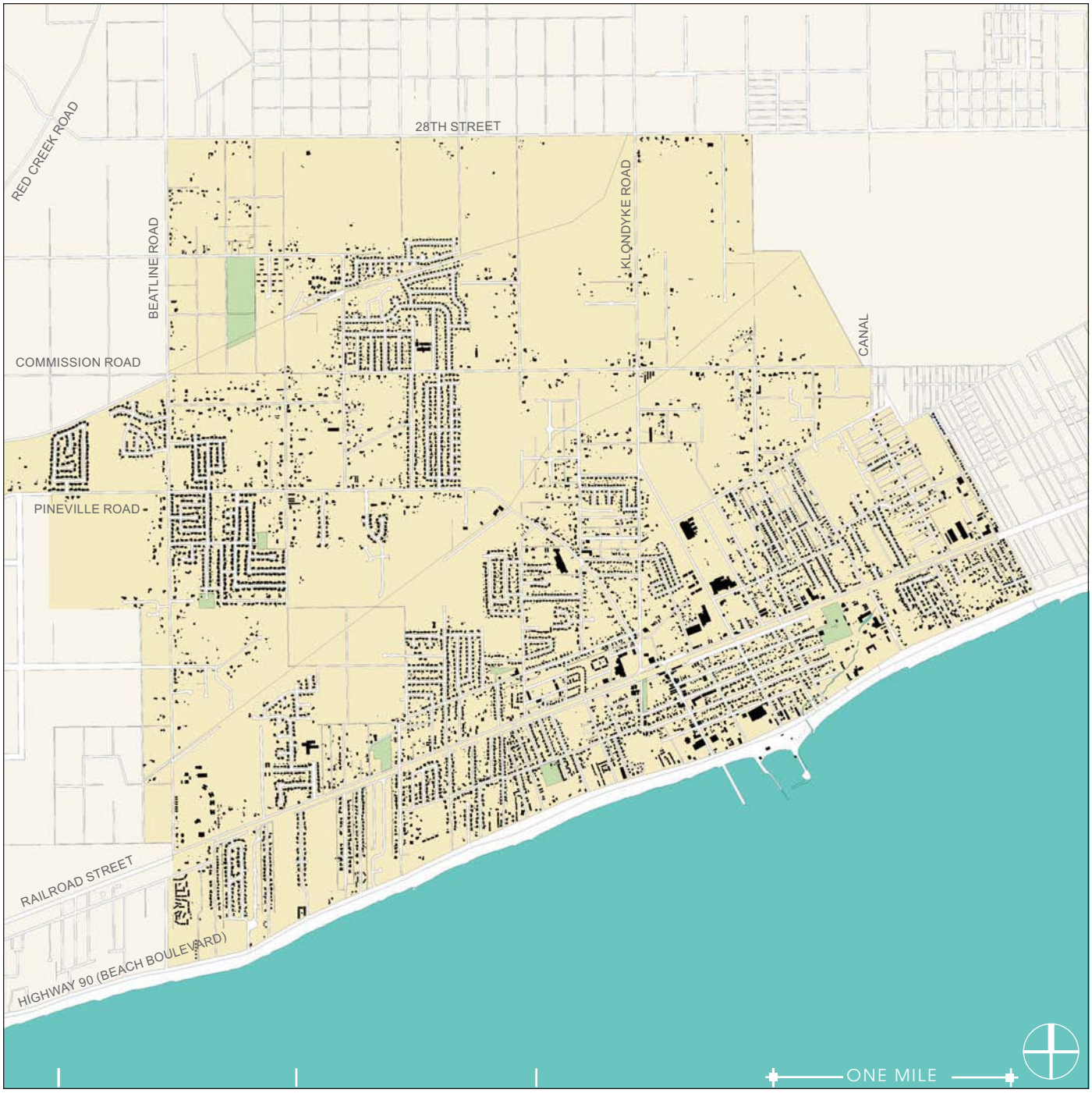
Post-Katrina - a surviving sign

Post-Katrina - Hancock County Bank building built in 1924

Post-Katrina - W.J. Quarels' house "Greenvale," built in 1894

Satellite image of the City of Long Beach taken shortly after Hurricane Katrina (Jeff Davis, seen below before hurricane Katrina, is marked with a yellow dash line.)

Aerial view looking north down Jeff Davis, pre-Hurricane Katrina (Jeff Davis is marked in the top image with a yellow dash line.)

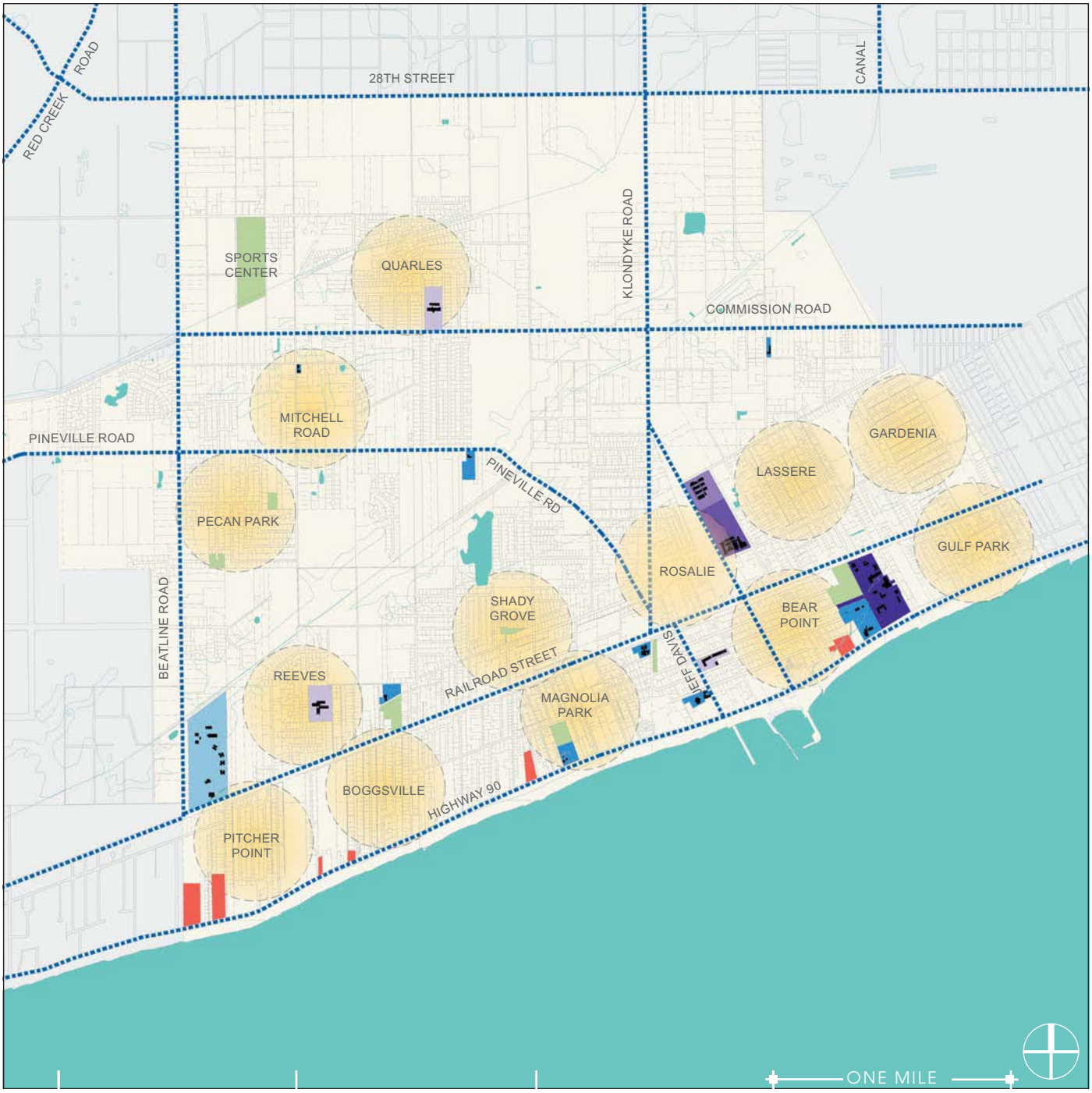


Pre-Hurricane Katrina figure ground. The city limits are shown in light yellow and building footprints are shown in black.

Watts House in Long Beach
Sun Herald, before-and-after series, December 27, 2005

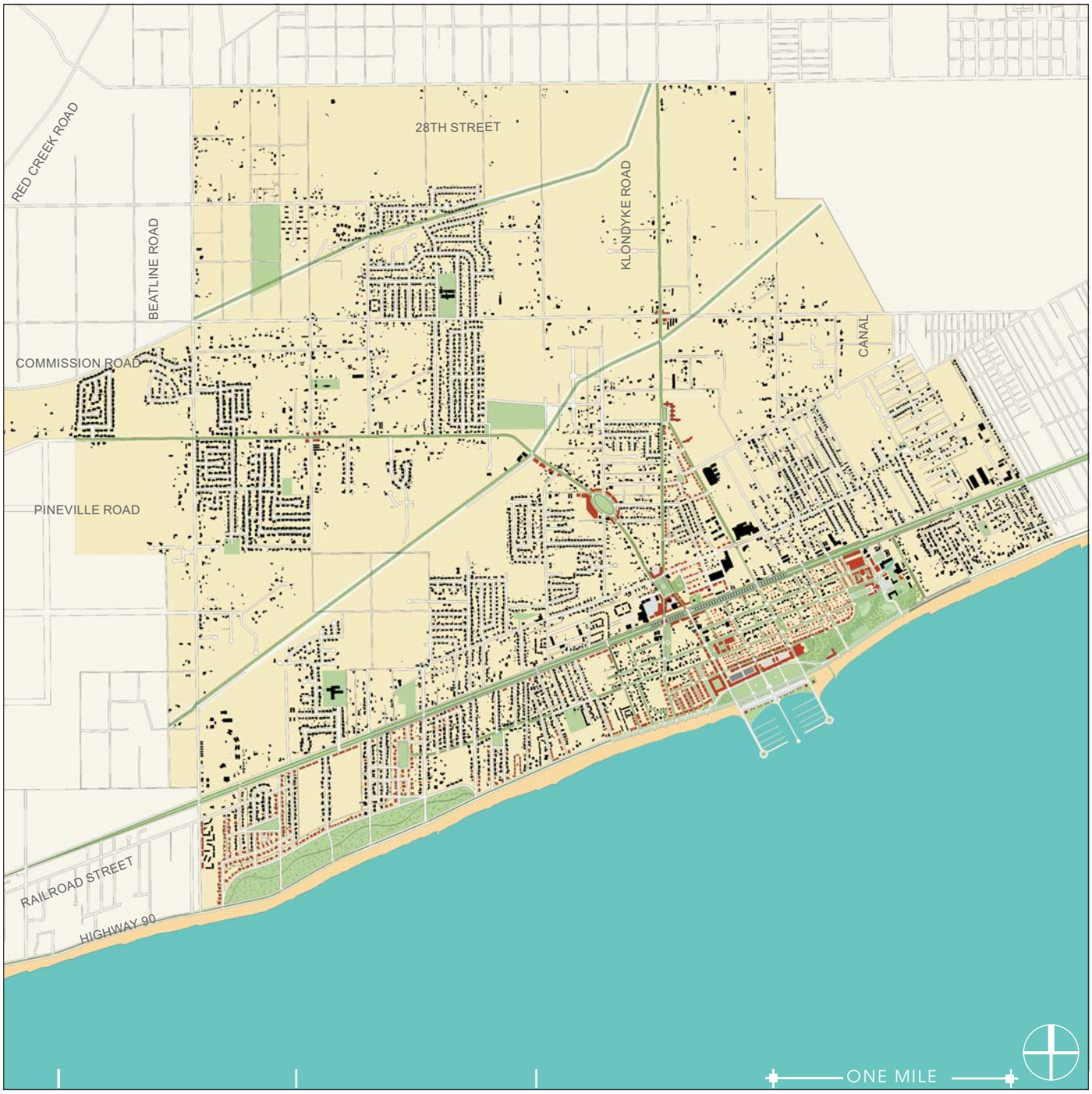
Beachwalk Condominiums in Long Beach
Sun Herald, before-and-after series, December 28, 2005

Cajun Crawfish Hut in Long Beach
Sun Herald, before-and-after series, December 29, 2005



PRE-HURRICANE KATRINA ANALYSIS & NEIGHBORHOODS

- Church
- Hospital
- Park
- Condominium Project (previously approved)
- Elementary School
- Middle School
- High School
- Gulf Park Campus of the University of Southern Mississippi Gulf Coast
- Primary Thoroughfare
- Neighborhood (five-minute walk from center to edge)
- Institutional Building



The diagram above illustrates proposed buildings in red, and existing buildings in black. The city of Long Beach is shown in light yellow.

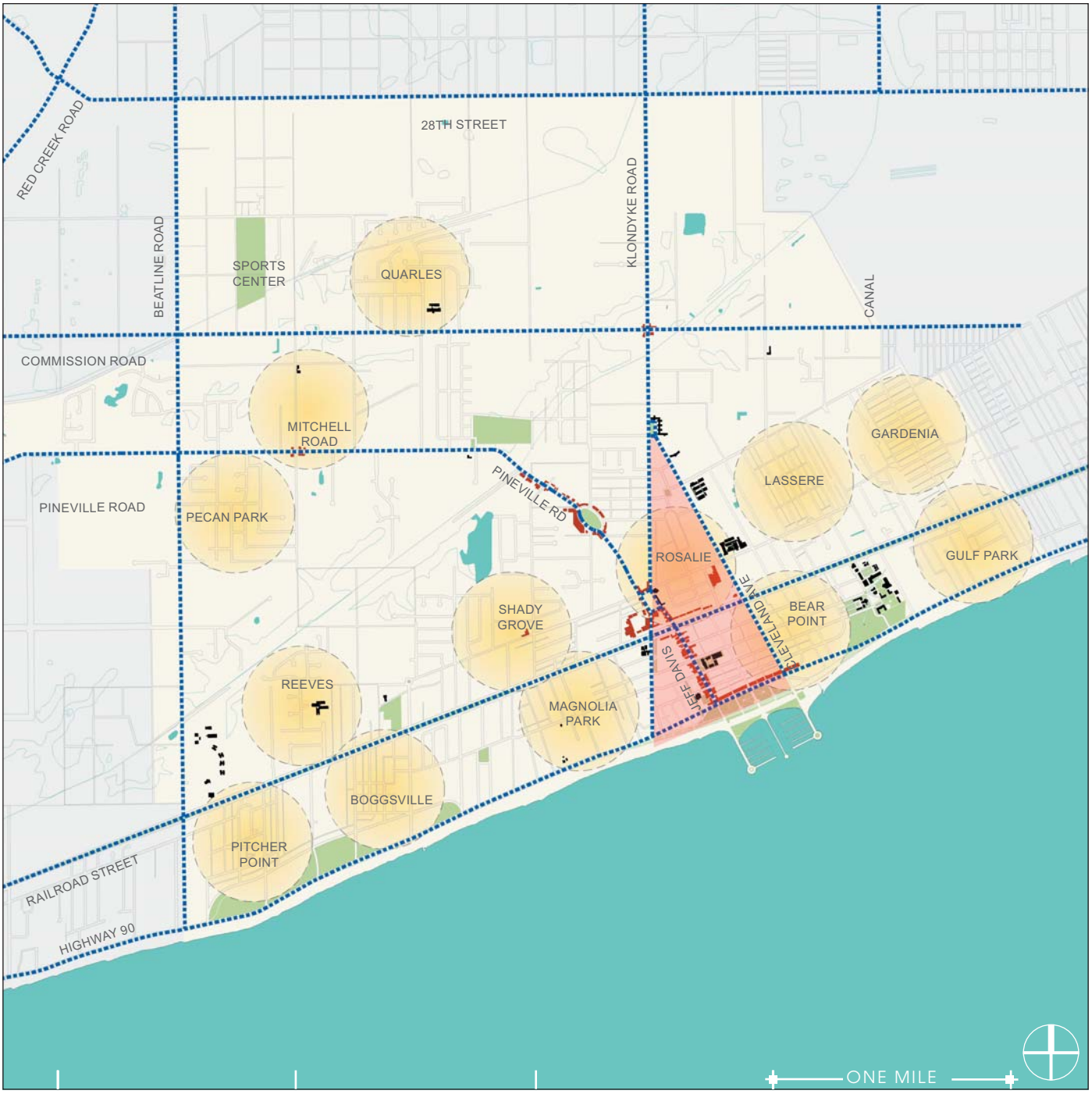
PROPOSED REGIONAL CONCEPT PLAN

The City of Long Beach consists of a number of precincts or nodes as defined by street networks, open space, or other landmarks. The proposed master plan provides two thoroughfares that parallel the coastline: Beach Boulevard (formerly Highway 90) and a new route along the existing CSX railroad corridor.

In terms of vehicular access from Interstate 10, Long Beach is unlike other coastal towns in the region: there is no direct connection between the highway and the center of town. The proposed master plan recommends that existing roads originating inland and terminating at the rail line now continue south to intersect with Beach Boulevard.

The triangular area of the city defined by Klondyke Road, Cleveland Avenue, and Beach Boulevard is proposed as the primary center node for the city. New development focused along Jeff Davis Avenue would distinguish it as a "Main Street." Proposed public open space along the coast would be free of development that could be damaged by future storms.

The long-term intent is that the remaining portion of town would be planned to connect and support the central area.



PROPOSED REGIONAL CONCEPT PLAN – ANALYSIS & NEIGHBORHOODS

The planning team focused on the central area of Long Beach. The diagram above identifies the triangular area enclosed by Klondyke Road, Cleveland Avenue, and Beach Boulevard (formerly Highway 90) that is intended to reestablish the heart of the community. As the diagram illustrates, a strong adjacent relationship exists between the public waterfront park and the identified triangular center, both supporting each other. The master plan also proposes that the Pitcher Point and Boggsville neighborhoods to the southwest have a town green along the coastline. This park is a result of moving development further back from the water's edge in keeping with the FEMA Coast Zone Management Regulations. The resultant open space will be an asset for the City of Long Beach, a beautiful setting for recreational activities that also reduces the risk of future damage.

- Primary Thoroughfare
- Park
- Neighborhood (five-minute walk from center to edge))
- Commercial Building
- Institutional Building

PROPOSED REGIONAL GATEWAY DIAGRAM

The most memorable cities have distinctive visual attributes and public spaces. Such attributes strengthen a city's identity, add positive value to the urban fabric, and provide a sense of place. It is important to identify where one is in order to understand location and place, and thresholds to destinations provide visual cues. As part of the master plan, the gateways for Long Beach have been identified and strengthened.

GATEWAYS CAN BE CREATED BY:

- Pairing of buildings or landscape elements to form a portal or threshold
- Arrival at a figural object, such as a statue or tower
- Arrival at a figural space, plaza, or park that is in contrast to its context
- Signage announcing arrival at a place

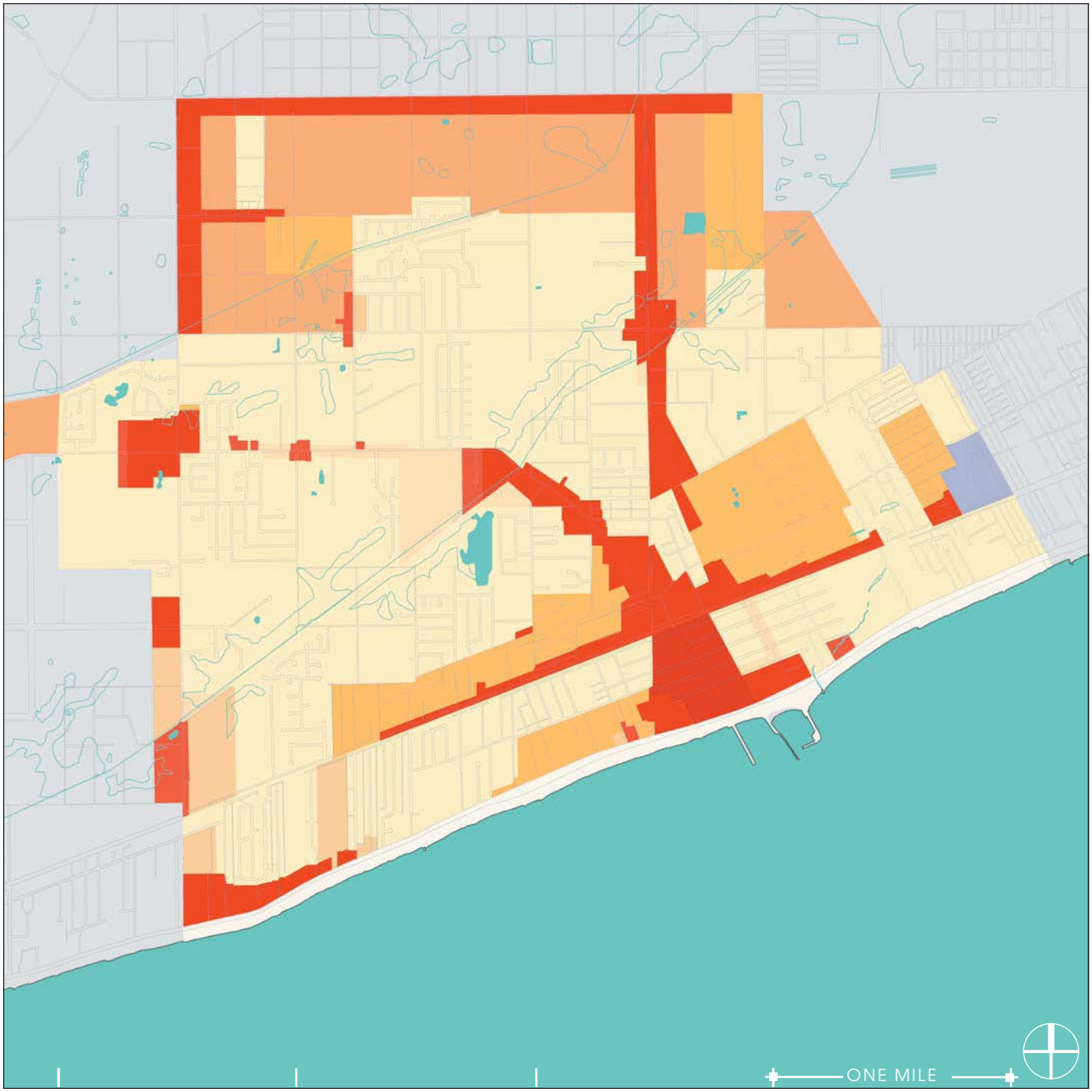
GATEWAY MOMENTS IN THE MASTER PLAN:

1. Arrival from the north on Klondyke Road: An open green space at the intersection of Cleveland Avenue. Buildings defining this space may include a school and other civic institutions.
2. Arrival from the northwest along Pineville: An oval space defined by retail and commercial buildings.

Above, city gateway (view one) at the intersection of Klondyke and Cleveland. Below, existing condition at the intersection.

3. Arrival from the west along Beach Boulevard (Highway 90): A large green common, five blocks long. This gracious gesture is the result of relocating development several hundred feet back from the edge of the coastline in keeping with Coast Zone Management Regulations.
4. Arrival from the east along Beach Boulevard (Highway 90): The landscaped forecourt of the Gulf Park Campus of the University of Southern Mississippi Gulf Coast.

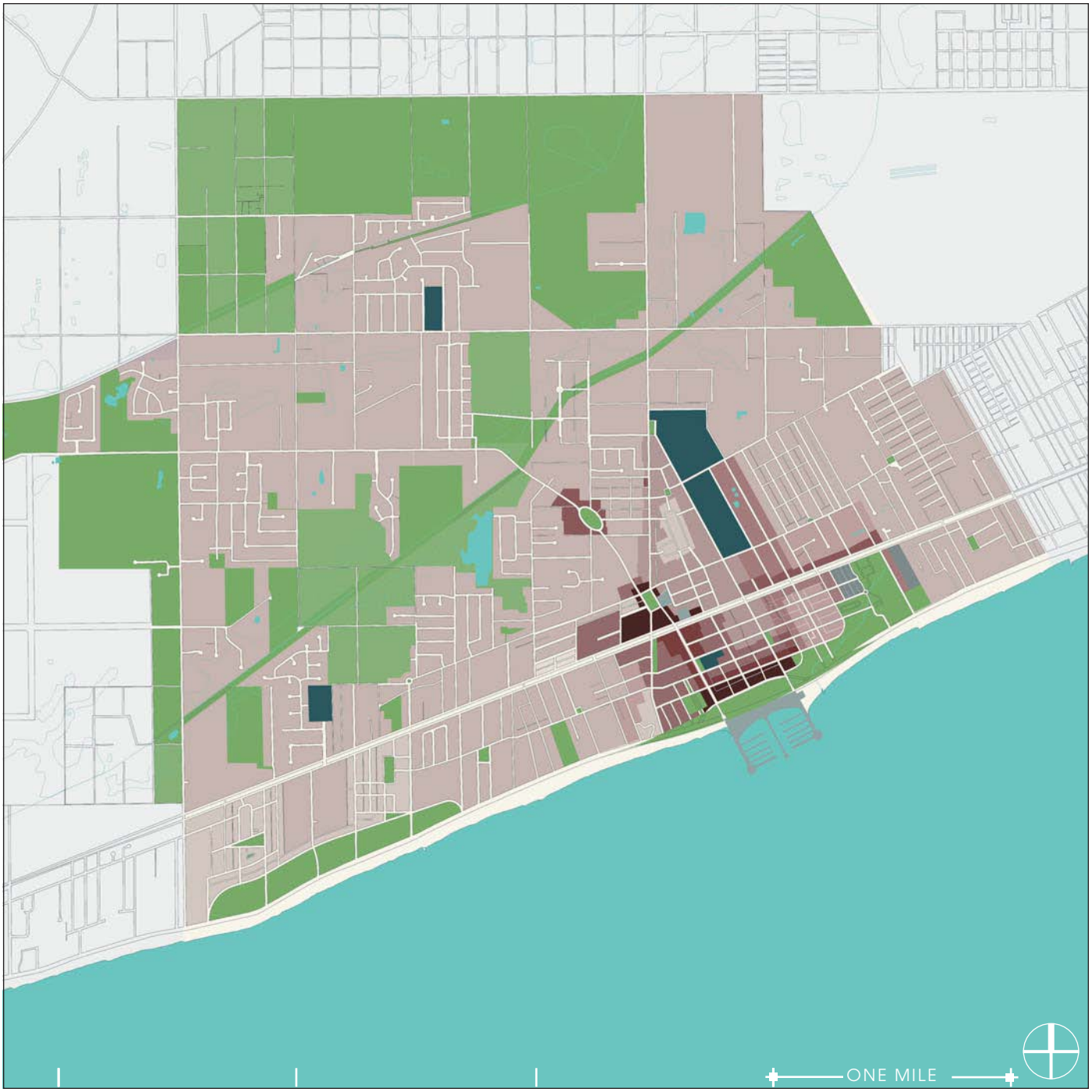
The rendering above illustrates the proposed reconfiguration of the intersection of Cleveland Avenue and Klondyke Road as an identifiable gateway into Long Beach. The confined space of the roadway would open to the public green announcing an entrance to the town. The common space is defined on three sides by civic buildings that will act as the first visual markers when entering the City of Long Beach from the north. The aerial photograph to the right shows the existing condition at the intersection.



EXISTING ZONING DIAGRAM*

- C1 - Central Business / Commercial
- C2 - General Commercial
- C3 - Neighborhood Commercial
- RO - Residential / Office
- R1 - Single Family Residential
- R2 - Low Density Multi-family
- R3 - High Density Multi-family
- R4 - Residential / Farm
- I1 - Industrial

** From the Zoning Ordinance for the City of Long Beach, Mississippi (amended through November 2002)*



PROPOSED TRANSECT DIAGRAM*

- T1 - Preserve / Natural
- T2 - Reserve / Rural
- T3 - Sub-Urban
- T4-1 - General Urban
- T4-2 - General Urban
- T4-3 - General Urban
- T5-1 - Urban Center
- T5-2 - Urban Center
- CS - Civic Space
- ED - Education District

** The Long Beach transect was calibrated by the Smart Code / Transect Committee. More information can be found on page 55.*

THE SMART CODE*

Important: The Smart Code is not a building code. Building codes address life/safety issues such as fire and storm protection. Examples of building codes include the International Building Code (IBC), International Residential Code (IRC), and International Code Council (ICC) documents.

The Smart Code is a unified land-use ordinance for planning and urban design. It folds zoning, subdivision regulations, urban design, and basic architectural standards into one compact document. There is no licensing fee; the Smart Code is available for free download and use.

The Smart Code enables community vision by coding specific outcomes desired in particular places. It is meant to be locally customized by professional planners, architects, and attorneys. It also allows different approaches in different areas within the community, unlike a one-size-fits-all conventional code. This gives the Smart Code unusual political power, as it permits buy-in from all stakeholders.

The Smart Code supports these outcomes: community vision, local character, housing diversity, conservation of open lands, transportation options, and walkable and mixed-use neighborhoods.

It prevents these outcomes: wasteful sprawl development, loss of open space, monotonous subdivisions, car-dominated streets, hodgepodge development downtown, and a hostile public realm.

The Smart Code is considered a "form-based code" because it strongly addresses the physical form of building and development. Conventional zoning codes are based primarily on use and density. They have caused systemic problems over the past 60 years by separating uses, which makes mixed-use and walkable neighborhoods essentially illegal.

The Smart Code is also a "transect-based code." A "transect" is usually seen as a continuous cross-section of natural habitats for plants and animals, ranging from shorelines to wetlands to uplands. The specific transect that the Smart Code uses is based on the human habitat, ranging from the most rural environments to the most urban environments. This transect is divided into a range of "Transect Zones," each with its own complex character. It ensures that a community offers a full diversity of building types, thoroughfare types, and civic-space types, and that each has appropriate characteristics for its location.

The six Transect Zones are:

T1 Natural	T4 General Urban
T2 Rural	T5 Urban Center
T3 Sub-Urban	T6 Urban Core

The Transect is a powerful tool because its standards can coordinate across other disciplines and documents, including guidelines from the Institute for Transportation Engineers (ITE), and Leadership in Energy and Environmental Design (LEED). Thus the Smart Code integrates the design protocols of a variety of specialties, including traffic engineering, public works, town planning, architecture, landscape architecture, and ecology.

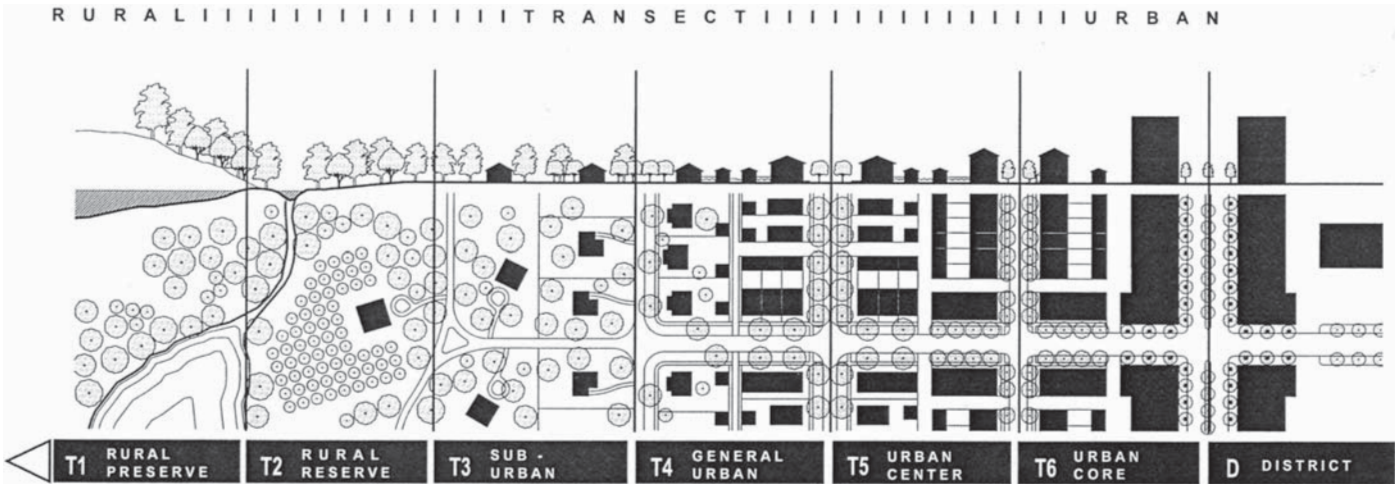
The Smart Code addresses development patterns at three scales of planning:

- the sector (regional) scale
- the community scale
- the block and building scale

Thus it may replace a number of other documents. The text is only 32 pages, plus Tables and Definitions. If stronger architectural guidelines are desired, a community may adopt supplemental regulations or a pattern book.

For more information about the Smart Code and Smart Code training, and for free downloads of the Smart Code & Manual, visit <www.placemakers.com>

** Text provided by Sandy Sorlien. Graphic provided by Duany Plater-Zyberk and Company.*



LONG BEACH TRANSECT

The Transect, developed by Andres Duany and Duany Plater-Zyberk and Company (DPZ), organizes all elements of the urban environment on a scale from rural to urban. Codes may be based upon six Transect Zones that describe the physical character of place at any scale, in the context of density and intensity of land use.

Transect Zones (T-Zones) are administratively similar to the land-use zones in conventional ordinances. Typical codes segregate requirements of building use, density, height, and setback, whereas T-Zones form mixed-use environments by eliminating the separation of use groups. Building massing (height and placement) is controlled with "build-to" lines and density in specific locations within a jurisdiction. This creates a consistent streetscape that is appropriate to the character of an area – for example, a town center that is different in scale from a residential neighborhood. The six T-Zones are listed on the previous page.

Given the scale and character of Long Beach, no areas were identified as T6 Urban Core. The highest and most intense use areas were identified as T5 Urban Center, and are located along the Jeff Davis Avenue corridor and the mixed-use frontage on Beach Boulevard.

ZONE T1

ZONE T2

ZONE T3

ZONE T4

ZONE T5

SMART CODE / TRANSECT COMMITTEE NARRATIVE*

The sun has set on the Long Beach we loved. Wind and water washed away our town. The sun is rising on a new day for Long Beach.

Long Beach is now the Smart City with a Smart Plan and a Smart Code.

The master plan for Long Beach is the product of eight months of brainstorming with professional planners, engineers, architects, city officials, and Long Beach citizens. The genesis of the plan was the assessment of our city's natural beauty, green space, beautiful harbor, and the University of Southern Mississippi, with consideration of the flood elevations. It's a proven fact in successful cities and towns across America that excellent planning results in excellent development. The mission of the Smart Code and Transects Committee has been to mesh the Long Beach concept plan with the reality of the needs, zoning, and geography of Long Beach. The Smart Code / Transect Committee asks all Long Beach property and business owners to participate in this pathway to Smart economic development.

This revised plan is a rendering of the potential that will become a reality if we all come together to educate ourselves on all aspects of the plan and understand the "value added" benefit to Long Beach real estate. Proximity of structures to other planned structures, public parks, pedestrian friendly streets, and marinas provides a premium value increase to property for each of those amenities. Once you understand the value of the plan, then you should take a closer look to see how the plan addresses your parcel of land. This is the critical intersection of mind and heart when you visualize your personal participation in the future of Long Beach.

Citizens who have been involved and understand the value of the plan are already excited; those not involved may have questions. Our committee wants you to ask questions and state your concerns. This plan was developed using a form-based Transect Smart Code that identifies and classifies the intensity of human habitat from rural to urban town center. Smart Coding gives ironclad protection to traditional suburban neighborhoods while enhancing the connectivity and walkability to the town center. It separates the Transect intensities into T-Zones, each of which has specific architectural and infrastructure components designed to enhance your quality of life as it relates to the public space. Zones T1 and T2 have no or very little habitation. Zone T1 could be a National Park like the Gulf Islands National Park. Zone T2 would include properties such as Dr. Gaddy's spread on Commission Road.

Zone T3 is low-density suburban living almost identical to our R-1S29 neighborhoods. Zone T4 is comprised of mixed-use medium-density residential neighborhoods with integrated controlled light commercial businesses, similar to our C-1 zoned area in town. Zone T5 is the town center with commercial buildings and high-density residential living. Think of T4 as a residential neighborhood with light commercial mixed in, and T5 as town-center commercial with residential mixed in. Special District Transects are defined by a specific use such as a university, marina, or industrial park.

The Smart Code gives form to our town's architecture and infrastructure, addressing the dimensions of streets, traffic lanes, and sidewalks in each T-Zone; the code has setbacks that foster structures that relate well to the sidewalk, creating a pedestrian-friendly community. Zones T4 and T5 allow for mixed use so developers can build a town that is accessible, convenient, and vibrant.

The Smart Code / Transect Committee members voted in April 2006 to accept the form and shape of the original concept plan, subject to committee modification. The committee went about the process of identifying inconsistencies with the culture, heritage, or tradition of long-standing Long Beach neighborhoods. The changes have been substantive and detailed. Most modifications were for more inclusion in the T4 General Urban zone and expansion of the T5 Urban Center zone along 5th Street behind the high-density development fronting Oak Park. Of major concern was protecting quiet, long-existing neighborhoods from commercialization. The committee agreed that some residential neighborhoods, based on lot size and setbacks, conform to Zone T4 but should remain free of commercial development. We also felt the need for the ability to step down the intensity in smaller increments as development occurs away from the town center. This necessitated the creation of subzones in Zones T4 and T5. With the addition of these subzones, our committee was able to calibrate with greater specificity the intensity of the habitat in smaller geographic areas, encouraging predictability of the type of development in each neighborhood.

** Text provided the Smart Code / Transect Committee.*

PROPOSED TRANSECT DIAGRAM - DOWNTOWN*

- T1 - Preserve / Natural
- T2 - Reserve / Rural
- T3 - Sub-Urban
- T4-1 - General Urban
- T4-2 - General Urban
- T4-3 - General Urban
- T5-1 - Urban Center
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- CS - Civic Space
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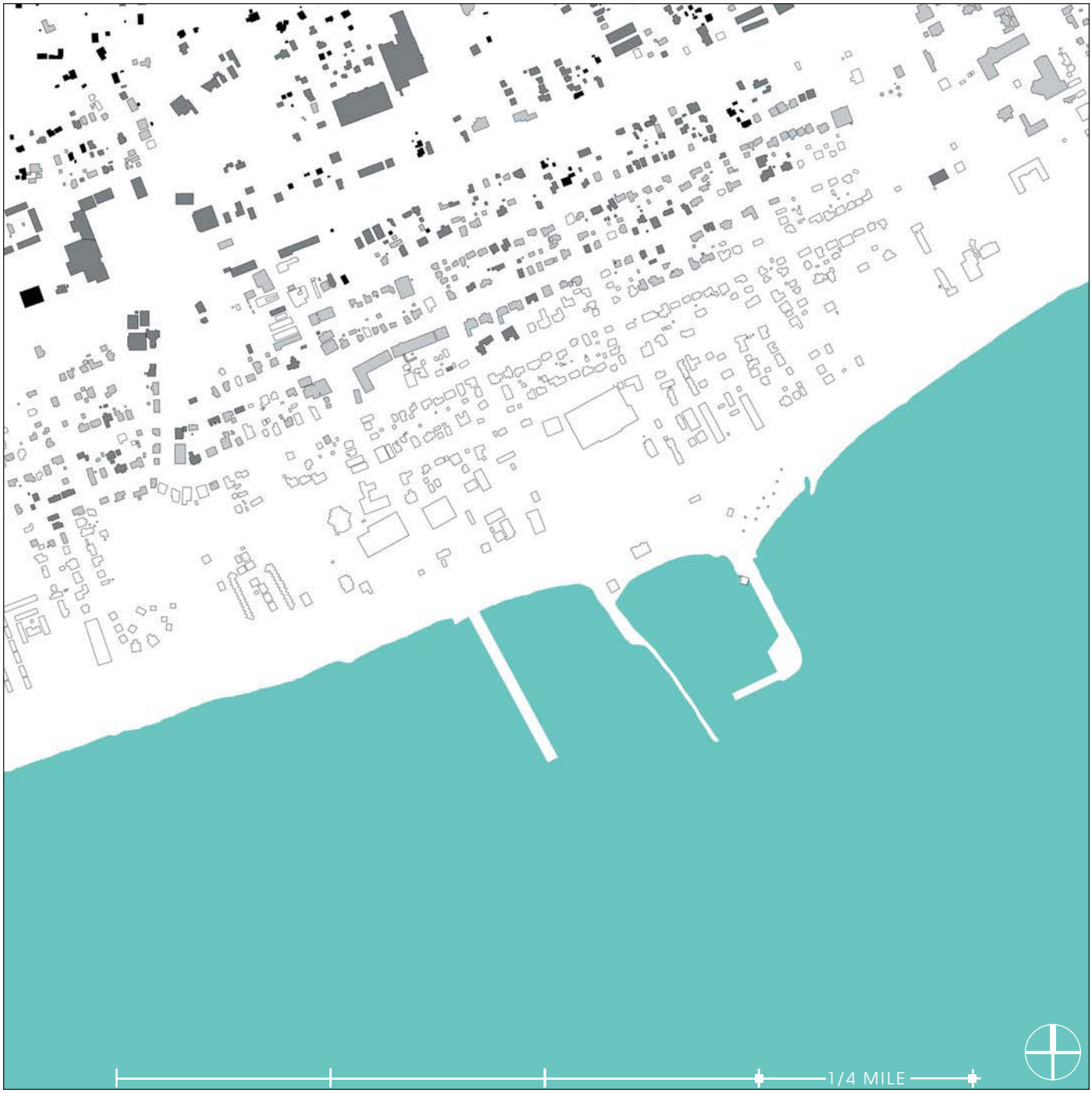


DAMAGE ASSESSMENT DIAGRAM

The diagram above is a graphic illustration of the preliminary assessment of damage caused by Hurricane Katrina.

The information shown is a combination of the City of Long Beach's Parcel Damage Assessment Map, post-Katrina aerial photographs, and citizen reports.

- Building footprints shown as an outline were destroyed
- Building footprints shown in light gray sustained major damage
- Building footprints shown in dark gray sustained minor damage
- Building footprints shown in black sustained little or no damage

Block structure pre-Hurricane Katrina

Proposed block structure October 2005

Proposed block structure August 2006, final master plan

BLOCK STRUCTURE

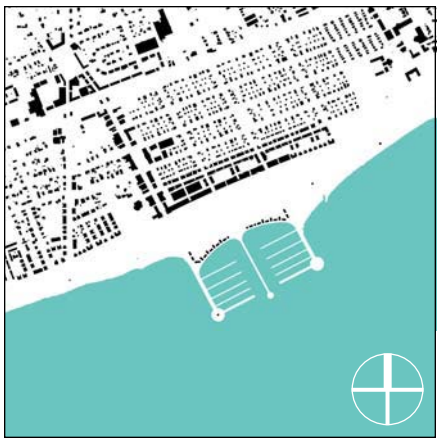
The diagram above represents the existing network of streets that create elongated blocks running parallel to the coast. A typical block is currently between 800 and 900 feet long. This dimension discourages walking and limits access to the waterfront. The absence of a hierarchy of streets and alleys implies that pedestrians, vehicles, street parking, service trucks, and utilities are sharing the same thoroughfare network.

The master plan strives to provide a maximum block dimension of 250 feet deep by 600 feet long. This block dimension is conducive to the creation of a pedestrian-friendly community.

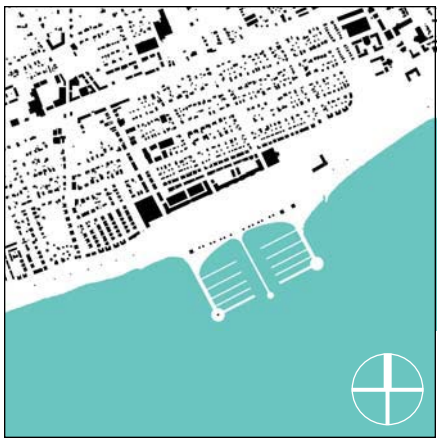
To encourage a walkable environment, the following changes are recommended:

1. Transform the existing thoroughfare section of Highway 90 to create a scenic Beach Boulevard thoroughfare.
2. Extend Jeff Davis Avenue to the north past Railroad Street to intersect with Klondyke Road. Terminate this street at a civic square.
3. Extend Klondyke Road south to intersect with Highway 90.
4. Transform Railroad Street into a parkway with a landscaped median, connecting Long Beach to other coastal towns.
5. Insert several north-south residential streets to subdivide the elongated blocks and increase connectivity to the Gulf coastline.
6. Incorporate a system of alleys to provide a right-of-way for utilities as well as access for service vehicles and garages.
7. Incorporate several street crossings across Railroad Street to increase connectivity from the north side of the tracks to the Gulf coastline.

Figure ground pre-Hurricane Katrina



Proposed figure ground October 2005

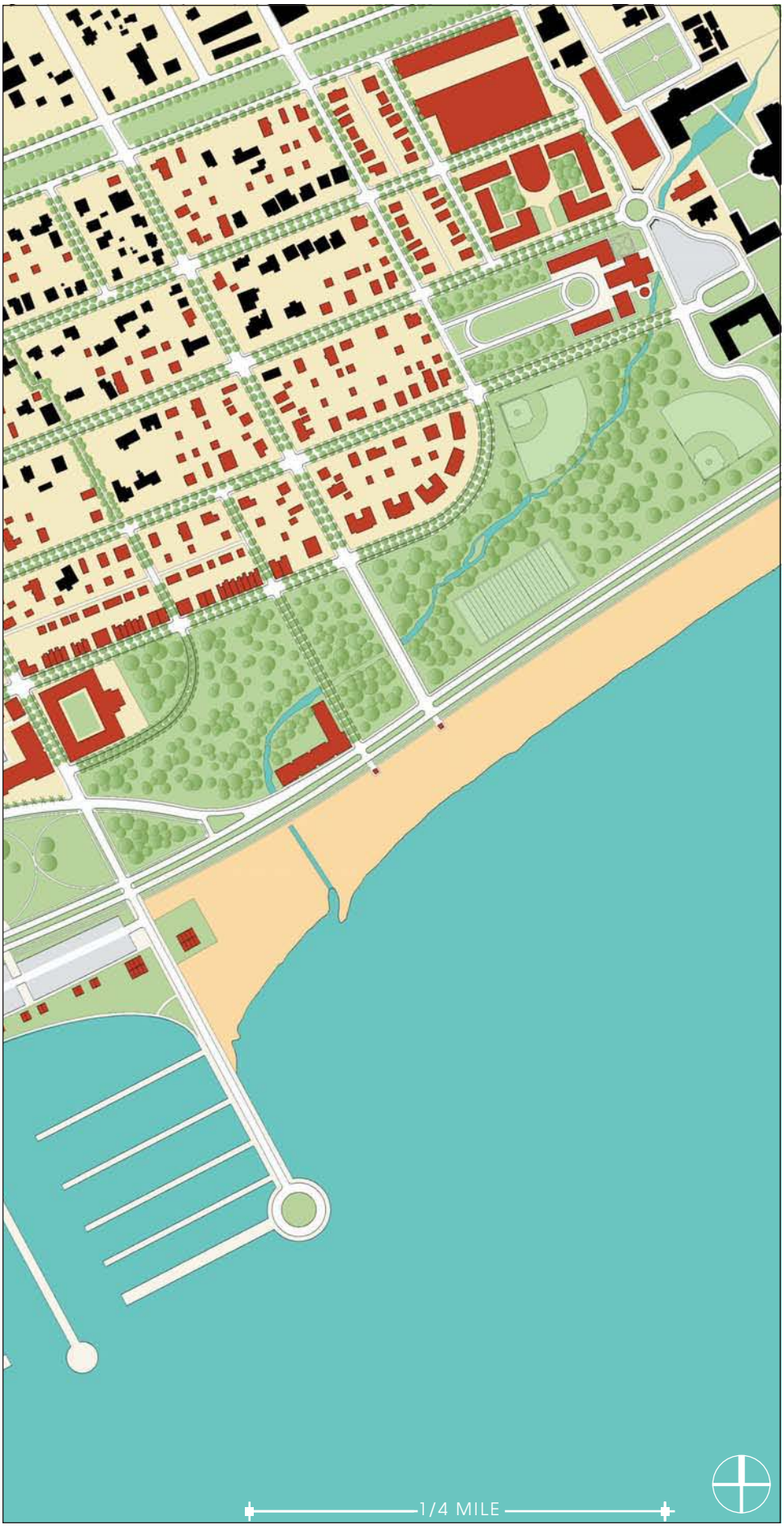


Proposed figure ground August 2006, final master plan

FIGURE GROUND

Cities are not measured by how many great buildings exist within their boundaries, but by how these buildings coexist to form memorable spaces. The critical role of buildings within a city is to define the public realm, the space that an individual will experience. The opportunity to rebuild neighborhoods is also a chance to improve existing patterns. It is within this spirit that the master plan recommendations have been made.

Buildings along Jeff Davis are closely grouped together to help define an enclosed public realm. Buildings along Beach Boulevard (Highway 90) facing the Gulf are also grouped to form a shallow curve that relates to the waterfront park and the marina. Buildings around the civic squares also work together to define outdoor public rooms. The walls of these public rooms are the facades of buildings that enfront the space - the public realm.



CONCEPT PLAN

The proposed master plan for Long Beach is based on traditional neighborhood principles and development patterns that reflect the physical and cultural context of the area. The principles incorporated in the master plan include:

- A composition of civic and community buildings balanced with open spaces, to foster an interactive environment that enriches the lives of residents and visitors
- Educational facilities to encourage and promote lifelong learning
- Immediate access to nature and hiker-biker trails
- Places for passive and active recreational activity
- Housing types for residents of a variety of income levels and ages
- A landscape palette consistent with the climate and culture of the Gulf Coast
- Sustainability measures to advance the long-term value and viability of the town
- Expansion and improvement of the existing marina to energize economic development
- A clear set of guidelines to inform future speculative development

Proposed Buildings
New and Relocated Footprints

Existing Buildings, Undamaged or Rebuilt on Existing Foundation

Proposed Structured Parking

Proposed Surface Parking

Green Open Space / Landscaping

Jeff Davis Avenue looking south as proposed by the master plan (View 1)

Jeff Davis Avenue existing condition

JEFF DAVIS AVENUE

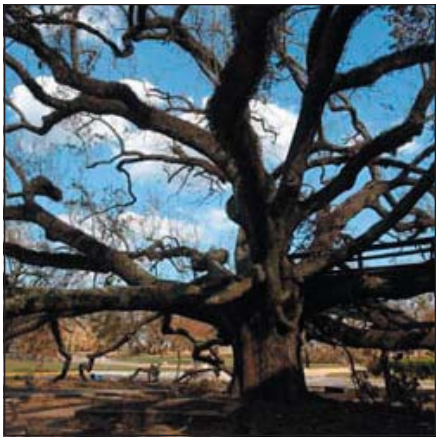
Jeff Davis Avenue will provide a comfortable pedestrian environment while accommodating the needs of the automobile. While moving south along the street, residents will have a perfect view of the city marina's new light house, which will terminate the improved and expanded Jeff Davis pier. Existing retail, such as the barbershop and Lil' Ray's, will serve as a model for future incremental small-scale development.

The Long Beach Marina looking north as proposed by the master plan (View 2)

LONG BEACH MARINA

The Long Beach Marina is proposed to be repaired and expanded to the west. The marina will serve as a focal point for the town's new open space, Oak Park. As one of the few marinas along the Gulf Coast to provide visitor boat slips, it will help anchor the town's tourism industry. Developing this unique asset has the potential to set Long Beach apart as a jewel along the coast. Condominium development along Beach Boulevard creates a backdrop for the Marina.

Proposed Landscape Plan



The Friendship Oak before and after Hurricane Katrina

OUTDOOR SPACE

A city is experienced through its public realm: streets, sidewalks, and parks. Residents and visitors experience these spaces as they move through the city. This master plan gives spatial definition to the public realm and provides a variety of public spaces and streets to enhance the experience for residents and visitors.

Public parks are large outdoor rooms. The quality of an outdoor room is heavily dependent on the building facades that define its edges. This symbiotic relationship between building and outdoor space is essential in the creation of memorable places. In the master plan for Long Beach, the scale and definition of the waterfront park is closely connected to the height, curvature, and contiguous wall-like quality of the building facades that front Beach Boulevard. It is proposed that the waterfront park will be planted with live oaks, continuing the tradition of using this species along the water's edge.

LANDSCAPE PLAN*

Long Beach now has an extraordinary opportunity to create a gateway to the community, through a redesign effort that unifies the Gulf Beach with Highway 90 and the new Oak Park. To ensure the success of such an expansive project, it is critical that the following issues be given careful consideration:

HIGHWAY 90

Highway 90 should be redesigned to create a boulevard atmosphere that will appear as an important, integrated, and beautiful part of the community, beckoning you to "Come Discover..."

At present, Highway 90 is constructed to be monotonous, fast, and distinctly not pedestrian friendly. It gives over everything to the automobile, so that crossing the road to the Gulf seems a daunting and overwhelming task. It doesn't have to be that way. The residents should demand that traffic speed be reduced along the stretch of boulevard that fronts the city. As you drive down Highway 90, there should be subtle indicators to distinguish the approach to Long Beach from other stretches of the road. Slower speed would encourage first time visitors and motorists to stop and see what the town has to offer.

The goal should be to create an elegant, lush, pedestrian-friendly gateway and welcome sign through the redesign of Highway 90, integrating it with the Gulf and Oak Park. To achieve this, obtain the assistance of a traffic engineer with a proven track record for context-sensitive street design.

SIGNAGE

An Oak Park signage system is needed so that patrons will know the appropriate uses and hours of operation. Develop a signage system that fits and becomes part of the street and Oak Park furniture selections.

STREET-TREE PROGRAM

A successful street-tree program is essential for the completion of the townscape. For the cost likely to be incurred, no other initiative will go so far to make the community appear established and cared for. Shade-providing and gracious trees make the street feel complete and will extend the elegant feeling of Oak Park into the community.

Create a street-tree program, including a street-by-street master planting and maintenance plan for walkability. To do this, review the street-tree programs of other successful towns, and adopt a program to develop a tree canopy that will encourage pedestrian activity in the years to come.

CONNECTIVITY

Maximize the number of byways, destinations, and interesting things to look at, as well as places for people to see and be seen, to encourage community members and visitors to get to and spend time out in the community and in the park. Create as many pedestrian and bike routes as possible along shaded sidewalks throughout the community. Try to have them pass by interesting downtown store fronts and other visually attractive places.

STREET AND OAK PARK FURNITURE

Street furniture, including signage, lighting, benches and tables, trash receptacles, and other elements, should be selected for use throughout the community. This street furniture selection should then be employed carefully within the overall design of Oak Park and coordinated with the major elements including the amphitheater, information and restroom kiosks, and fountain.

** Text provided by Stephanie Bothwell.*

Aerial rendering looking northeast, with the Long Beach Marina in the foreground and Oak Park and new condominiums in the mid-ground, and the city beyond

Long Beach marina post-Hurricane Katrina

OAK PARK

The triangular center of Long Beach is defined by Cleveland Avenue to the east, Klondyke Road to the west, and Highway 90 to the south. This aerial rendering illustrates recommended changes to the central area of Long Beach. The marina would be repaired and expanded, and Highway 90 would be realigned and renamed to form the scenic Beach Boulevard. The planning guidelines prescribe that mid-rise, high-density buildings be concentrated along the boulevard to form a distinguishable urban composition that defines the northern edge of the proposed 15-acre waterfront open space of Oak Park.

The park is subdivided into three zones. The east and west are densely planted with live oaks, and the center is an open green space that fronts the marina.

A lighthouse is located on the pier at the terminus of Jeff Davis Avenue, signifying that this is the "Main Street" of Long Beach. To define the triangular center of Long Beach, the proposed street network extends Jeff Davis Avenue to intersect Klondyke Road at a civic space, and recommends an open green space at the intersection of Cleveland Avenue and Klondyke Road.

THE OAK TREE LEGACY*

The city should strive to protect the Long Beach oak tree legacy through good landscape practices, education, and programs such as a "name and adopt-a-tree" campaign.

The oak trees that survived the storm are extraordinary and will be the centerpiece of Oak Park. But in spite of their flourishing appearance as they leaf out, they are under stress and will remain so for years to come. The storm stripped many trees of their leaves and branches, and some are suffering from bark burn (much like what humans experience with too much sun exposure). The storm also caused soil erosion and salt water intrusion, and removed plant cover and buildings that provided protection from the elements. Any design for either open space or buildings must support this gift of trees and give their survival paramount consideration in the redevelopment process. The already stressed oaks and other trees must be given time to regain their strength, and for the time being there should be a minimum of further root disturbance, compaction, and damage. Adequate irrigation is also essential. If short- and long-term steps are not taken quickly to protect and provide survival assistance for this wonderful legacy, many of the trees may continue to decline, which will deprive generations to come of their beauty and value.

An Oak Tree Legacy Program needs to be developed for public and private locations.

Engage an arborist to establish a program for protection and long-term maintenance, in consultation with planners, landscape architects, and the community. This program should include establishment of pruning, watering, fertilizing, and "no disturbance root zone" requirements.

Establish adequate "no disturbance root zones" around all the legacy trees. These are areas some distance beyond the tree-drip lines. There should be no disturbance of the soil within this zone, and particularly no installation of utilities, plantings, or sod. If construction must take place inside a "no disturbance root zone," additional steps will need to be taken to ensure the tree's survival. Root pruning is never to be done in the hot summer months, and no more than ¼ to ½ of the zone is to be done at any one time. An irrigation system must be installed and monitored for appropriate levels of water application. An arborist may insist on further protective measures.

Surround trees with protective fencing before any site grading or construction begins.

Create continuous mulched and planted beds below the oaks. Wherever possible, these should be larger than the drip lines. That technique would not only help to protect the trees, but would also provide a design element large enough in scale to complement the public lawn areas.

Restrict under-tree plantings until an appropriate period of time has been allowed for the oaks to have recovered strength. An arborist can establish the appropriate time. Sod should never be installed within the tree-drip line.

Establish an appropriate palette for under-tree planting. Installation should then follow guidelines established by the arborist as to type, numbers, and size per square foot, irrigation and fertilization, qualifying installer, and so forth.

Adopt an ordinance stating that a four-caliper oak tree will be planted for every tree that is lost. This rule will help to prevent "accidental" deaths, and will compensate for attrition due to natural causes. Adequate replacement becomes a critical factor as building along the perimeter of the park proceeds, and owners and residents desire extended view lines. Replacement trees should be planted as close as possible to the location of the lost tree but far enough away not to jeopardize the remaining trees.

Give special consideration to oaks on private property. During the design review, identify protective measures for the construction and post-construction phases. Post-construction guidelines should specify a period of time during which the tree will have a "no dig, plant, fertilize, or pesticide" zone, as well as a tree irrigation system. An arborist should specify the "no root zone disturbance" area and irrigation system timetable.

* *Text provided by Stephanie Bothwell.*

OAK PARK AND FEMA

Oak Park will be the heart of the new Long Beach downtown. During a flood event, it will serve as a buffer between the town and the Gulf. Its form was generated through an analysis of the FEMA zones. Essentially, it allows water to enter the low-lying areas of Long Beach without damage to private property.

The top image (on the right) shows the existing alignment of Highway 90, which currently passes along the southern edge of Long Beach. The second image highlights the properties effected by the creation of Oak Park, as well as a new road that will run along the north edge of the park. The third image shows the preliminary FEMA zones overlaid on the City of Long Beach coastline.

V-Zone (Blue and Green): the portion of the Special Flood Hazard Area (SFHA) that extends from offshore to the inland limit of a primary frontal dune along an open coast, and any other area subject to high-velocity wave action from storms or seismic sources.

Coastal A-Zone (Orange): the portion of the SFHA landward of a V-Zone in which the principal source of flooding is storm surge, not riverine sources. Coastal A-Zone may therefore be subject to wave effects, velocity flows, erosion, scour, or combinations of these forces. The forces in Coastal A-Zone are not as severe as those in V-Zone; however, they are still capable of damaging or destroying buildings or inadequate foundations. A-Zone areas are subject to breaking waves within heights less than three feet and wave run-up with depths less than three feet. It is important to note that Flood Insurance Rate Maps (FIRMs) use Zones AE, A130, AO and A to designate both coastal and noncoastal SFHAs.

The bottom image shows the new Oak Park located along the Long Beach coastline. Highway 90 remains in its current location. The new northern road will allow the development of street-level retail along this roadway, introducing an urban character that would not be permitted if the existing alignment were to remain. Highway 90 would be renamed Beach Boulevard

PRIVATE PROPERTY RIGHTS SCENARIOS*

When thinking how best to deal with private property rights, the following possible scenarios should be considered:

1. Outright purchase, the simplest option, whether by the city or a developer. Some areas to research for possible funding sources might be:

    a. Section 404 of Stafford Disaster Relief and Emergency Assistance Act. There may be some allocation for hazard mitigation for voluntary buyouts of high-risk, repetitive-loss properties.

    b. Mississippi Development Authority. Research for grants or other funds available to acquire property.

2. Exchange of coastal land for interior lands, a basic voluntary land swap.

3. Transfer of Development Rights (TDR), an arrangement where the development rights of coastal property would be moved to another area where greater density would be permitted. A draft statutory amendment to the enabling legislation to include TDR as part of transect zoning regulations was included in an 11/06/05 draft reported on the Mississippi Renewal Forum website. The status of this amendment should be checked.

4. Tax Increment Financing (TIF), an option where the city creates a redevelopment district and looks to expected tax revenues to finance capital projects in that defined area. The cost of the improvements made by the city to that area are repaid in increments from the taxes over time. TIF arrangements have been used for both property taxes (usual application) and sales tax (where new development is primarily retail). The capital for the development comes from bonds whose value is derived from the estimated tax revenues. The bonds are repaid over a fixed period of time.

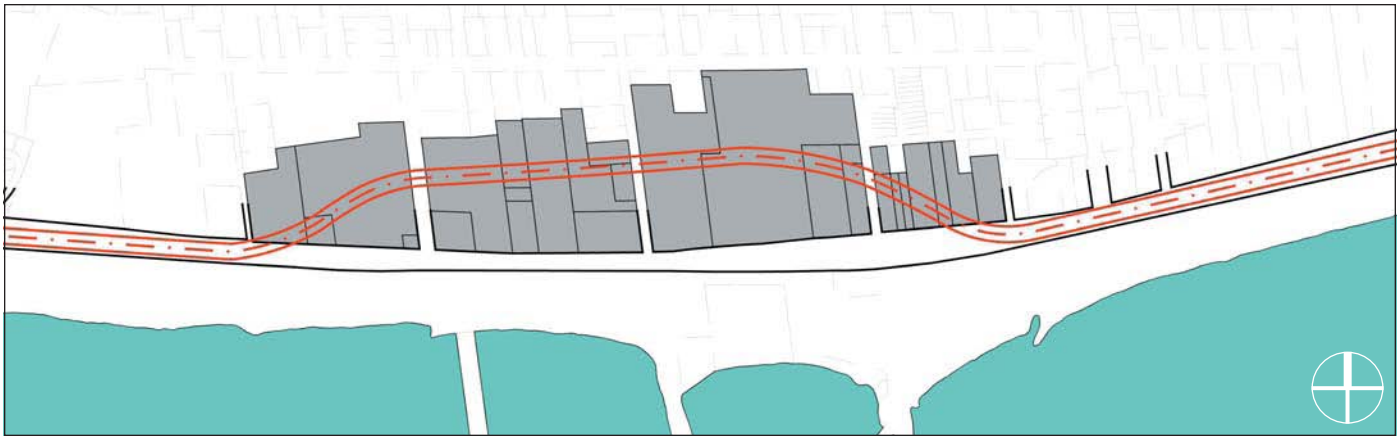
    A variation of the TIF might be to use a similar program to encourage a developer to from the land acquisition funds or public improvements and then dedicate it for public use if the developer could be reimbursed over time. The city might agree to accept the predevelopment level of tax revenues and use the increased portion of the taxes to reimburse the land developer until he is compensated for the value of the dedicated land or improvements.

5. Subdivision, an option where a developer could be permitted under higher density provisions to develop “extra” lots. The extra lots could be used in exchange for land, or the value from the sale of the extra lots could be used to pay the landowners.

6. Land use regulations, such as setbacks and open space requirements. Although these are other considerations for implementing the proposed plan, such regulations would need to be designed not to cross the regulatory taking line. Mississippi law would need to be researched to define the level of restriction or reduction of property value that would occur from a particular regulation.

* *Comments from Gloria Freye to Larry Lewis following the June 17, 2006 workshop.*

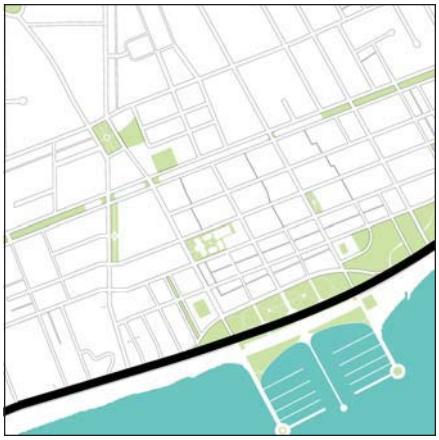
The existing alignment of Highway 90, which currently passes along the edge of southern edge of Long Beach



The properties affected by the creation of Oak Park, as well as a new road that will run along the north edge of the park

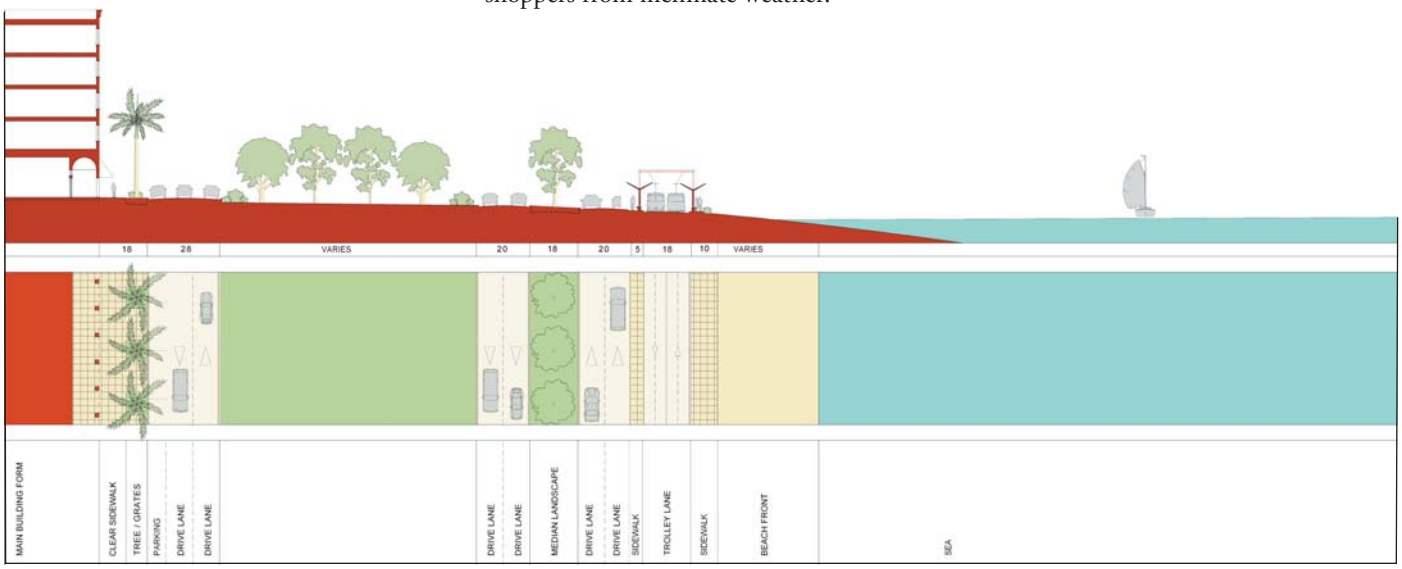
The preliminary FEMA zones overlaid on the City of Long Beach coastline

The recommended plan with Oak Park and a new road located to the north of Highway 90, renamed Beach Boulevard



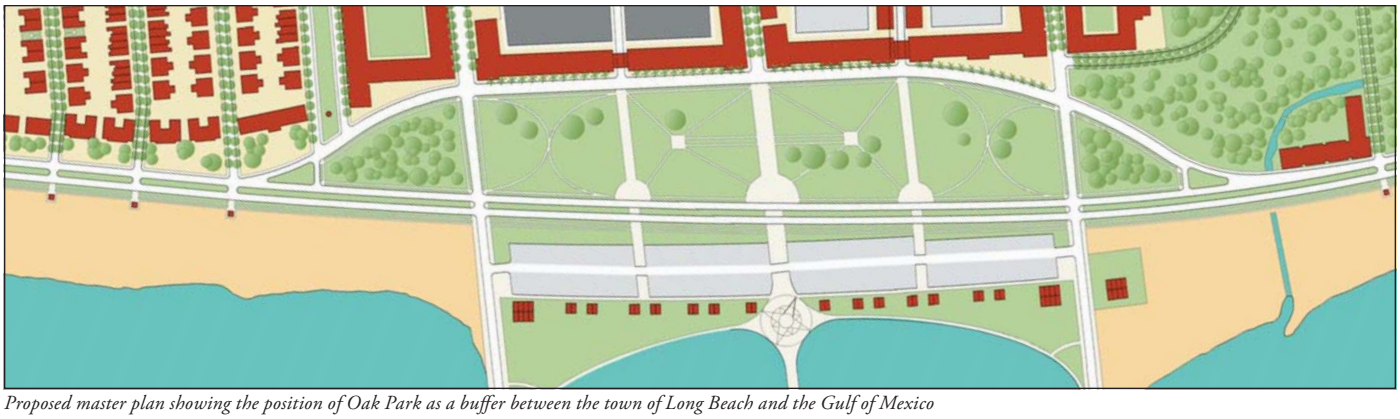
OAK PARK AND BEACH BOULEVARD

Working with the regional transportation teams, it was agreed that Highway 90 would be transformed along the entire Mississippi Gulf coast. Renamed "Beach Boulevard," it would have provisions for a rubber-tire trolley that would run in a dedicated right-of-way along the southern edge of the boulevard, connecting Long Beach to other coastal cities. The boulevard will be reconfigured as a scenic tree-lined thoroughfare with four lanes of traffic separated by a landscaped median. A 10-foot wide boardwalk has been proposed along the beach front to reconnect pedestrians and bicyclists to the waters edge. Beach Boulevard will form the lower edge of Oak Park, a new public green. The north edge of the park will be defined by a new street, fronted by retail and condominium development. The new street is located just north of the FEMA V-Zone to permit ground level retail. This street will have a generous 18-foot wide sidewalk and a continuous arcade to protect shoppers from inclimate weather.

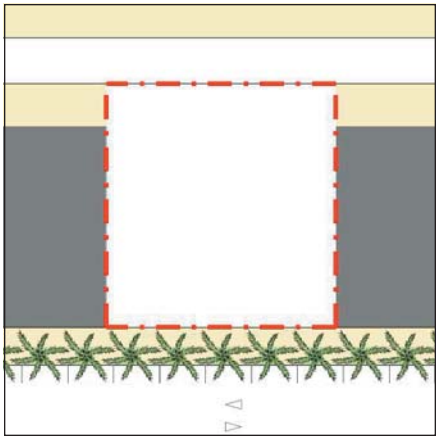


Proposed section and plan of Oak Park and Beach Boulevard

Figure ground showing the Long beach coastline before Hurricane Katrina



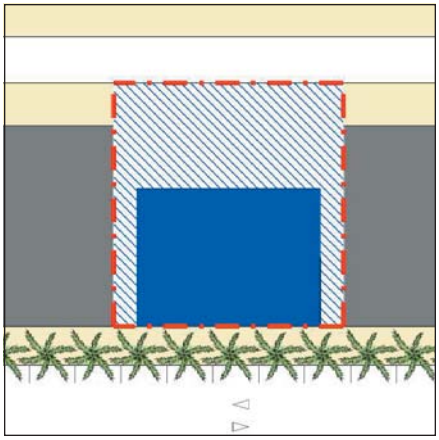
Proposed master plan showing the position of Oak Park as a buffer between the town of Long Beach and the Gulf of Mexico



PROPERTY

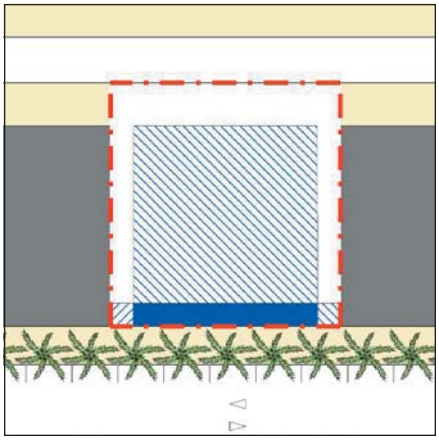
The diagram depicts a typical property fronting Oak Park. Properties are typically 100 feet deep, with an alley at the rear for service access and utilities.

The 100-foot-deep lot permits varying building depths for street-level retail.



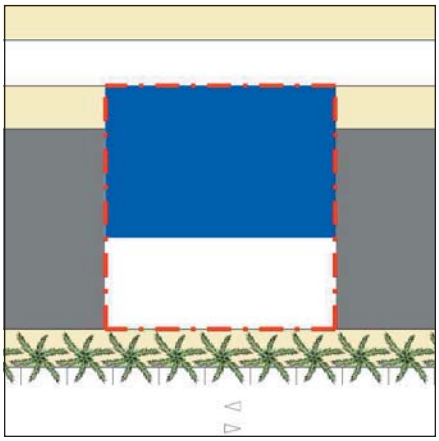
LOT COVERAGE

The diagram illustrates a building footprint. Lot coverage would be a minimum of 50 percent and a maximum of 100 percent. A build-to line has been established along the street right-of-way. No setbacks at street level would be permitted; all buildings developed on the Boulevard must front directly on this build-to line.



FRONTAGE

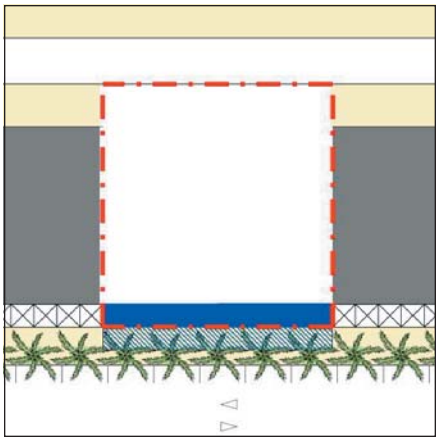
The diagram illustrates frontage of the building. Frontage width of the building would be a minimum of 80 percent and a maximum of 100 percent.



PARKING

The diagram illustrates where off-street parking would be permitted. Parking would not occur within 40 feet of the retail street, and curb cuts would not be permitted. Service and other vehicular access as well as utilities would be from the rear alley.

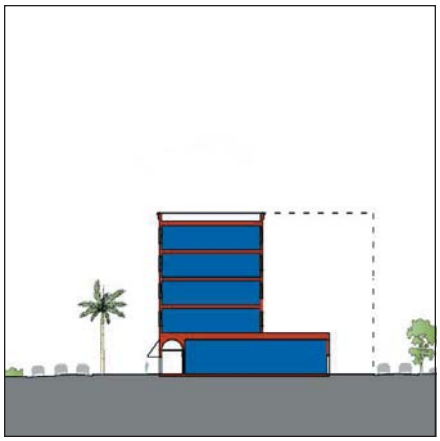
On-street parallel parking will be permitted along the northern edge of the road.



ARCADES / ENCROACHMENT

All buildings at street level between Jeff Davis Avenue and Cleveland Avenue would have a continuous arcade, with a minimum depth of 10 feet. This would provide a continuous protected environment for pedestrians. Height of the arcade may vary from 16 feet to 28 feet.

The diagram illustrates an 8-foot maximum zone beyond the property line in which building projections, balconies, or awnings may encroach.

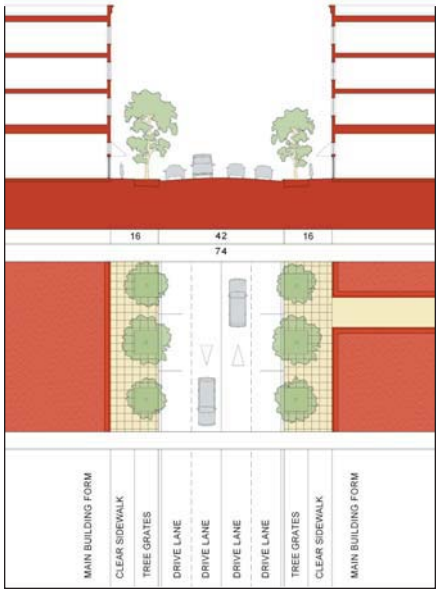


HEIGHT

The maximum height for buildings would be 65 feet, except at the corners of Jeff Davis Avenue and Cleveland Avenue where a height of 80 feet would be permitted.

JEFF DAVIS AVENUE

Jeff Davis Avenue is Long Beach's "Main Street." The proposed street section suggests a four-lane width, where the two outside lanes would be used for parallel parking at nonpeak hours. Buildings would be a maximum of four stories, except for the southern blocks at the intersection of Highway 90 where five stories would be permitted.



Jeff Davis figure ground pre-Hurricane Katrina

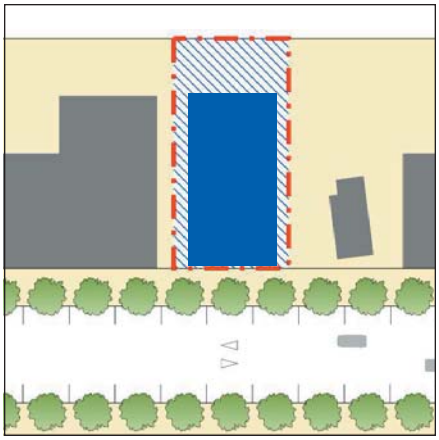
Jeff Davis as proposed in the master plan

PROPERTY

The diagram depicts a typical property along Jeff Davis. Properties are typically 100 feet deep, and many have an alley at the rear for service access and utilities.

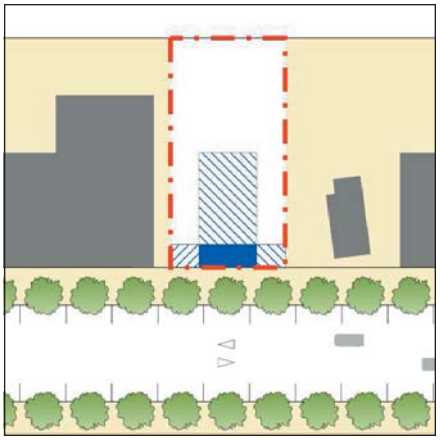
The 100-foot-deep lot permits varying building depths for street-level retail.

Properties may be sub-divided to create lots with a minimum frontage width of 18 feet.



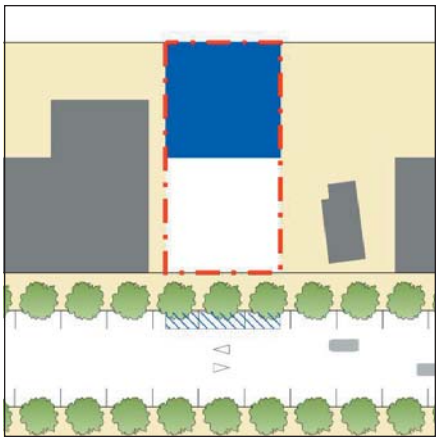
LOT COVERAGE

The diagram illustrates a generic building footprint. Lot coverage would be a minimum of 50 percent and a maximum of 100 percent. A build-to line would be established along Jeff Davis. No setbacks from the build-to line at street level would be permitted, and all buildings must have their primary entrance on the street.



FRONTAGE

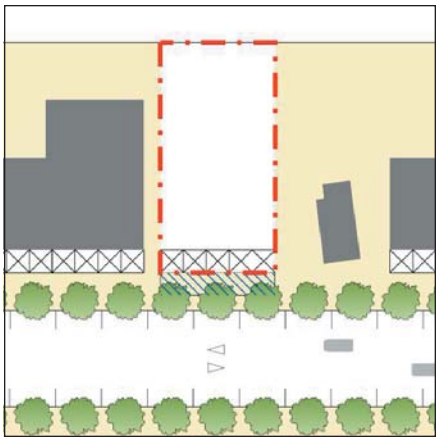
The diagram illustrates frontage of the building area located above street level. Frontage width of the building would be a minimum of 60 percent and a maximum of 100 percent.



PARKING

The diagram illustrates where off-street parking would be permitted. Off-street parking shall not occur within 40 feet of Jeff Davis. Curb cuts should be limited to establishments that do not have alley access. Where possible, service and other vehicular access as well as utilities would be from the rear.

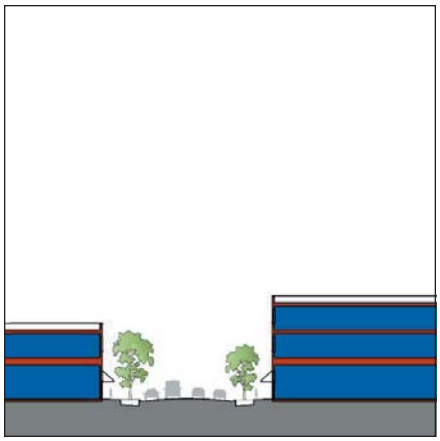
On-street parallel parking will be permitted along both sides of the road.



ARCADES / ENCROACHMENT

All buildings will provide cover along their front facade, with a minimum depth of 10 feet. This can be done with an arcade or a series of awnings.

The diagram illustrates an eight-foot maximum zone beyond the property line in which building projections, balconies, or awnings may encroach.



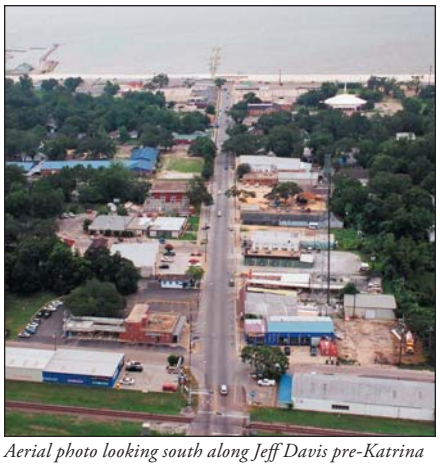
HEIGHT

The maximum height for buildings at the corner of Jeff Davis and Beach Boulevard would be 80 feet at the point closest to the marina. The general height of buildings along Jeff Davis should not exceed 50 feet, and shall lower in scale to 35 feet at the point closest to the railroad tracks. The scale of development shall lower in height as development moves north.

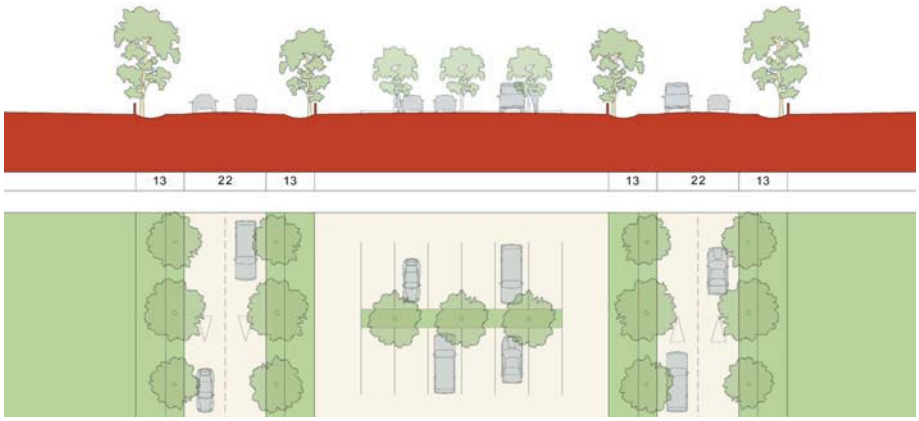
Aerial view looking west along the new Beach Boulevard (formerly Highway 90), showing Oak Park lined with condominiums and retail frontage

Aerial photo looking west along Highway 90 pre-Katrina

Aerial view looking south along Jeff Davis. The retail street is terminated by a new lighthouse that will mark the Long Beach Marina.



Aerial photo looking south along Jeff Davis pre-Katrina



Street Section of railroad easement

RAILROAD STREET

The master plan reconfigures the railroad right-of-way as a parkway, with a pair of two-lane streets separated by a wide landscaped center median. The space currently occupied by the railroad would become a new thoroughfare with the possibility of a rapid-transit (bus or trolley) connection to other coastal communities. The street width allows for a very large median, which would be heavily planted. However, in the central area of Long Beach the median could be used for surface commuter parking.

The center diagram depicts an alternate which allows the master plan to develop without changes to the existing railroad.

Figure ground pre-Hurricane Katrina

Proposed master plan with railroad remaining

The landmark Quarels home, located along Railroad Street, will be restored and preserved.

Proposed master plan showing commuter parking in railroad easement

Proposed intersection of Railroad Street and Jeff Davis. The illustration shows Jeff Davis extended to the north, with mixed-use buildings flanking both sides of the street

Existing condition of Jeff Davis and Railroad Street

GENERAL THOROUGHFARE GUIDELINES

The recommended master plan for Long Beach provides for a variety of thoroughfare types. These form a fine-grain network for the movement of people and vehicles. Right-of-ways are established to address five key elements:

Pedestrian: Clear zones for people walking between destinations.

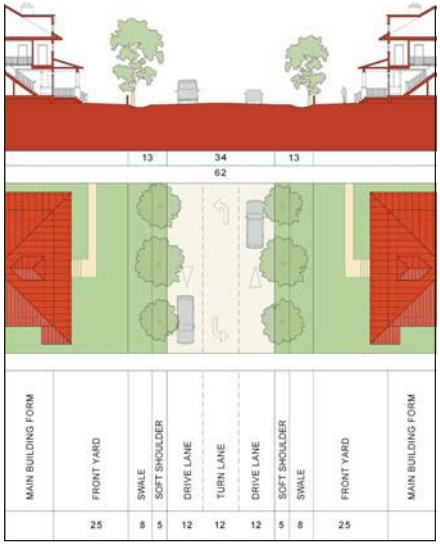
Parking: Designated zones with specific relationships to pedestrian areas and building frontage.

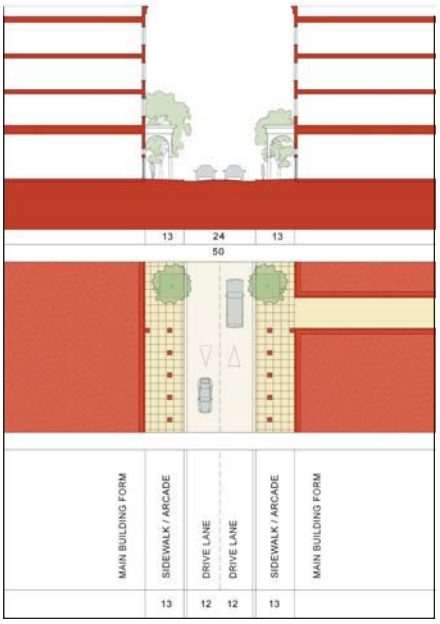
Vehicular: Primary transitions through precincts and to destinations.

Streetscape: Landscape and hardscape elements.

Closure: Closure is dependent on two factors on either side of a street – the distance between building faces, and the height of the buildings. The building setback line or prescribed build-to line determines the distance between building faces.

The proportion and relationship of each of these elements varies on each particular thoroughfare and provides each with a unique spatial character.



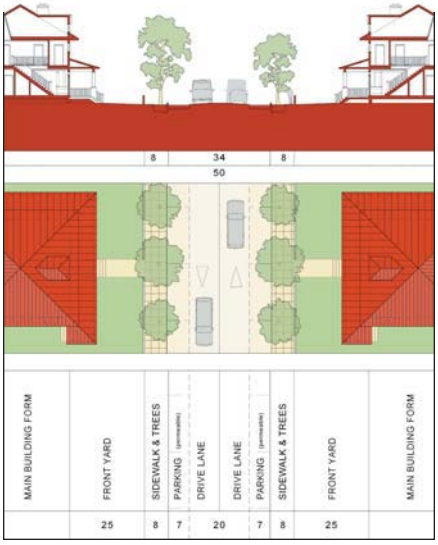


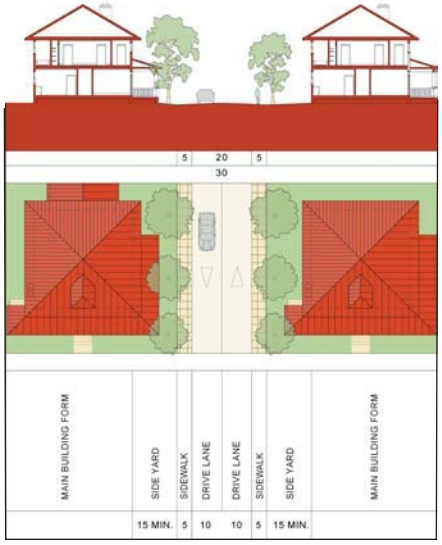
KLONDYKE ROAD

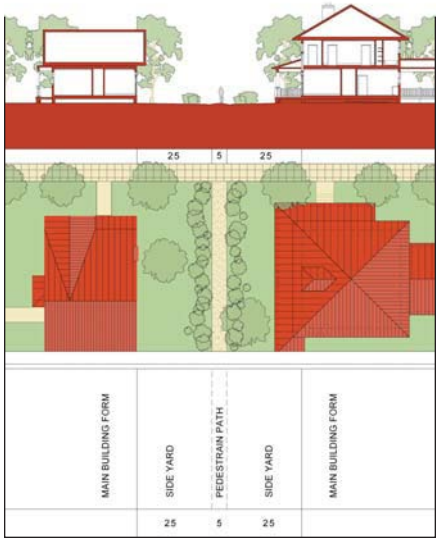
Klondyke Road is viewed as a major north-south link and gateway street into the city. It connects downtown Long Beach to 28th Street, and links Canal and Beatline Roads, which lead to Interstate 10. The three-lane section shown is only proposed north of the Cleveland Avenue intersection. South of this intersection, the road would be two lanes. This section above could also be used to Beatline Road at the western edge of the city.

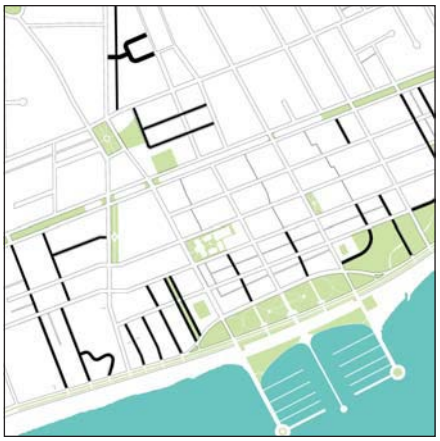
CLEVELAND AVENUE

Cleveland Avenue is one of three streets that create a triangle around the center of Long Beach. Cleveland Avenue connects Klondyke Road to Highway 90. Most of the city's educational and institutional buildings are located on this thoroughfare. The section above depicts a proposed condition at the intersection of Cleveland Avenue with Highway 90.









TYPICAL RESIDENTIAL ST.

A two-lane thoroughfare with a 50-foot right-of-way is proposed for residential streets. Parallel parking would be permitted on both sides of the street. Eight-foot-wide sidewalks with street trees would also occur on both sides. Residential construction would begin after a 25-foot setback.

SECONDARY STREET

The existing block structure of Long Beach consists of extremely long blocks, approximately 800 feet in length. This condition is inconvenient for pedestrians and those who may wish to access the coastline. The proposed plan suggests inserting a minor thoroughfare with a 30-foot right-of-way. This would subdivide the large blocks, greatly increasing connectivity, improving the street network, and making the edge along the coastline more porous.

PEDESTRIAN PATHWAY

In cases where a secondary street was not practical, pedestrian paths have been inserted to allow people to move easily to and from the water. To minimize distribution, the five-foot-wide path is designed to slip along the edge of existing parcels. The path will be lined with hedges or flowering bushes and will provide residents, especially children, safe passage to Oak Park and the new marina.

TRANSPORTATION

CHAIRPERSON:
Mike Wren

MISSION:
- Make it easy to come to Long Beach
- Make it easy (and safe) to leave Long Beach, and
- Make it easy (and beautiful) to get around Long Beach

FACTORS TAKEN INTO CONSIDERATION:
- Commerce Always Follows the Roads
- Better Roads = Better Business
- Better Businesses = Better Quality of Life
- Better Streets = Better Neighborhoods
- Better Neighborhoods = Better Schools

None of these conditions currently exist Long Beach's lack of access to I-10 has caused a contagious illness in our city Acquired Revenue Deficiency Syndrome "ARDS"

Master Planning activity has been concentrated principally in the areas surrounding and adjacent to the Central Business District and Jeff Davis Avenue, as well as implementation of the Smart Code . This is logical, this is correct. The total geographic area of our city, given the devastation caused by Katrina, might possibly overwhelm the Master Planning activity if the entirety of the city was included.

The transportation sub-committee fully supports this activity and to enhance the effects of the planning in the area of concentration we have, as our principal recommendation, proposed direct access to I-10. This connectivity will alleviate problems associated with access, growth and expansion as well as providing Long Beach with the most attractive entry on the Gulf Coast.

SITUATION PRE-KATRINA:
- Long Beach bypassed by I-10.
- No direct/easy access to industrial park or downtown
- Increasingly isolated.
- Businesses struggling.
- Financial situation precarious.
- Downtown in decline
- About to lose commercial center (K-Mart/Sav-a-Center)
- Property tax mileage already at maximum
- Schools in crisis

SITUATION POST-KATRINA:
- North-south thoroughfares overwhelmed.
- Intersections jammed.
- Zero businesses on the beach/downtown.
- High-volume traffic encroaching on school zones.
- Financial situation from precarious to critical.
- Property tax mill worth 50% less
- City services decrease
- Schools quality decline
- Surviving roads being destroyed by overuse. Caused principally by debris removal activity.
- Opportunity to correct traffic grid; plan for better future (20-year horizon).

1. FUNDING, always a problem.

   RECOMMENDATION:
   While funding is always a problem, the Mississippi Development Authority, in response to this sub-committees request for assistance in identifying funding sources advised that there were funds available through the State, MDOT, county and that our Congressional delegation had been helpful in procuring funding for evacuation route. It is also recommended that our city officials begin, or continue, the process of establishing and sustaining a working relationship with all funding sources. City officials should not fail to consider using someone possessing a civil engineering degree with transportation experience to be used when dealing with MDOT.

2. LB STILL ISOLATED; NO DIRECT ACCESS TO I-10.

   RECOMMENDATION:
   Connect Jeff Davis Avenue to Klondyke Road and extend to I-10

   Our primary emphasis is concerned with the joining of Jeff Davis Avenue and Klondyke Road, and their extension to I-10. Planners must understand there are numerous small towns sprinkled along U. S. 49. Some of them did make it to U.S. 49 but, "most didn't, they were bypassed." Not bypassed by much, but it doesn't take much to be forgotten. Long Beach has not been immune to this condition. In fact, our lack of direct access to I-10 has already cost our business community much retail business and the loss of retail business is readily convertible into lost tax revenue – an important life line for our city.

   Existing Klondyke Road terminates at its intersection at 28th street, however, slightly offset to the west from the center line of Klondyke Road is North Klondyke Road. This road extends toward I-10 and terminates at the DuPont railroad which is less then one mile below I-10. This direct access could also be constructed – at least from 28th street south – as a tree lined boulevard providing Long Beach with the most attractive entrance route on the entire Gulf Coast.

3. DOWNTOWN COMMERCE

RECOMMENDATION:
The lack of retail sales tax revenue is also critical to the proper functioning of the city. The bulk of our retail business community south of the CSX railroad has been decimated. But, it should be noted that with the advent of the I-10 corridor traffic has bypassed our city. Long Beach has no direct access to I-10 and as long as this situation prevails our retail sales businesses will continue to lag behind its neighbors. Diminished retail sales are readily converted to declining tax revenue. Who wants to invest in an area that is isolated, bypassed, not readily available, hard to get to and hard to get away from? The strength and success of our business community will always be a good barometer of the health of our city. The aforementioned access to I-10 would help to restore traffic presently bypassing Long Beach.

4. INDUSTRIAL PARK ACCESS VIA BEATLINE ROAD.

The Long Beach Industrial Park is grossly under utilized. A primary reason for its lack of use is the lack of an adequate road for truck traffic. The most direct route to the industrial Park is via Beatline road, however, Beatline road is only two lanes, is narrow with very deep ditches and is heavily trafficked.

RECOMMENDATION:
This route should be widened to four lanes from I-10 to Johnson Road. There is only one bridge to be crossed. Improving this route to the Industrial Park would eliminate the specter of a dangerous, heavily trafficked route that most motor carriers seek to avoid at all costs.

5. EVACUATION

EXPANSION: Expansion in Long Beach is moving north. This area offers substantial undeveloped land that can be utilized for this expansion. At this time a new sub-division is being constructed in a 220 acre parcel of land bordered by Commission Road and 28th., respectively, to the South and North and Harvest Lane and Klondyke Road, respectively, to the West and East. Project to consist of three phases - first and second phases slated for some 120 homes per phase. The residents will greatly complicate evacuation situations if their only the present evacuation routes are available.

GROWTH: At this writing several substantial sub-divisions are under development. When completed, these they will provide the city with heretofore unavailable ad valorem tax revenue. In addition to this new development, all areas of the city, both damaged and/or destroyed by Katrina, have started the recovery process. As the city is able to replace damaged infrastructure the recovery process will continue and accelerate as more and more work is accomplished

The area immediately North of 28th. Street and between Beatline and Canal Roads is also experiencing growth and is the most logical area for annexation since at least a portion of this area is already included in the Long Beach School District. Ultimately, Long Beach will have to annex itself to I-10 to prevent itself from being completely surrounded by either Pass Christian or Gulfport

North Klondyke Road abuts 28th. Street and Klondyke Road, provides a natural direction to be followed and presently extends to the "DuPont railroad" which is a very short distance below I-10. Acquisition cost should be relatively low.

6. EVACUATION ROUTES - Subject to congestion, early cut-off due to rising tides

Limited evacuation routes exist and some are subject to subject to congestion, early cut-off access due to rising tides in areas north of U.S. 90 and south of low rising storm surge. Evacuation routes from Long Beach, whether north, east or west typically involve the use of I-10. Any evacuation from Long Beach at the present time forces traffic to use:

Canal Road
- is only two lanes wide
- Is also used to accommodate traffic from the Navy Construction Battalion Center and the heavily populated area of West Gulfport.
- Can only be reached via 28th street, already a major traffic artery.
- A major ingress/egress artery for substantial truck traffic.

28th, Street
- is only two lanes wide, and
- Directs evacuation traffic to Beatline Road to the west; very narrow , heavily trafficked.

Beatline Road
- Is only two lanes, and
- Is located in the west of Long Beach
- Is heavily trafficked
- Is trying to accommodate traffic from West Long Beach as well as East Pass Christian, Pineville and Cuevas.

Menge Avenue
- Is only two lanes, and is narrow.
- Crosses the Wolf River then crosses approximately two miles of marsh land subject to flooding by the Wolf River; is not always passable in evacuation situations. When rising tides make Menge Avenue unusable this traffic is diverted to Red Creek Road then on to Beatline Road or over the Canal Road.

Henderson Avenue
- located in Pass Christian
- When rising tide in the Wolf River cover the marsh area between the river bridge an the DeLisle bridge some of this traffic diverts to Menge Avenue, or to Red Creek Road then on to Beatline Road or further east to Canal Road.

RECOMMENDATION:

In conjunction with the joining of Jeff Davis Avenue and Klondyke Roads, extend this route directly north to I-10.

North Klondyke Road abuts 28th. Street and Klondyke Road, provides a natural direction to be followed and presently extends to the "DuPont railroad" which is a very short distance below I-10. Acquisition cost should be relatively low.

CHALLENGES:
- Traffic saturation at major intersections.
- Dangerous traffic levels near schools.
- West Long Beach streets (south of CSX) cut off from evacuation routes.
- Proposed east-west CSX thoroughfare years away.
- Funding.

PROPOSED SOLUTIONS:

PRIMARY ROADS (Main Ingress/Egress & Commerce flow)
- Widen to four lanes
- Add bike lanes and sidewalks
- Klondyke: Connect to Jeff Davis Avenue and extend directly to I-10 Tree-lined boulevard. Main Street of Long Beach. Consider renaming.
- Beatline: Four Lane and Extend to Johnson Road providing "truck usable" Primary access to/from Industrial Park.
- Beach Boulevard: Leave on current roadbed. Use road $ elsewhere. Require all condos to build pedestrian overpass to beach.
- Railroad/CSX: LB already owns ROW. Although funds sited for CSX removal are not presently available continue to work for its removal.
- 28th Street: West city limits to East city limits.
- Pineville: Extend to cross CSX tracks and join Church St.

SECONDARY ROADS (Neighborhood connectors).
- Add bike lanes and sidewalks; green-belt walkways.
- $2.7 billion for roads, excluding FEMA $.
- Cleveland: Limit traffic flow near schools and stadium
  - Reconfigure intersection at Klondyke to restrict northern access,
  - Make one-way traffic north, from Old Pass Road to Klondyke
  - Add stadium parking on west side
  - Add green-belt footpaths to Klondyke, JDB and Beach
- Old Pass: Re-connect East and West
- Magnolia: Extend to the Western City Limits
- Jeff Davis: Already has good on-street parking
  Establish central off-street parking lot
  Create alleyway parking behind stores/buildings

STREETS, BLOCKS, AND ALLEYS

CHAIRPERSON:
Larry Lewis

MEMBERS:
Renae Collier, Paula Rishel, Karla Whitsitt

GOAL:
Create street and block designs that are conductive to encouraging a mix of residential and business uses.

FOCUS:
Central core of Long Beach from Jeff Davis to Cleveland Avenue

RECOMMENDATIONS:

Mixed Use Zone – Residential Street

- Street Section – Two lanes, plus sidewalks. Parallel parking on Residential Streets.
- Lighting – Lanterns on 18 foot poles, spaced at least 250 feet apart.
- Traffic Signage – Classic style post with brackets for street sign plates.
- Furniture, Trees and Landscaping – None Proposed

Mixed Use Zone to Urban Center Zone – Cleveland Avenue

- Street Section – Two lanes, no on-street parking.
- Sidewalks – Poured concrete in Mixed Use Zone; poured concrete and brick in Urban Center Zone.
- Lighting – Lanterns on 18 foot poles in Mixed Use Zone, 12 foot poles in Urban Center Zone.
- Furniture – No furniture in Mixed Use Zone, benches in Urban Center Zone.
- Traffic Signage – Classic style post with brackets for street sign posts.
- Trees and Landscaping – Minimal landscaping in Mixed Use Zone; only street trees less than 35 feet tall. Urban Center Zone landscaping to be consistent with Jeff Davis and 5th Street.

Urban Center Zone: Jeff Davis Avenue and 5th Street

- Streets – Four lanes, two for traffic and two for parallel parking
- Sidewalks – A combination of poured concrete and brick.
- Lighting – Low-intensity lanterns on 12-foot poles evenly spaced.
- Traffic Signage – Traffic signage would consist of classic style posts with brackets for street sign plates.
- Furniture, Trees and Landscaping – Frequent benches under a high canopy of Live Oaks lining the street, an under canopy of more colorful, small trees, and planters with colorful annual flowers.

INFRASTRUCTURE

CHAIRPERSON:
Frankie Castiglia

MEMBERS:
John Campton, Don Clark, Dennis Franhouser, Larry Lewis Bill Hessell

MISSION / GOAL:
Help determine the necessary resources to build the best physical systems – roads, utilities, water, sewer, etc. for the City of Long Beach, MS., as it is rebuilt and upgraded. These systems are essential in restoring Long Beach into a viable, vibrant, self-sustaining community.

ACTION ITEMS / RECOMMENDATIONS:
- List the types of Infrastructure that will be impacted by development within the planning area.
  [Planning Area will need to be defined]
- Discuss desired design standards / criteria for Infrastructure.
- Discuss possible implication schemes.
  [Implication scheme will need to be defined]
- Consider Infrastructure needs in the remainder of the City made necessary by changing demand.
- Search for state-of-the art materials and construction techniques.

COORDINATOR NEEDS WITH SMART CODE / OTHER SUB-COMMITTEES:
- Estimates of population and or population density within the downtown planning area.
- Estimates of population and or population density in the remainder of the City.

RESOURCES NEEDED:
- Allow City Officials & City Engineer to work with Gavin Smith & Katie Poindexter [Members of the Architect Consulting Team]
- Funding to make the necessary upgrades to new water, sewer, and drainage systems.
- Funding to rebuild and make the necessary upgrades to all other existing systems.

POSITIVES:
- Chance to make major changes to allow the City to meet immediate and future needs.
- Help distribute resources throughout the City, which will reduce congestion and allow for better use of infrastructure.
- Accommodate new large scale developments that are proposed south of the Railroad.
- Cost efficiencies.
- Promote City pride in new services.

CHALLENGES:
- Funding to meet our Infrastructure needs.
- Planning for growth to the North & West.
- Scheduling and timing of construction.

SCHOOLS

CHAIRPERSON:
Jim Hamilton

MISSION / GOAL:
Work with city officials and community to find ways to provide the best education and still meet the needs of the educational budget.

ACTION ITEMS / RECOMMENDATIONS:
- Potential Loss of Local Revenue for Fiscal Year 2006-2007
  - 35% to 60% loss of local ad valoren tax revenue
  - This could mean a shortage of $2-3 million for the 2006-2007 school year

- Potential Loss of Local and State Revenue for Fiscal Year 2007-2008
  - 35% to 60% loss of local ads valorem tax revenue
  - This could mean an additional shortfall of $2-3 million for the 07-08 school year in local revenue
  - Based on the 2006-2007 student enrollment (post Katrina) we have a potential loss of $1.2 million in state funds. 86% of students have returned. This is a loss of less than 2 students per teacher.

- Potential Impact on the Long Beach School District
  - School Year 2006-2007 a $2-3 million shortfall (local revenue) is equivalent to 40 to 60 teacher units (10 years, A certificate)
  - School Year 2007-2008
    -- A $2-4.2 million shortfall (local & state revenue) is equivalent to 40 to 84 teacher units (10 years, A certificate)
  - The School District anticipates issuing shortfall notes to cover these losses in local revenue to avoid these catastrophic losses. Shortfall notes would result in a 3-6 mill tax levy of 2006-2007 shortfall and an additional 3-6 mill tax levy of 07-08 shortfall.

- Harper McCaughan Elem.
  - Harper McCaughan Elementary School will be demolished and rebuilt
  - The new McCaughan Elementary will be built with funding from FEMA and local funds
  - Location – The district continues to work with FEMA.
  - Two potential sites at this time
    -- current site – Jeff Davis Ave.
    -- School District property south of Commission Road. and east of Royal Dr (85 acres).

HIKER-BIKER TRAILS & PEDESTRIAN NETWORK (HBTPN)

CHAIRPERSON:
Charles Fallo

RECORDER/NOTE TAKER:
Pamela Fallo

MEMBER:
Joni Maloy, Sharon Mesick, Andy Crouch, Glenn Mueller, Traci Solt, Tom Rishel

MISSION / GOAL:
Develop thoroughfares throughout Long Beach to encourage residents to bike and walk for transportation as well as recreation (20-50 years).

ACTION ITEMS:

1. Bikeway along beach from Pass Christian Bridge to Biloxi Bridge (north of seawall but south of Highway 90). Then along Ocean Springs & Bay St. Louis / Waveland. Also make sure we keep sidewalks north of Highway 90. The coast has some of the most picturesque areas of Mississippi but we do not have a bike path to enjoy the Mississippi Gulf Coast Beach, like other areas, for example, Natchez Trace, Longleaf Trace, Vicksburg National Military Park and Mississippi River Trail. The coast needs a bikeway on the Beach!

2. Many streets have small shoulders with deep ditches, example of this is Pineville Road, it needs improvement of ditches to sidewalks and paths; key because it leads to downtown. The deep ditches with no shoulder does not allow for safe thoroughfares. Long Beach should create safe thoroughfares for multi-modes of transportation.
   a. A good place to start developing language for a complete streets policy is the US DOT Design Guidance: Accommodating Bicycle and Pedestrian Travel
   b. Complete Streets Policy
   c. Retrofit should be encouraged on property that does not meet these requirements.

3. Create bike and pedestrian networks to Long Beach Schools, to the beach and to the parks: Beach front Oak Park, Rosalie Station Heritage Park, Town Square, Daugherty Road property (new recreation center) and other areas to downtown.

4. Connectivity of residential neighborhoods to facilitate bike and pedestrian travel, example is between Pecan Park and Green Acres, Mitchell Road across canal 1 to approximately Mary Ct., build new 2 lane streets, each roughly ½ mile spacing of canal crossing and grid in general for greater connectivity. Develop a bike trail with lighting and other security devices so as to enable Green Acres subdivision a direct route to the new sports complex on Daugherty Road. This would also offer emergency egress for Reeves Elementary School if a CSX hazard exists.

5. Develop emergency egress from land locked schools, subdivisions and parks by providing canal pedestrian and bicycle path (Canal 1) that could tie in with Pass Christian's Nature trail on Menge Avenue.

6. Create a Bike trail along an old Indian Portage route that runs through Long Beach, i.e., from Menge Ave along Portage Bayou and Canal 2/3 crossing 28th street at Klondyke and proceeding to Bayou Bernard via Turkey Creek.

7. Timing is right to work with Long Beach Water Management District. Recommend planning efforts include coordination with the Long Beach Water Management District for reasons including:

   - Immediate plans to complete upgrades to canal 2/3 between Daugherty Road and Harvest Lane
   - Future plans to upgrade Canal 1 from Seabee Base to Espy Ave
   - Maintenance & construction easements required (Permanent & Temporary) for both project upgrades
   - Impact of development & rain runoff rates on drainage capability of both Canal Drainage systems

8. Create easements to build thoroughfares.

9. CSX – Badly needed as a city transportation corridor. Should leave room for rail/trolley service in future.

10. Grant or other funding
    a. Bikes Belong Coalition
    b. Nike Go Grant
    c. National Park Service
    d. Rails to Trails Conservancy – Building Partnerships

11. Prioritize recommended projects, define focus on issues, specify details, provide rough order magnitude cost, provide data on available grants, suggest time line for implementation, suggest combining road upgrades (eliminate deep large ditches by replacing with culverts and roadway build up).

12. Suggested Bike and Pedestrian Pathways:

    a Beach Boulevard – Propose a paved/cobbled right-of-way for pedestrians, skaters and bike traffic (south side of highway 90). Long term goal to have this type of paved area along the entire waterfront between the city limits. Propose a phased approach to implementation. Phase I: A Very Wide (about 30 feet) walkway along the base of the LBCBD triangle (Cleveland to Klondyke) to integrate pedestrians with the shopping arcade and restaurants proposed in the Master Plan; In Phase II extend a wide walkway (about 15 feet) walkway east to the (former) Gulf Park Pier area and west to Trautman

Ave; in subsequent phases to continue east and west to city limits and a walkway across Highway 90 so walkers/hikers can cross safely to take advantage of outdoor fitness and exercise trail at USM. When Beach Boulevard pathways are complete, citizens will be able to connect with Pitcher Point, Boggsdale, Magnolia Park, LBCBD, Bear Creek, and USM Gulf Park. Additional information follows: Harrison Sand Beach Commission is planning on rebuilding walkway with concrete. The commission's problem is that there is not enough space for sidewalks due to Highway 90's parking bays and seawall in various areas. Replacing the seawall (US Army Corps of Engineers' Shore Protection) is estimated to be greater than $200 million. MDOT has funds to restore Highway 90 and sidewalks to pre-Katrina condition (spring 2007). Long Beach has more right-away than other cities, about 12 feet north of Highway 90. MDOT has flexibility on the reconstruction (spring 2007). Bikeway could be installed south of Highway 90 and the cities could acquire easement for north sidewalks. Note - MDOT is using A. Garner Russell & Associates, Inc. as their consultant.

b Pineville Road – a wide right-of-way (about 15 feet) on one side of the road to support foot and cycle traffic leading in to the LBCBD. Phased approach would be Phase I, Five Points intersection (location of proposed park at LaRosa, Pineville, and Seal) to RR; this first phase will hopefully increase business for several established businesses located at Pineville and West RR Street. Phase II Beatline to Five Points; will provide pathway from Pecan Park and Mitchell Road to established businesses in Five Points Shopping Center or the proposed park. Recent research indicates that Nature Deficit Disorder affects job performance and grades. We understand that LBSD has purchased property between Commission Road and Pineville Road, so a pathway in this area would provide bicycle and pedestrian paths to both children and adults.

c Canal Two and Three - Create a Bike trail along an old Indian Portage route that runs through Long Beach, i.e., from Menge Ave along Portage Bayou and Canal 2/3 crossing 28th street at Klondyke and proceeding to Bayou Bernard via Turkey Creek. The Atchagoula band of Choctaws around the Bay of St. Louis were of Mayan descent. They canoed up Portage Bayou and carried the canoes overland to Bayou Bernard, likely near the present pathway of Canal 2/3. The route was used for hunting and trading with the Biloxi Indians who were of vastly different origin having descended from the Sioux. Bayou Portage was named for this portage route. This history should be preserved and honored through the creation of a proposed Portage Bayou Historic trail. The old Indian Portage trail could be revived and promoted for Long Beach tourism and public recreation. The historical society may be able to provide assistance in its verification and signage.

d Commission Road - Start at CB Base to Quarles Elementary School. CB base could provide in-kind services to reduce the cost to the city to build a sidewalk and bicycle lane. This would provide a safe pathway for the employees from the CB Base that ride bikes to work or walk. Phase I extend from Quarles to Daugherty Road to Pineville Road. These pathways would provide access to Quarles and St. Thomas School.

e Klondyke Road – Start at Commission and head south, branch east onto Cleveland and 2nd branch stay on Klondyke to Intersection of Pineville, East Old Pass Road corridors. Provide pathways to Middle School & High School.

f Cleveland Avenue – from intersection of Klondyke to RR; south of RR part of LBCBD will improve access to Bear Creek Fitness Trail already established at USM, Gulf Park and provide pathways to Middle School & High School.

g Jeff Davis Avenue – part of LBCBD; add bicycle route for a thoroughfare suitable for the shared use of bicycles and automobiles moving at low speeds. This would allow citizens to enjoy the shopping arcades, beach and marina.

h Church Avenue – Part of LBCBD; improves access from small neighborhood park to local shops.

i Railroad Street – Wide corridor, Phase I from Klondyke to Cleveland, Phase II east to Beach Park Place and west to St Augustine (Reeves Elementary) in subsequent phases to continue east and west to city limits. Sidewalks could add to children's' test scores at Reeves Elementary. Recent research indicates Nature deficit disorder affects both job performance and test scores in schools.

j Daugherty Road – Beatline to Commission; sidewalk needed urgently because of use of old Skating Rink by St. Thomas.

k Mitchell Road – Connect Pecan Park and Green Acres across canal 1 to approximately Mary Ct. Develop a bike trail with lighting and other security devices so as to enable Green Acres subdivision a direct route to the new sports complex on Daugherty Road. This would also offer emergency egress for Reeves Elementary School if a CSX hazard exists.

l Allen Road (by Middle School, Cleveland east to city

limits); more students would be able to walk to LBMS and LBHS, thus relieving traffic congestion around these two schools.

m East Old Pass Road – from McCaughan to Lang (complete the thoroughfare north of the Winn-Dixie shopping Center for pedestrian and cycle traffic); children living nearby can walk to school once sidewalks are put in and this will improve access to established businesses in the Winn-Dixie Shopping Center.

n Gates Avenue – Commission to Allen

o McCaughan Avenue – Allen south to RR; Sidewalk here also improves community access to the new Bear Creek Fitness Trail established on the USM, Gulf Park campus and baseball fields located south of the RR tracks.

p Beach Park Place – RR south to Beach; sidewalk and bike route will improve access to city ballpark located south of the RR tracks and also to the new Bear Creek Fitness Trail on the Gulf Park campus.

q White Harbor Road – RR south to Beach; sidewalk and bike route to the beach would enable residents of the South Mississippi Regional Center access to the beach and make their lives much improved from being able to enjoy the wildlife on the beach.

r Beatline Road– 28th St to RR; bicycle lane and sidewalks here would also encourage use of the new Sports Center which is in the planning stage by the City, near the corner of Beatline and Daugherty

s Lang Avenue – RR to Beach; sidewalk and bike route to the beach would enable citizens from Reeves with thoroughfares to Boggsdale, the beach and make their lives much improved by being able to enjoy the wildlife on the beach.

t Trautman Avenue – RR to Beach; sidewalk and bike route to the beach would residents from Reeves access to Pitcher Point, Boggsdale, the beach and improve their lives by enjoy the wildlife on the beach.

u Canal One - Develop emergency egress from land locked schools, subdivisions and parks by providing canal pedestrian and bicycle path. With coordination with Pass Christian this could tie in with their Pedestrian Nature trail on Menge Avenue.

v West Old Pass Road - from Klondyke to and including N. Lang to W. Railroad.

w Reeves Elementary - extended Mitchell (which crosses Canal 1) to approximately Mary Ct., then down Marjorie, Suzanne Ave, Barbara Ct., St. Augustine Ave, Alyce Place to pickup St. Augustine again, to W. Railroad. This bikeway will provide needed connectivity of residential neighborhoods (Pecan Park and Green Acres) and also provides an emergency egress for Reeves Elementary School if a CSX hazard exists.

13. Let's make Long Beach the Best City on the Coast!

COORDINATE NEEDS WITH OTHER SUBCOMMITTEES:

The Hiker-Biker Trails & Pedestrian Network committee will work closely with the following Long Beach Steering Committees in order to have an integrated Master Plan that will support added value:

1. Streets / Blocks / Alleys
2. Transportation / Traffic / Parking
3. Smart Code & Transect
4. CSX Right-of-Way
5. Oak Park / recreation
6. Gulfport Government / Committee
7. Pass Christian Government / Committee
8. Seabee Base Commander
9. Biking Clubs
10. Builders & Citizens outreach to determine neighborhoods requirements
11. Ayers/Saint/Gross (ASG)

RESOURCES NEEDED:

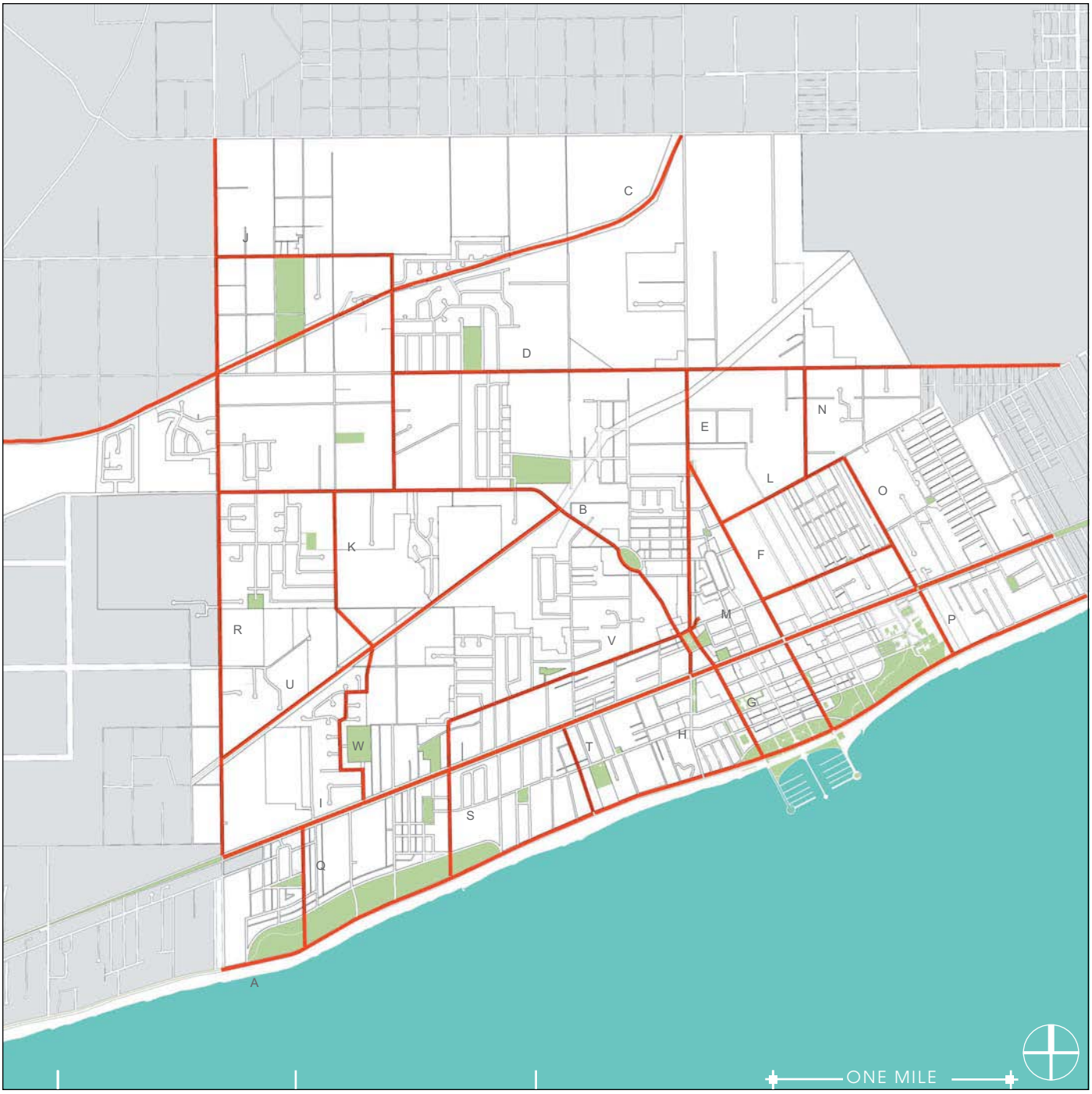
1. Grant writer
2. Long Beach Sidewalk Map (electronic data) from City Engineer or Ayers/Saint/Gross (ASG)
3. Legal support, i.e., for easements, property owner issues, liability, etc.
4. Update the Vision 20/20 Plan

POSITIVES:

1. Fuel efficient, environmental friendly
2. Walk-able community increases property value and city appeal
3. Promotes healthier lifestyles
4. Promote family based recreation
5. Could save schools busing cost
6. Link adjacent towns

CHALLENGES:

1. Communication with committees & public to obtain citizen buy-in
2. Property along canals and power lines are owned by individual citizens; obtaining easements or right-of-way from citizens is a challenge similar to that within the LBCBD; focus on safety concerns voiced by landowners



3. Cost of recommendations, i.e., eliminate deep large ditches and replace with culverts, roadway build up and sidewalks.

IDEAS TO MEET CHALLENGES

1. Potentially focus on addressing safety issues for the landowners (i.e., buy-in first by implementing safety improvements such as lighting, patrols, leveling paths/path maintenance).
2. Consider enhanced civic involvement by using scout, school & church groups and/or other civic organizations (i.e. Rotary) to 'adopt a trail' for maintenance.
3. Seek grants and other external sources of funding
4. Phase deployments so as citizens see benefits, buy-in increases

UNIVERSITY

CHAIRPERSON:

Lisa Herron

MEMBERS:

Barbara Reed, Frank Reed, Greg Ruby, Steve Roberts, John Lever

MISSION:

The University sub-committee will provide a conduit of information and support for the University of Southern Mississippi remaining a pillar of the Long Beach community. Our plan is to work together with city officials, University officials, IHL officials, trust land officials, Mississippi Development Authority officials, and the Long Beach Master Plan team to ensure all areas of mutual benefit are investigated to make it advantageous for USM to remain in Long Beach. Our short-term goal is to gather information about any decisions made to this point, and any pending decisions. The longer term goal is to be able to influence those decisions.

ACTION ITEMS:

- Contact IHL and USM
- Meet with USM to gather considerations
- Research USM feasibility study
- Get copy of resolution of support from City
- Present our considerations to USM
- Contact Trust land administrator
- Continue to get signatures on petition (approximately. 1,500 to date)
- Present petition to IHL and USM prior to IHL Board meeting

RECOMMENDATIONS:

City to work with USM to make Gulf Park campus viable, such as:

1. Collecting enough land adjacent to/near Gulf Park and out of the velocity zone to provide adequate buildable area,
2. Waive height restriction so that campus can be developed more densely.
3. Look at shared-use facilities between USM, the City, and school district. Possibilities include a library, conference center, life-long learning, office space, etc.
4. Additionally, the Aquarium could be considered for the Gulf Park location if funding is found.

COORDINATION WITH OTHER COMMITTEES:

- Smart Code
- Marina
- Oak Park
- Hiker/Biker
- Traffic/Parking
- Character/Marketing

POSITIVES:

THERE ARE MANY REASONS FOR USM TO STAY:

- Costs to rebuild less than to develop new campus.
- Beach is a draw for students.
- Master plan development would enhance physical assets, such as path to Oak Park and proximity to Marina development.
- Proximity to invigorated downtown.
- Beauty of natural setting including Friendship Oak.
- Trust land stipulated for educational use.
- Location at Gulf Park keeps entire campus together.

CHALLENGES:

Considerations for USM:

1. Velocity zone areas of campus
2. Front 3 buildings may be designated as historic structures (costly to repair)
3. Ability to insure and cost
4. Need additional acreage to expand

Short time frame to get to influence decision makers prior to IHL Board meeting May 17, 18, 2006.

RESULTS:

On June 6th, Commissioner Thomas Meredith of IHL announced that the IHL Board has determined that USM will remain on the Gulf Park campus, and it will also look for an additional site of approximately 100 to 150 acres. This was formally voted upon at IHL's Board meeting the following week. USM's goal is to increase enrollment, and additional physical facilities are needed to accomplish that. It is undetermined what components will remain at Gulf Park. The J. L. Scott Aquarium will not be replaced at its current site in Biloxi; another site is needed. As the Aquarium carries an approximately. $40 million price tag, it is lower in the priorities at this time unless a private developer with funding is ready to act as a partner.

Funding sources for the acquisition and development of a new campus, and the Aquarium, are not known at this time. IHL is planning for the optimum situation and Commissioner Meredith is certain that funding can be addressed.

FAITH BASED

CHAIRPERSON:
Francis Wren

MISSION:
- Identify number and location of all churches in Long Beach
- Identify destroyed churches and plans for rebuilding or relocation

REPORT OF FINDINGS:
- 20 Churches in long beach - all congregations meeting – some in temporary locations. A directory of churches, locations, pastors and telephone numbers has been put together for distribution to the pastors.

- 3 Churches totally destroyed:

  Saint Thomas Catholic
  Saint Patrick's Episcopal
  First Baptist Church

- Saint Thomas Catholic: church will be rebuilt at beach front site. Church is now seeking an architect to redesign. Family life center will also be rebuilt at present site as structure is sound. Church will keep the property where the school was located. School will not be rebuilt as diocese is combining schools in long beach and pass Christian at a new site away from the beach in pass Christian.

- Saint Patrick's Episcopal: a building committee has been appointed to study rebuilding plans. An offer for property away from the beach has been made, but outcome is unknown at this time. No decision has been made on the beach front property yet as the diocese will be involved with this decision.

- First Baptist Church: church has purchased property north of the middle school bounded by Allen road and Cleveland avenue. A new facility will be built at this site. The property on Jeff Davis and fifth street will be offered for sale.

- Other churches: repairs are complete or nearly so and all are meeting in their facilities.

- Mt. Pilgrim, now the oldest church building left in long beach, is looking for help in restoring their old church building. It is located outside the downtown site, but we thought it worth mentioning as the historical society has installed a marker at this site.

Saint Thomas Catholic Church (pre-Katrina)

Saint Thomas Catholic Church (post-Katrina)

MARKETING AND CHARACTER

CHAIRPERSON:
Carol Vaughn

RECORDER/NOTE TAKER:
Sandy Spradlin

MEMBERS:
Conrad Johnson, Tonda Yandell, Pat Jones, Jim Hamilton, Shelda Jones, Rus Jones, Sandy Spradlin

MISSION/GOALS

The mission of the Marketing Sub-Committee is to help define the personality of Long Beach and create a brand for the city that is consistent with the family friendly attitude that is evident to any one who lives in or visits Long Beach. Understanding the competitive marketplace along the coast of Mississippi and knowing the target audience of people who are attracted to Long Beach is another goal of the sub-committee. By identifying a consistent Brand Ideal and executing to that brand, the city's can market itself to its citizens, relocating couples and families, day tourist and vacationers.

Design a comprehensive plan for Long Beach that encompasses our uniqueness as a friendly community , influenced by our history and the natural beauty of our live oaks and white beaches. To establish an atmosphere that would be conducive to the development of restaurants , specialty shops, hotels and tourism targeted towards families. A thriving place to live, work and play while maintaining our coastal charm.

ACTION ITEMS/RECOMMENDATION

- Develop a strong identity that is unique to our town based around coastal living.
- To establish a style and clear vision that will be carried throughout our town for the purpose of attracting appropriate business for development and tourism while maintaining our small town charm.
- Develop a positioning line to use in branding.
- Create a marketing plan with local merchants to attract day visitors and vacationers.
- Encourage the C of C or other civic groups to create a package of materials for newcomers highlighting the quality of life in Long Beach.
- Identify the types of businesses and services that will make the town more attractive to tourists and residents.
- Begin a "community pride" campaign to get citizens involved and part of the marketing effort.
- Bring together community groups with a vested interest in quality growth and find ways to work together for events, for recruiting business and to welcome new residents (or old residents coming home).

COORDINATE NEEDS WITH SMART CODE/ OTHER SUBCOMMITTEES

Since the marketing and character of our town is so vital to our development, we must work closely with all other subcommittee (especially with the Smart Code and the Business committee) in order to establish the continuity needed to succeed.

RESOURCES NEED:

- Marketing experts to meet with us. Architect/artist to do a visual rendering for our presentation. A developer that has done a Smart Code before.
- Retail study that will identify the desired business opportunities
- Coordinating organization to bring groups with similar marketing goals together
- A funding mechanism to initiate a marketing campaign for Long Beach

POSITIVES:

- We have a clean canvas still surrounded by our history, a beautiful coastline , with committee members and citizens that care . We can take theses gifts and utilize them to benefit us all in ways that haven't been used in the past. We now have an opportunity to create a thriving community that will not only keep children from leaving our area to make their living but perhaps bring ones that have left our area back here to live in a thriving,, exciting community to raise their children

- Long Beach has the beauty, the beach, the new marina and the natural resources and the community resources to make it a very desirable place to visit and to live. Enhancing these amenities and moving forward with a master plan that brings back community life and vibrancy to the town will attract people back and invite new ones to visit or stay. The community spirit that prevailed against all odds is the fuel that can be tapped to get people excited about where they live and encourage them to move forward with making the town an even better place to live.

CHALLENGES:

- Staying focused on our goals. Translating our images to a dollar value. Finding the funding for implementing our plans. Overcoming negative attitudes towards change and/ or a quick fix. Communicating our plans and vision to the citizens of our town.
- Funding a marketing program in Long Beach is one of the biggest challenges. Citizen and business involvement is critical to the success of any marketing initiative.
- Taking one step at a time will be a challenge because the task is large and too many initiatives may be attempted without focus on the ultimate goal.

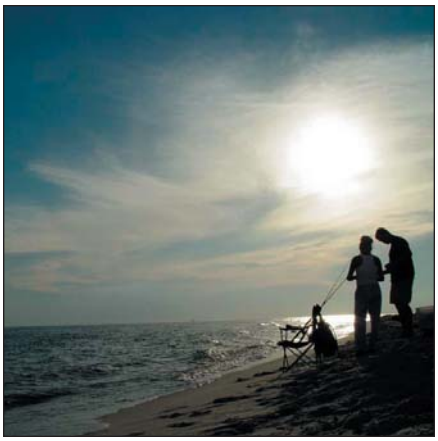
Where frolicking is encouraged...

Our warm waters are to be enjoyed...

Festivals bring us all closer...

Where shoes are not required...

Take in our natural beauty...



Soak in our sunsets...

Our seafood fare is to be savored...

The wild life is to remembered...

The welcome signs are always out...

We are waiting for you...

Come Discover...

HOUSING

CHAIRPERSON:

Marcia Kruse

MEMBERS:

Mark Bryant , Lee Anne Bryant, Judy Smith, Karen Clark

MISSION:

Develop the concept of multi-use housing in a diversified, walkable, active community that promotes the unique characteristics of the Mississippi Gulf Coast and forges new partnerships with the business community that holds the key elements that are vital to the regrowth and redevelopment of Long Beach and ultimately the housing's committee's ability to be effective on the community level.

ACTION ITEMS:

1. Support Smart Code transects that propose:
   - Predominantly single family detached units
   - Single-family attached homes
   - Higher density units, to include residential above retail
   - Low level, maximum 4 story buildings
   - Allowing accessory dwelling units
2. Develop a Long Beach Pattern Book
3. Encourage proactive communications with property and home owners in the affected area
4. Develop and deliver educational lesson plans on the benefits to home owners and property owners of the adoption of Smart Code in Long Beach
5. Actively support adoption of the Smart Code as need—attending meetings and public presentations

COORDINATE WITH:

1. Smart Code / Transect Committee on-building height, lot occupation, building type, disposition, out building, private frontage, public frontage, public lighting, public planting and building materials.
2. Business committee on multi-use housing in business buildings

RESOURCES NEEDED:

1. New Gulf Coast Housing Book (not yet published)
2. Support for the Housing team to develop a Pattern Book for Long Beach
3. City Administration adoption of Smart Code as soon as possible
4. Support in the appointment of a Director of Planning and Consolidated Review Committee

POSITIVES:

1. Smart Code is the best practice of the democratic process for the redevelopment of Long Beach
2. The planned community/ higher density concept has already been extremely successful in the South and in other hurricane devastated areas.
3. The new growth area is prime for rebuilding.
4. Development of financially successful walkable communities has increased.
5. The availability of new housing plans and materials has increased.

CHALLENGES:

1. Home owners are hesitant to invest and rebuild without the knowledge of what is planned for their area and what the beach front area will look like.
2. Proposed condominium and gaming developments are fueling land speculation and artificially inflating land prices.
3. Proposed condominium and gaming designs of massive buildings that are contiguous to the land of home owners devaluing their property and causing environmental concerns.
4. Keeping communication open with property and homeowners.



Typical Long Beach homes.

PARKS AND RECREATION

The first and foremost item our group determined was the city's need for a fully-staffed and fully-funded parks and recreation department. We realize that parks and recreation are important for the citizens both young and old in a community and these must be overseen and maintained by the city. We want the city to have nice parks and recreation programs, but without a department to maintain and oversee them, you can end up with eyesores and problem areas. This is why the first item we would like to see is a fully-staffed and fully-funded parks and recreation department. The current department consists of one director and two part-time assistants (both of whom are funded by grants and are temporary).

BEACH FRONT OAK PARK

We would like to see a beach front oak park with an elevated walkway over Highway 90 connecting it to the harbor. This walkway should be large enough to serve the community as well as tourists without being an eyesore. This walkway should be located on wither the east or west side of the park to allow easy access for all visitors and to leave the center of the park open for a large fountain. This fountain should be something eye-catching with playful lights and spouts but no statue. In the fountain area there should be in-ground water spouts for children and adults to play in the water. The combination of the dancing water fountain with in-ground spouts for play will attract visitors both local and tourists.

We would like to see an open-air theater at the beach front park. This would provide a place for the community to have outdoor concerts in the park, plays, etc. Schools and other community groups could use the facility for events. The facility should be a fully-functioning theater with a backstage. We would like it to be clamshell shaped and face outward toward the beach. This would allow for sound to travel out over the water as opposed to in toward the city. This would afford the opportunity for plays in the park, park education and holidays in the park, as well as give a location for Cruisin the Coast to host events, etc.

To allow for overflow parking in the case of large events at the park, there should be grid parking with a pervious surface. This would allow for cars to park on the grass and not tear it up. There should also be parallel parking along the new service road and sides of the park.

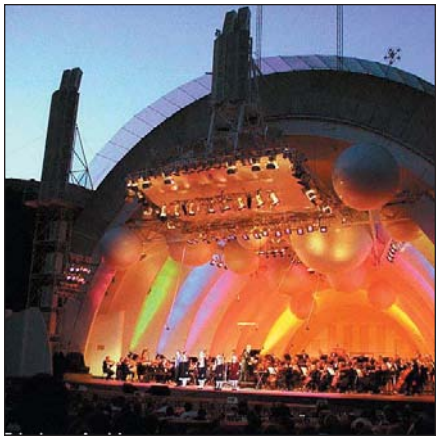
We would like to see concrete picnic tables scattered throughout the park. This will allow people to have family events and spend time there picnicking with family and friends and it will provide tourists with an outdoor location to eat.
The park should also have restroom facilities with multiple units in each. These areas should be very well lit and maintained for safety and security of visitors both local and tourists. These facilities should also have drinking fountains for visitors. There should be one located at the northeast side of Jeff Davis and south of the new service road and a second one located at the southwest corner of Cleveland and the new service road.

Bike racks should be placed in appropriate locations along the outer edges of the park. This will allow for people to ride bikes to the park, but not through the park. There should be signs posting: "Walking Only" park and no skating, roller blading, skateboarding or biking allowed within the park. There also will be no pets allowed. Both of these rules were talked about because of safety concerns for visitors.

There should be a small police station / information booth in the park. This facility could be connected to be rest rooms to aid in security and upkeep. This station would provide a place for police to base patrols of the area as well as provide them with a staging area for security during events and parades. In addition to the police section, this building should have an area for the Chamber of Commerce to have tourist and city information such as lists of restaurants and shops, available tourist attractions such as charter boat fishing information and city and Coast event information can be made available here as well.

There should be walking paths throughout the park with highly diffused lighting such as mercury vapor lights). These should provide enough light for safety without taking away from the feel of the park. Some areas should have lighting in the trees to provide a moonlight effect.

We would like to see this park connected with a bike/walking



path to the USM Gulf Park campus using Bear Creek as a trail. At various locations along this trail we would like to see areas where people can sit as well as picnic. This path would be a biking/walking path that could lead from the beach front park up the creek to the USM campus, west on Third St. to the Town Square and then south on Burke back to the beach front park.

ROSALIE STATION HERITAGE PARK

This property lies on RR Street between Jeff Davis and Burke. It currently has the old Quarles House and two other structures as well as a historical cemetery. We would like to see the Quarles house restored for use by the Chamber of Commerce, Historical Society and other city organizations. This would also provide a place for a city museum or interpretive center. This project is particularly important as this house is one of the few remaining coastal landmarks listed on the historical registry. This project would create a heritage tourism destination which is currently lacking in Long Beach.

TOWN SQUARE

We would like to have a town square park located at the late location of the old Harper McCaughan Elementary on Jeff Davis Avenue. This park would have a life learning center connected to beach area with a Community Enrichment Center. This learning center would be an opportunity for the city to partner with USM Gulf Park or one of the local junior colleges to provide some adult education as well as a facility for Long Beach School District students. If the property can be a park, we would like to locate the open air theatre there.

OTHER PARK NEEDS

- On the 86 acres already owned by the city on Daughtery Road., we would like to see outdoor tennis courts, basketball courts and a natatorium-type pool complex as well as a skateboarding and roller blading area

- Bike paths from park to park to allow for a more walkable/ healthy community

- War Memorial Park needs to be cleaned up and new play equipment installed. The cannon on the beach at the foot of Jeff Davis Ave. was originally in this park and we would like to see this returned to the original location at War Memorial Park. This is a historical park and should be preserved.

- As this plan for our city evolves, we would like to see more parks throughout the city. Ideally there should be a park in every ward and a certain amount of green space in all new neighborhood developments. There should be recreational facilities for everyone in the city of all ages.

Community involvement builds a stronger city and a healthier city and additional parks and recreational areas will help Long Beach build on what we have and move forward, Bigger and Better.

Dear Fellow Committee Members and citizens,

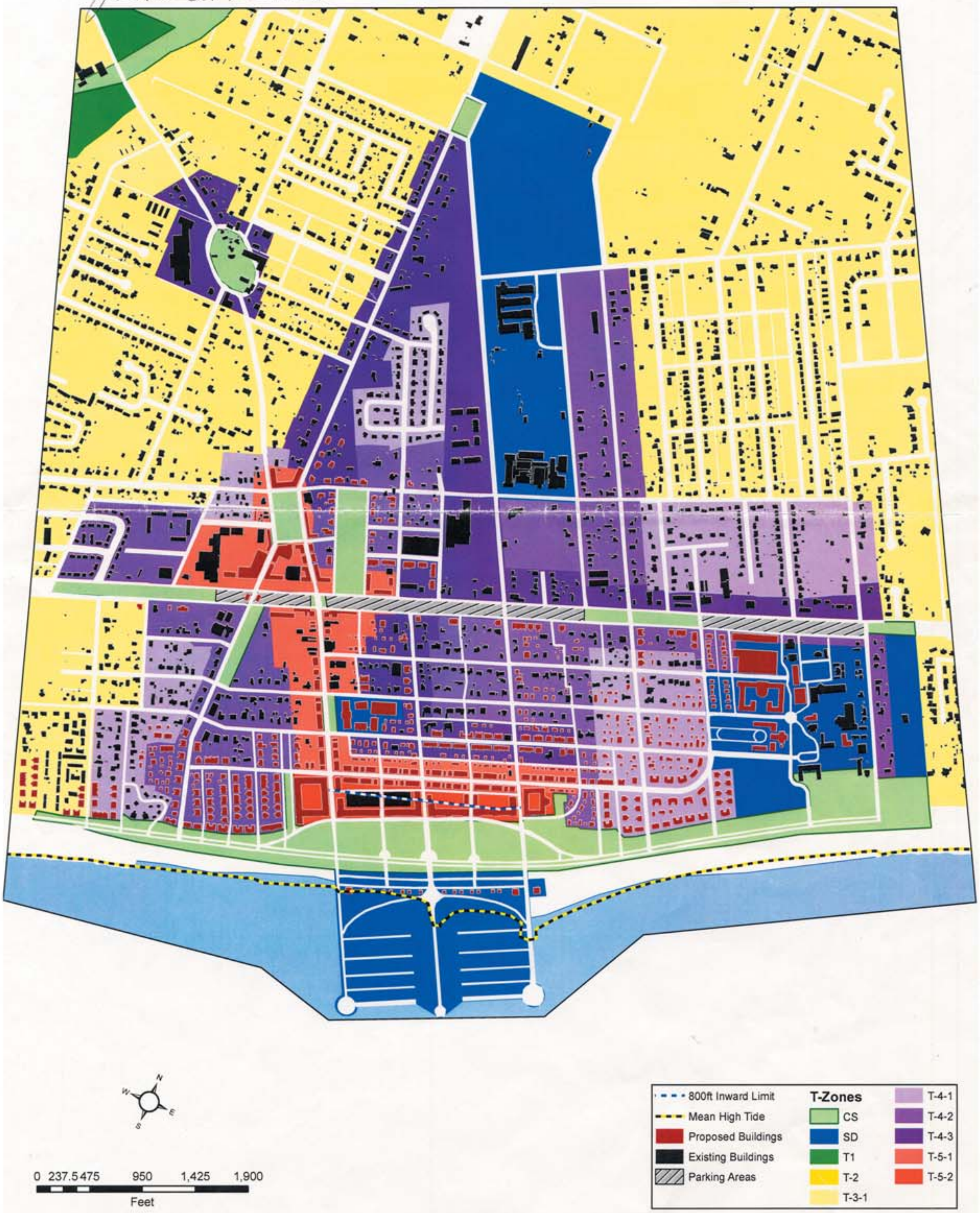
What an exciting time in Long Beach's history. Yesterday my wife and I met with our builder to finalize plans to rebuild our home on South Island View Avenue. We sat down at a conference table with our 1996 plans for our home destroyed by Katrina. I had a list of things to keep and things to change in our home and my wife had a list of changes that she has contemplated for the last several months and some even for years. The lists were developed from our history in our home. We liked the warmth and character of our home but we wanted to make changes that will fit our lifestyle and needs for the foreseeable future. After spending some time trying to fit the changes into the old plan we soon discovered that it would be much better to start with a new plan. After much deliberation, drawing, erasing and redrawing the resulting plan was for a home that looked similar our old one, maintaining it's warmth and character, while it has many changes to electronics, traffic flow, relationship of rooms to each other and minor changes to the homes orientation on the lot. Last night I thought that this is exactly what we are all doing for our collective home, Long Beach.

We have gathered at the conference table with contributing lists of what we like to keep and what we would like to change in our city. Some have been presenting ideas and seeking the professional guidance afforded us by the Governor's Renewal Commission since the charrette process began last October. The result is a plan that maintains the character of and quality of life enjoyed in Long Beach while creating a city with a vibrant business district that will attract visitors to our city hopefully to spend some of their money here. Our committee is at the heart of the implementation of this plan.

Our committee is being diligent to bring clarity on how the Smart Code will facilitate the implementation of the master plan. Smart coding can simultaneously give protections to traditional suburban neighborhoods while giving developers flexibility not currently enjoyed under our present zoning code in developing our town center. Smart coding when adopted as the governing code establishes the form of the city, what it will look like. Creating an identity, a marketing plan and community standards will determine how it will be used. The Smart Code separates the use of a building from the form of the building. This creates a freedom that enables developers build structures that serve many uses which stimulates diversified investment.

Joe DeFazio
Chairman - Smart Code /Transect Committee

Adopted by the SmartCode Steering Committee as our recommendation for T-zone delineation of the Master Plan.
by: Joe DeFazio, Chairman and members
June 21, 2006



City of Long Beach - Downtown Area Transect Zones - June 14, 2006

SMART CODE TRANSECT

CHAIRMAN:

Joe DeFazio,

MEMBERS:

Jacquie Lipski, Steve Lingsch, Joe Sweetapple, Tony VanCourt, Carol Herr, John Crouch, Alan Lantz

MISSION:

The Smart Code subcommittee was tasked with identifying consistencies of the culture, heritage and tradition of Long Beach neighborhoods within the scope of the plan developed by Ayers Saint Gross. The Smart Code Transect subcommittee completed it's first phase of work in developing the Transect delineation map of the Master Plan for the central business district, USM Campus, surrounding neighborhoods, and the beach/harbor areas.

Committee members voted in April to accept the form and shape of the original concept plan provided by Ayers Saint Gross and the Smart Code that supports and enables the plan to become reality. The committee then went about the process modifying the plan and the Smart Code to make it consistent with the culture, heritage and tradition of the Long Beach neighborhoods. The changes have been substantive as defined in attachment (a) and other reference documents at www.nodal-point.com/LongBeach/. In addition, our report includes a detailed Transect map, meeting minutes, T-Zone descriptions and a T-Zone matrix cross-referencing our legacy zoning with the proposed Transects.

It is the consensus of this committee that the Master Plan being submitted is Long Beach's plan. It is the best correlation of the original plan with the actuality of the geography, heritage and potential based on data available at this time. This process has provided to our committee; challenges, educational opportunities and a feeling of satisfaction with the results. This is just the first step toward Long Beach's future and all members of this committee will continue to collaborate with Ayers Saint Gross and it's consultants in calibrating the Transects and developing the Pattern Book. These are to be considered to be "living documents" as we move forward in building a Long Beach for the 21st Century.

RECOMMENDATIONS:

1. To adopt this version of the Master Plan.
2. To adopt the Smart Code as the governing code
3. To adopt a pattern book of commercial and residential structures.

TRANSECT MODIFICATION:

The standard Smart Code Transects are defined by 6 T-Zones from rural open land (T1) through high urban density (T6). The Long Beach downtown area consists of primarily T4 and T5. The Smart Code / Transect Committee determined there is the need for the ability to step down the intensity of the T-Zones in smaller increments as development occurs away from the town center. This necessitated the creation of sub-T-Zones in T-Zones 4 and 5. With the addition of the sub-T-Zones the committee was able to calibrate with greater specificity the intensity of the habitat in smaller geographic areas building in a predictability of the type of development in each neighborhood. The evolving refinement of the T-Zones is illustrated on a series of maps accompanying this report. Most modifications were for more inclusion in the urban T-4 zone and expansion of T-5 zone along 5th Street behind the high-density development fronting Oak Park. A major concern was protecting quiet long existing neighborhoods. The committee agreed that some residential neighborhoods based on density, lot size and setbacks conform to T-Zone 4 but should remain free of commercial development.

T3 Calibration: Until such time that the city adopts Smart Code throughout the city T-3 will maintain the same characteristics of the current R-1 zoning with the exception of parcels over 10 Acres. Parcels of 10 Acres will be developed according to Smart Code T-3 specifications.

T4 Calibration: The range of all T4 zone infrastructure and setback specifications will be divided into 3 smaller ranges increasing in intensity from T4-1 through T4-3; (e.g. narrowest sidewalk adjacent to deepest front setback in T4-1 to widest sidewalk adjacent to shallowest front setback in T4-3.)

T4-1 allows detached single family residential structures. It allows owner occupied professional offices but excludes commercial.

T4-2 allows detached or semi-detached mixed-use residential / commercial structures on the Avenues and detached and semi-detached residential on the remainder of the Streets and Avenues.

T4-3 allows mixed-use attached, detached and semi-detached mixed use residential/commercial structures throughout. With the exception of parallel street parking, all parking will be hidden from view from the street.

T5 Calibration: T-Zone 5 will be divided into T5-1 and T5-2

T5-1 maintains all of the Smart Code specifications for T5.

T5-2 has very specific specifications including 1st story commercial with minimum height of 16 feet and a front arcade 16 feet deep. Above the commercial level a maximum 6 additional stories of high density residential, hotel or similar use will be allowed. Another floor can be added by contributing an amenity to the city. In T5-2 Parking regulations for hidden enclosed parking garages cannot be varied.

FEATURE	T1	T2	T3	T4	T5	CURRENT ZONING	COMMENTS
Front Setback	V	48 ft min	24 ft min	6 ft min - 18 ft max	0 ft min - 12 ft max	R1, R2, R3, R4 25ft	Setback data from Smart Code Manual v8.0. MS SC Manual www.mississippisrenewal.com and consultation with Sandy Sorlien.
Side Setback	V	96 ft min	12 ft min	0 ft min - 30 ft max	0 ft min - 24 ft max	R1 8ft, R2 8ft, R3 & R4 8-5ft	All setbacks should match up with existing setbacks.
Rear Setback	V	96 ft min	12 ft min	3 ft min	3 ft min	R1 & R2 15ft, R3 10ft, R4 10-50ft	Rear Setback can be 15 ft from center line of alley.
Height Max	NA	2 stories	2 stories	2 min - 4 max stories	2 min - 6 max stories	R1 35ft, R2-4 45ft, C1 > 45ft need Fire Marshall approval	
Lot Width Max	V	by warrant	72 ft min- 120 ft max	18 ft min - 96 ft max	18 ft min - 180 ft max	R1 75ft, R2 60-75ft, R3 60-70ft, R4 75ft	
Coverage Max	V	by warrant	60%	70%	80%	R1- R3 45%, R4 20-45%	

Park/Playground	N	Y	Y	Y	Y	R1-4 Y, C1-3 Y	All building function data taken from SC Table 10 p. SC 129
Library	N	N	N	Y	Y	R1 N, R2-4 X, C1-3 Y	
Movie/Live Theater	N	N	N	N	Y	C2-3 Y all else no	
Outdoor Theater	N	V	Y	N	Y	C2 X all else no	
Churches-inc Parish House, Com & Ed Bldg	SD	SD	SD	SD	SD	All X	SD can exist in any T-Zone
College/University	SD	SD	SD	SD	SD	All X	
School Dormitory	N	N	N	Y	Y	Not addressed	Can also be in SD
Elementary & Secondary	N	N	SD	SD	SD	R1-4 X all else N	
High School	N	N	SD	SD	SD	R1-4 X all else N	
Police	N	N	N	Y	Y	C2-3 Y all else N	
Fire Station	N	N	Y	Y	Y	All X	
Bus Benches & Shelters	N	N	Y	Y	Y	All X	
Electric Substation	V	V	V	V	V	R1-4 X, C1-3 Y	Or in SD
Sewer & Waste Facility	SD	SD	SD	SD	SD	R3-4 X, C3 X, all else N	
Water Supply Facility	SD	SD	SD	SD	SD	R1-4 X C1 X, C2-3 Y	
Home Occupation (Live/Work Unit)	N	N	Y	Y	Y	R1-4 X, C1-3 R	
House	N	Y	Y	Y	N	R1-4 Y, C1-2 X, C3 N, R-0 Y	

Apartment Building	N	N	N	Y	Y	High Rise: R3 Y, C1-3 X all else N, Low Rise: same except R2 X	
Row House (Town House)	N	N	N	Y	Y	R3 Y, R2 & C1 X all else N	
Duplex	N	N	N	Y	Y	Two Family Dwellings: R2-4 Y, R0 Y, C1 X all else N	
Cottage	N	N	Y	Y	N	Not addressed	
Accessory Unit	N	Y	Y	Y	Y	Accessory Use: all Y throughout	
Manufactured (Mobile) Home	N	N	V	N	N	R3 X, all else N	Or can in SD
Condos						R3 X C1-4 X, all else N	Not specified in SC
Hotel (no room limit)	N	N	N	N	Y	Hotel room size not specified: R3 X, C1-3 R all else N	
Inn (up to 12 rooms)	N	V	N	Y	Y	Not addressed	
Inn (up to 5 rooms)	N	V	Y	Y	Y	Not addressed	This would function like a Bed & Breakfast
Day/Child Care	N	Y	Y	Y	Y	R1 N, R2-3 X, C1-3 Y, R0 Y	
Professional Offices	N	N	N	Y	Y	R4 X, C1-3 Y, R0 Y, all else N	Attorney, insurance, real estate, travel agents, med offices/labs, financial institutions, etc
Retail Buildings	N	Y-open market only	Y-open market only	Y	Y	C1-3 all else N	
Restaurants	N	N	N	Y	Y	C1-3 Y all else N	
Liquor/Package Store	N	N	N	V	Y	C1-3 Y all else N	V for SD also. This does not include liquor consumption on premises.
Kennel	Y	Y	V	V	V	C2 X, C3 Y all else N	
Gas Station	N	V	N	N	V	C1-3 Y all else N	
Funeral Home	N	N	N	Y	Y	C2 Y, C3 X all else N	
Medical Clinic	N	N	N	V	Y	C1-3 Y all else N	
Hospital	N	N	N	N	V	R3 X, C2-3 X all else N	

ABBREVIATIONS:

V= by Variance
SD= Special District
X = board approval
NA=not applicable
Y=yes
N=no
SC= Smart Code

KEY SECTIONS OF THE SMART CODE MANUAL:

Infill Information: SC 32-37
T-5 Information: SC56-63
Civic Functions: SC74-74
Pre-Existing Conditions: SC76-77
Transect Information: SC81-83
Speed Limits, Parking and Thoroughfares: SC84-107
Public Frontages: SC108-111
Private Frontages: SC116-117
Building Configurations: SC118-119
Building Functions in Transects: SC122-125
Civic Functions: SC126-127
Smart Code Summary: SC128-129
Calibrating Code and Infill Information: A5-9
Infill Mapping: A24-27
Sample Enabling Legislation and Ordinance A40-43
Transect Summary Grid: last page

LAST REVISED June 28th, 2006

Smart Code Committee recommendation see page 56

Master Plan zoning recommendation see page 17

Concept Plan page 8 and 20

Smart Code Committee recommendation see page 56

Master Plan zoning recommendation see page 17

Concept Plan page 8 and 20

Smart Code Committee recommendation see page 56

Master Plan zoning recommendation see page 17

Concept Plan page 8 and 20

Smart Code Committee recommendation see page 56

Master Plan zoning recommendation see page 17

Concept Plan page 8 and 20

QUARLES' PROPERTY*

The W.J. Quarles' house "Greenvale" was built in 1894. As one of the few remaining historic buildings in Long Beach it should be restored and celebrated as a town treasure. The area around the home should be developed as an open space accessible to all residents. The family cemetery located behind the house should not be disturbed. It should be respectfully maintained.

The Concept Plan at the left shows the house, grounds, and cemetery restored within the proposed street network and city fabric.

BEAR CREEK PARK*

The master plan proposes the day lighting of Bear Creek and the creation of an open space that will connect Oak Park to the university. This low-lying area is an ideal location for community playing fields and should have pathways for pedestrians and bicycles. Due to the hazardous conditions no further construction should be approved for this zone. The diagram on the far left shows development proposed within this flood zone. The shape of oak park and the area extending eastward directly relates to the FEMA V-Zone. The V-Zone is subject to high-velocity wave action from storms or seismic sources. More information can be found on page 26.

MAGNOLIA PARK NEIGHBORHOOD*

Currently there is under utilized land between Russel Avenue and Manson Avenue. The block is large, and it is difficult to access the land within the center of the block. The master plan proposes that Klondyke (Church) Street extend to the beach. The proposed plan illustrates the large block being bisected by extending Fifth Street to the west, and the creation of an oval shaped outdoor space. It is the addition of intermediate streets and the resultant connectivity that will encourage the block to be developed. New houses can front the outdoor space, utilizing the land within this deep land parcel.

ROSALIE NEIGHBORHOOD*

The small block formed by North Burke Avenue and Greenwood Avenue will be reconnected into the city fabric with the extension of Allen Road to the east and Willow lane to the west. The large block to the north will be divided with a new street and a neighborhood park. Dead end streets are discouraged within the plan because they do not promote connectivity.

* *The diagrams to the left illustrates the Smart Code Committee recommendation (page 56), the center diagram illustrates the Master Plan zoning recommendation (page 17), and the right diagram shows the same area as depicted in the Master Plan.*

GENERAL RECOMMENDATIONS FOR DOWNTOWN LONG BEACH*

- If an existing building is located behind the project setback line, then the set back line should be demarcated with tress, shrubs, or a small picket fence. The area between the setback line and the building should be well maintained as a forecourt, courtyard, garden, or lawn.
- Parking shall be behind or on the side of the primary building on the property, and shall not be closer to the street than the front wall of the primary building.
- Curb cuts shall be limited to one per property. They will be limited to eight feet in width. Where ever possible adjacent properties should be encouraged to share a single curb cut.
- Driveways will be no wider than sixteen feet.
- To avoid solid walls along the street frontage and to encourage pedestrian activity, an architectural feature (i.e. door, window, column, etc.) shall be required along the front façade no farther apart than every ten feet.
- Balconies shall be allowed over the sidewalk to the curb with the city staff approval. No solid enclosures of a balcony shall be permitted on the public right-of-way.
- For buildings with no front yard setback, one wall sign per building shall be allowed, plus one sign not to exceed two square feet in area shall be allowed to project over the sidewalk per tenant at a height no lower than seven feet six inches.
- The façade of all buildings within the overlay district shall be of wood, brick, stucco, or other approved masonry material.
- Property owners shall be allowed to landscape the right-of-way in front of their property with approval of city staff.
- Sidewalks are required on all streets within the downtown zone.
- Alleys are encouraged where ever possible.
- Utilities should be shielded from public view within the downtown zone.

* *The bases for these recommendations were provided by the citizens of Long Beach following a presentation by Ayers/Saint/Gross; they have since been reviewed and refined by ASG.*

MARINA/HARBOR

CHAIRPERSON:

Kaye Hite-Couvillon

MISSION/GOAL:

- To restore and expand the Long Beach Marina as a place for the recreational use for our current residents and as a place that our community can gather and host special events.

POSITIVES:

- Our harbor is in relatively good shape
- FEMA will restore our harbor to Pre-Katrina conditions
- Our harbor security was excellent relative to other marinas
- Potential for development to enrich our leisure activities throughout our community

CHALLENGES:

- Parking is restrictive
- Any development would be enhanced by adding more dry land south of Highway 90
- Any additional improvements/additions present financial challenges

RECOMMENDATIONS/ACTION ITEMS:

- Maintain it use for current boaters and clientele, including day charter boats
- Long Beach Marina will not be a commercial fishing harbor - commercial fishing vessels will not be allowed
- Provide more boat slips
- Develop guidelines for small shops/restaurants
- Maintain harbor/water view as much as possible
- Marina should stay open to fishing, biking, walking
- Grow harbor south as much as possible so that the city has more control – the city should maintain control of harbor and development
- Extend the existing east parking lot south where current beach area is and then extend beach area south from the new parking. Parking area would not be extended any further east to where the R1 zoning starts.
- Include a true fuel dock owned and operated by the City of Long Beach
- Build a pavilion possibly on the far west side of the harbor or west of Jeff. Davis
- Need to provide pedestrian access across Highway 90 (crosswalk, parking, shuttle) to harbor. Areas need to be linked.
- Possibly re-locate yacht club at southern most end of jetty's
- Prevent any development west of the existing harbor that would prevent the harbor from expanding
- Consider adding a pavilion in the harbor itself – not a rented pavilion, one for boaters to use to shower, relax, eat
- Begin the process of expanding the harbor west of Jeff. Davis (as far west as the proposed Klondyke Road to Highway 90)
- Use concrete slabs from destroyed sites to re-enforce the jetties, extend them, etc…
- Obtain an environmental statement to state that it is okay to off load concrete salvaged from slabs at the harbor
- If condo development goes up anywhere on Highway 90, present developer with a plan to lease blocks of slips for those owners (probably located on the far west side of the marina expansion)

Long Beach, Mississippi		Latitude:	30.3605
		Longitude:	-89.1666
Long Beach, MS	Site Type: Hand-drawn Shape	Area:	1

Summary Demographics	
2005 Population	40,823
2005 Households	15,411
2005 Median Disposable Income	$35,269
2005 Per Capita Income	$21,641

Industry Summary	Supply (Retail Sales)	Demand (Retail Potential)	Leakage/ Surplus	Number of Businesses
Total Retail Trade and Food & Drink (NAICS 44-45, 722)	$170,626,315	$370,265,165	36.9	232
Total Retail Trade (NAICS 44-45)	$161,222,374	$316,159,357	32.5	185
Total Food & Drink (NAICS 722)	$9,403,941	$54,105,808	70.4	47

	Supply (Retail Sales)	Demand (Retail Potential)	Leakage/ Surplus	Number of Businesses
NAICS 441: Motor Vehicle & Parts Dealers	$16,436,840	$94,514,762	70.4	22
NAICS 4411: Automobile Dealers	$12,296,534	$81,700,395	73.8	11
NAICS 4412: Other Motor Vehicle Dealers	$1,260,388	$1,275,351	0.6	5
NAICS 4413: Auto Parts, Accessories, and Tire Stores	$2,879,918	$11,539,016	60.1	6
NAICS 442: Furniture & Home Furnishings Stores	$864,314	$7,709,303	79.8	4
NAICS 4421: Furniture Stores	$272,846	$6,338,648	91.7	1
NAICS 4422: Home Furnishings Stores	$591,468	$1,370,655	39.7	3
NAICS 443/NAICS 4431: Electronics & Appliance Stores	$5,026,707	$5,683,944	6.1	7
NAICS 444: Bldg Materials, Garden Equip. & Supply Stores	$2,659,402	$15,642,392	70.9	16
NAICS 4441: Building Material and Supplies Dealers	$1,928,026	$14,670,826	76.8	9
NAICS 4442: Lawn and Garden Equipment and Supplies Stores	$731,376	$971,566	14.1	7
NAICS 445: Food & Beverage Stores	$44,631,705	$43,890,914	-0.8	41
NAICS 4451: Grocery Stores	$37,931,941	$38,886,683	1.2	26
NAICS 4452: Specialty Food Stores	$4,528,181	$1,713,469	-45.1	9
NAICS 4453: Beer, Wine, and Liquor Stores	$2,171,583	$3,290,762	20.5	6
NAICS 446/NAICS 4461: Health & Personal Care Stores	$22,976,254	$12,685,744	-28.9	14
NAICS 447/NAICS 4471: Gasoline Stations	$32,212,867	$41,501,920	12.6	10
NAICS 448: Clothing and Clothing Accessories Stores	$8,187,272	$8,097,511	-0.6	19
NAICS 4481: Clothing Stores	$6,490,678	$6,105,263	-3.1	15
NAICS 4482: Shoe Stores	$924,655	$1,146,521	10.7	1
NAICS 4483: Jewelry, Luggage, and Leather Goods Stores	$771,939	$845,727	4.6	3
NAICS 451: Sporting Goods, Hobby, Book, and Music Stores	$2,088,094	$6,729,849	52.6	13
NAICS 4511: Sporting Goods/Hobby/Musical Instrument Stores	$1,149,065	$3,010,611	44.8	9
NAICS 4512: Books, Periodical, and Music Stores	$939,029	$3,719,238	59.7	4

Data Note: Supply (retail sales) estimates sales to consumers by establishments. Sales to businesses are excluded. Demand (retail potential) represents the expected amount spent by consumers at retail establishments. Supply and demand estimates are in current dollars. The Leakage/Surplus Factor is a measure of consumer demand relative to supply, ranging from 100 (total leakage) to -100 (total surplus). ESRI uses the North American Industry Classification System (NAICS) to classify businesses by their primary type of economic activity. Retail establishments are classified into 27 industry groups in the Retail Trade sector, as well as four industry groups within the Food Services & Drinking Establishments subsector.

Source: Business data provided by InfoUSA, Omaha NE Copyright 2005, all rights reserved. ESRI forecasts for 2005.

** Report provided by Robert J. Gibbs of Gibbs Planning Group*

Long Beach, Mississippi — Latitude: 30.3605 — Longitude: -89.1666

Long Beach, MS — Site Type: Hand-drawn Shape — Area: 1

Summary	2000	2005	2010
Population	39,874	40,823	42,397
Households	14,636	15,411	16,203
Families	10,333	10,684	11,012
Average Household Size	2.59	2.53	2.51
Owner Occupied HUs	9,818	10,396	10,922
Renter Occupied HUs	4,818	5,015	5,281
Median Age	34.9	35.7	36.8

Trends: 2005-2010 Annual Rate	Area	State	National
Population	0.76%	0.61%	1.22%
Households	1.01%	1.04%	1.27%
Families	0.61%	0.91%	1.00%
Owner HHs	0.99%	1.14%	1.46%
Median Household Income	2.14%	2.61 %	3.25%

	2000		2005		2010	
Households by Income	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
< $15,000	2,648	18.2%	2,452	15.9%	2,171	13.4%
$15,000 - $24,999	2,004	13.7%	1,878	12.2%	1,897	11.7%
$25,000 - $34,999	2,038	14.0%	2,061	13.4%	1,865	11.5%
$35,000 - $49,999	2,605	17.9%	2,612	16.9%	2,711	16.7%
$50,000 - $74,999	2,792	19.1%	2,858	18.5%	2,981	18.4%
$75,000 - $99,999	1,311	9.0%	1,672	10.8%	1,827	11.3%
$100,000 - $149,999	745	5.1%	1,265	8.2%	1,811	11.2%
$150,000 - $199,000	195	1.3%	249	1.6%	429	2.6%
$200,000+	248	1.7%	364	2.4%	512	3.2%
Median Household Income	$37,849		$42,007		$46,709	
Average Household Income	$49,648		$56,543		$65,028	
Per Capita Income	$19,016		$21,641		$25,158	

	2000		2005		2010	
Population by Age	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
0 - 4	2,701	6.8%	2,870	7.0%	2,961	7.0%
5 - 14	5,963	15.0%	5,670	13.9%	5,756	13.6%
15 - 19	3,229	8.1%	3,026	7.4%	2,993	7.1%
20 - 24	3,000	7.5%	3,130	7.7%	3,109	7.3%
25 - 34	5,098	12.8%	5,357	13.1%	5,446	12.8%
35 - 44	6,111	15.3%	5,580	13.7%	5,471	12.9%
45 - 54	5,165	13.0%	5,702	14.0%	6,011	14.2%
55 - 64	3,655	9.2%	4,187	10.3%	5,026	11.9%
65 - 74	2,806	7.0%	2,942	7.2%	3,026	7.1%
75 - 84	1,629	4.1%	1,777	4.4%	1,879	4.4%
85+	517	1.3%	582	1.4%	720	1.7%

	2000		2005		2010	
Race and Ethnicity	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
White Alone	28,452	71.4%	28,148	69.0%	28,324	66.8%
Black Alone	9,465	23.7%	10,198	25.0%	10,965	25.9%
American Indian Alone	185	0.5%	206	0.5%	233	0.5%
Asian Alone	871	2.2%	1,177	2.9%	1,560	3.7%
Pacific Islander Alone	32	0.1%	42	0.1%	50	0.1%
Some Other Race Alone	263	0.7%	325	0.8%	395	0.9%
Two or More Races	607	1.5%	727	1.8%	869	2.0%

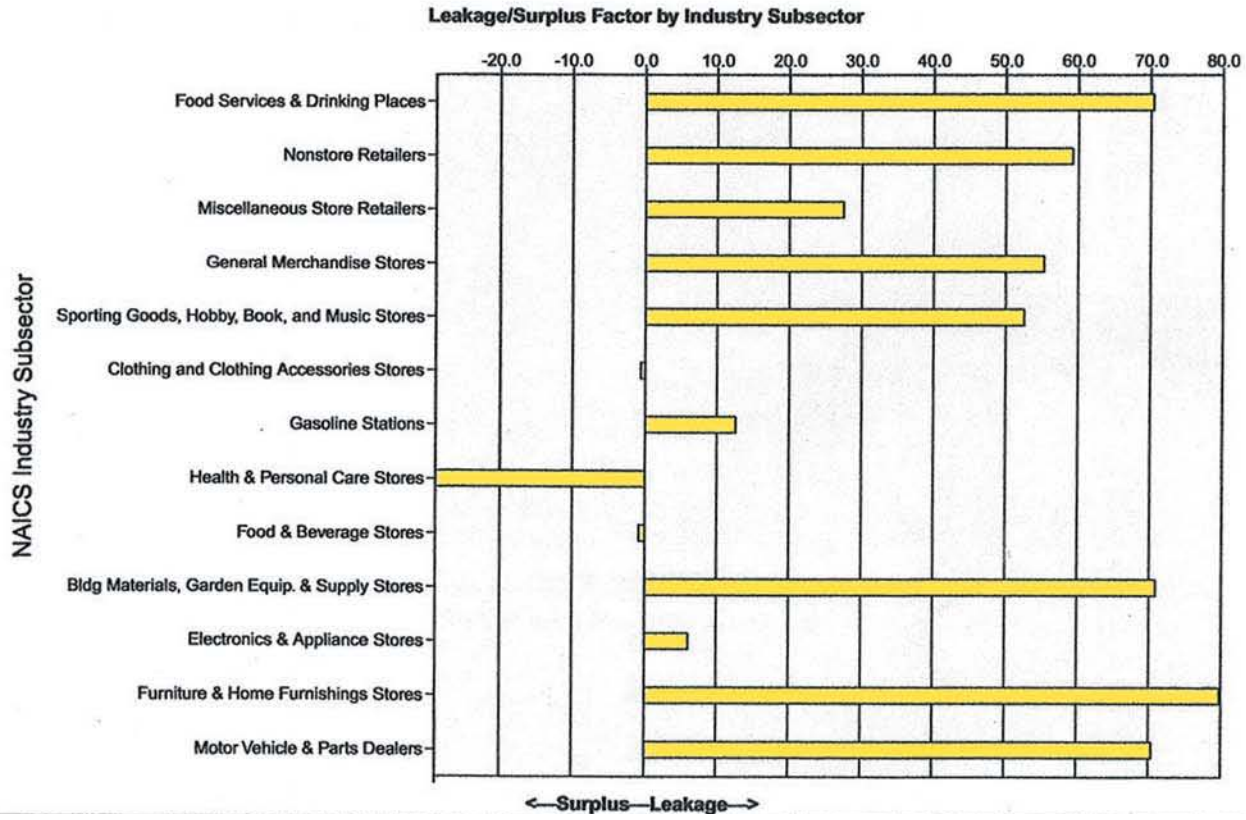
Data Note: Income is expressed in current dollars.

** Report provided by Robert J. Gibbs of Gibbs Planning Group*

Long Beach, Mississippi — Latitude: 30.3605 — Longitude: -89.1666

Long Beach, MS — Site Type: Hand-drawn Shape — Area: 1

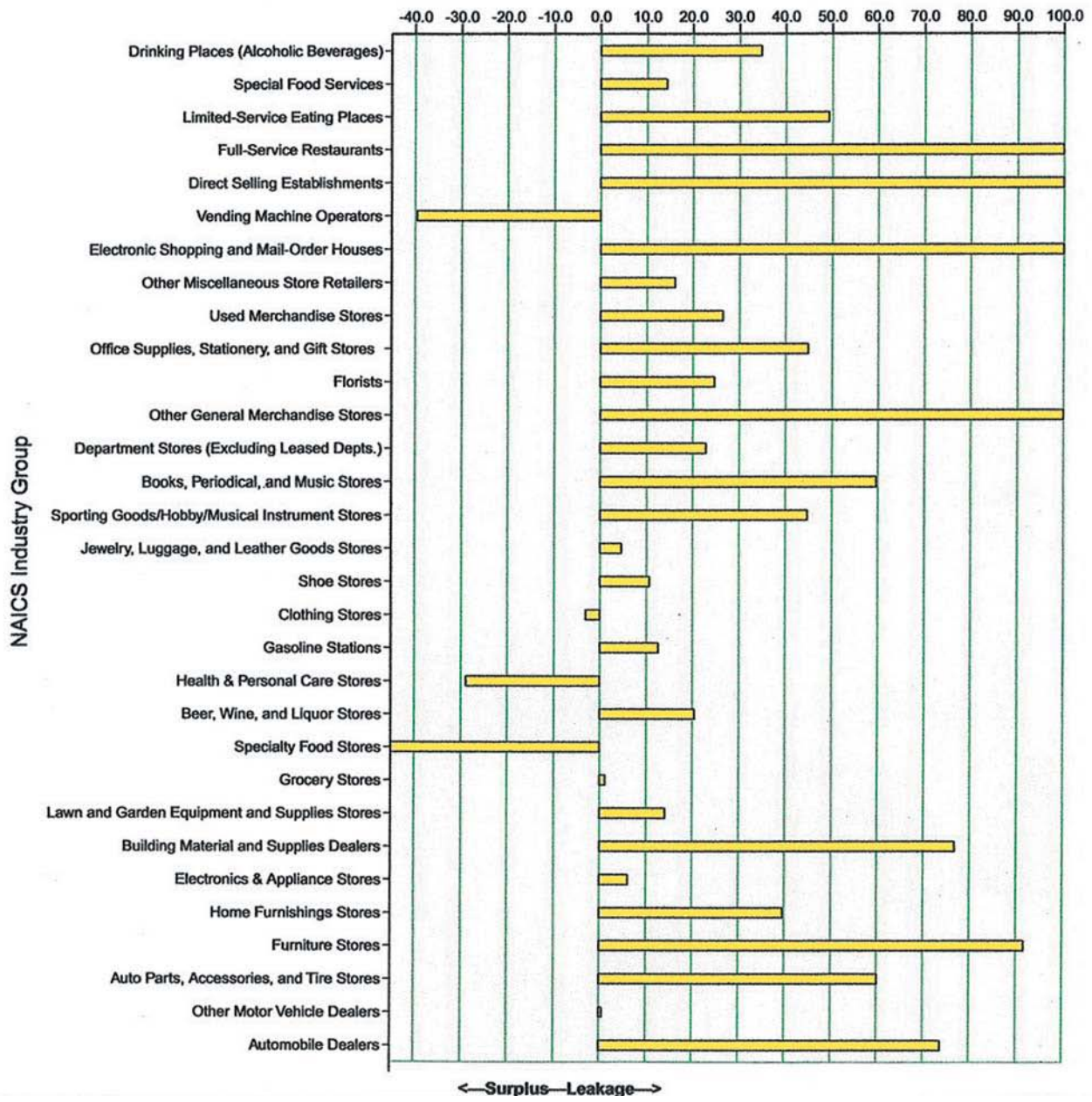
	Supply (Retail Sales)	Demand (Retail Potential)	Leakage/ Surplus	Number of Businesses
NAICS 452: General Merchandise Stores	$17,976,746	$62,516,274	55.3	7
NAICS 4521: Department Stores (Excluding Leased Depts.)	$17,976,746	$28,626,043	22.9	7
NAICS 4529: Other General Merchandise Stores	$0	$33,890,231	100.0	0
NAICS 453: Miscellaneous Store Retailers	$6,845,447	$12,051,139	27.5	31
NAICS 4531: Florists	$271,710	$450,231	24.7	3
NAICS 4532: Office Supplies, Stationery, and Gift Stores	$1,777,577	$4,671,958	44.9	8
NAICS 4533: Used Merchandise Stores	$877,790	$1,510,451	26.5	9
NAICS 4539: Other Miscellaneous Store Retailers	$3,918,370	$5,418,499	16.1	11
NAICS 454: Nonstore Retailers	$1,316,726	$5,135,605	59.2	1
NAICS 4541: Electronic Shopping and Mail-Order Houses	$0	$631,071	100.0	0
NAICS 4542: Vending Machine Operators	$1,316,726	$570,350	-39.6	1
NAICS 4543: Direct Selling Establishments	$0	$3,934,184	100.0	0
NAICS 722: Food Services & Drinking Places	$9,403,941	$54,105,808	70.4	47
NAICS 7221: Full-Service Restaurants	$0	$27,722,955	100.0	0
NAICS 7222: Limited-Service Eating Places	$8,317,445	$24,503,121	49.3	38
NAICS 7223: Special Food Services	$496,938	$663,000	14.3	1
NAICS 7224: Drinking Places (Alcoholic Beverages)	$589,558	$1,216,732	34.7	8



** Report provided by Robert J. Gibbs of Gibbs Planning Group*

Long Beach, Mississippi — Latitude: 30.3605
Longitude: -89.1666
Long Beach, MS — Site Type: Hand-drawn Shape — Area: 1

Leakage/Surplus Factor by Industry Group

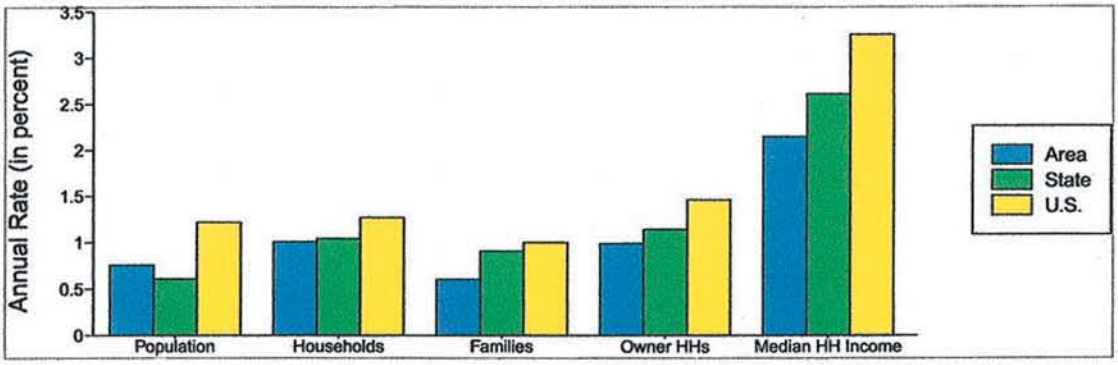


** Report provided by Robert J. Gibbs of Gibbs Planning Group*

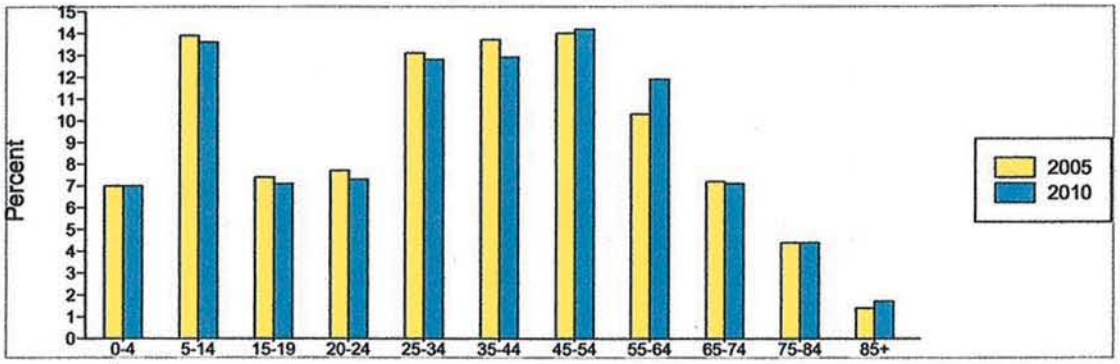
Long Beach, Mississippi — **Latitude:** 30.3605 — **Longitude:** -89.1666

Long Beach, MS — **Site Type: Hand-drawn Shape** — **Area:** 1

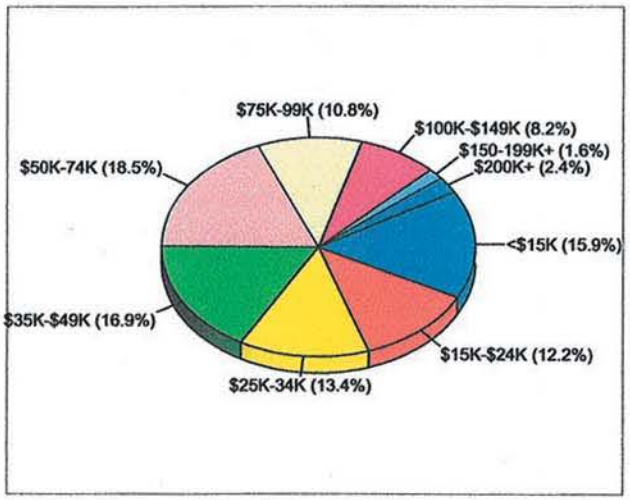
Trends 2005-2010



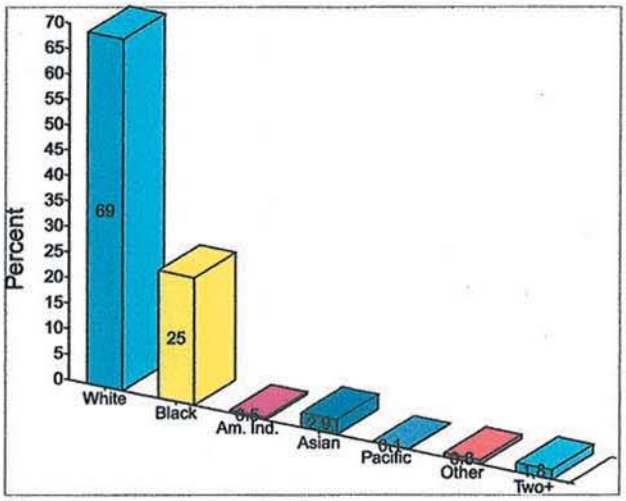
Population by Age



2005 Household Income



2005 Population by Race



2005 Percent Hispanic Origin: 2.5%

** Report provided by Robert J. Gibbs of Gibbs Planning Group*

Ayers / Saint / Gross
Architects + Planners
would like to thank the
Mayor and City Council
members of the
Executive Committee
and the
Citizens of Long Beach
for their dedication, participation and
belief in the master planning process.

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The Long Beach Master Plan Study
was sponsored by the
Mississippi Development Authority
additional contributions were made by the
Citizens of Long Beach
Long Beach Vision 2020
Domino's Pizza

DEDICATION

This Master Plan is dedicated to all those who survived the wrath of hurricane Katrina. Their strong resolve to see destruction as an opportunity to make the world a better place for future generations* has been an inspiration.

RECOGNITION

The Long Beach Master Plan Study
prepared by
Ayers / Saint / Gross Architects + Planners
has been recognized by the
Baltimore Chapter AIA
2006 Award for Excellence in
Urban Design

* Picture of Amelia Hope Lipski

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