

REBUILDING WAVELAND

IMPLEMENTING THE SMARTCODE



WAVELAND CHARRETTE 2
JUNE 24 - 28, 2006

REBUILDING WAVELAND

Waveland, Mississippi

Waveland Charrette 2
June 24 - 28, 2006

Charrette Team:

Robert Orr & Associates, LLC

Robert Orr, Lead Architect
Susan Bridgewater, Project Manager
Jared Sedam

Consultants:

Catherine Johnson, Architect & Town Planner, Lead Consultant

Allison Anderson, Unabridged Architecture

John Anderson, Unabridged Architecture

David Carrico, Carrico Illustration

Rick Chellman, TND Engineering

Ann Daigle, Mississippi Development Authority

Bill Dennis, B. Dennis Town & Building Design

Mary Dennis, B. Dennis Town & Building Design

Chad Emerson, Jones School of Law, Faulkner University

Robert Gibbs, Gibbs Planning Group

John Gough, Unabridged Architecture

Milton Grenfell, Grenfell Architecture

Debra Hempel, HDR Engineering, Inc.

John Massengale, Architect

Kenneth Moye, Unabridged Architecture

Marty Mullin, Mullin Architects

Sandy Sorlien, Photographer & Code Writer

Funding:

Mississippi Development Authority
Gulf Coast Rebuilding Fund, Inc.

I. CHARRETTE INTRODUCTION
PUBLIC PARTICIPATION.....4
CHARRETTE PROCESS.....5

II. TRAFFIC IMPROVEMENTS.....6

III. GATEWAYS TO WAVELAND
HIGHWAY 90 AT WAVELAND AVENUE.....8
HIGHWAY 90 AT NICHOLSON AVENUE.....10

IV. WAVELAND NEIGHBORHOODS
TRANSECTS.....12
NEIGHBORHOOD CENTERS.....13
MIDDLETOWN: HERLIHY STREET AT OLIVARI STREET.....14
MIDDLETOWN HOUSING.....15
WAVELAND AVENUE AT CENTRAL AVENUE.....16

V. CITY CENTER: COLEMAN AVENUE
COLEMAN AVENUE STREET DESIGN.....18
COLEMAN AVENUE.....20
REDEVELOPING COLEMAN AVENUE.....22
COLEMAN AVENUE BUILDING DESIGN.....23
COLEMAN RESIDENTIAL NEIGHBORHOOD.....24

V. CITY CENTER: COLEMAN AVENUE CONTINUED
AMERICAN LEGION HALL.....26
COLEMAN MARKET.....27
MIXED USE DEVELOPMENT.....28
C&R BAR & GRILL.....29
FRIENDSHIP OAKS.....30
COLEMAN AVENUE CIVIC BUILDINGS.....32

VI. BEACH IMPROVEMENTS
MARINA, LIGHTHOUSE & PIER.....34
BEACH BOULEVARD.....35

VII. GREEN SPACE
TRAIL NETWORK & WETLAND RESTORATION.....36

VIII. OTHER PROJECTS
ELEMENTARY SCHOOL.....37
EMERALD LAKES.....38
NICHOLSON AVENUE.....39
GULFSIDE ASSEMBLY.....40
RUE DE LA SALLE HOUSING.....41
GULF COAST HOME PLANS.....42

TABLE OF CONTENTS

RESIDENT COMMENTS FROM PUBLIC MEETINGS

June 2006

BIG IDEAS

- Walkable neighborhoods
- Maintain our heritage
- Retain quiet character
- Waveland as a charming beach village that citizens are proud of and other people like to visit
- Neighborhoods & beauty

IMAGE AND DESIGN

- Instill a coastal architectural style for commercial buildings within Waveland
- Public art throughout Waveland: fun stuff, practical (picnic benches) in parks, along sidewalks
- Tree planting
- Buildings with architectural character

COLEMAN AVENUE

- Redevelop Coleman for business, restaurants, retail (5 requests)
- Emphasis on developing Coleman Avenue
- Walkable business areas
- Permanent place for Farmer's Market on Coleman Avenue
- Arcades over sidewalks on Coleman
- A great movie theatre
- Locate new city hall in city complex (Central/Coleman)
- Park on Coleman & Bourgeois
- A coffee shop
- Apartments occupied

NEIGHBORHOODS

- Stay neighborhood friendly
- Small neighborhood parks, to walk to, socialize, etc.
- More neighborhood parks and green spaces
- Neighborhood concept (single family)



CODE

- Permit mother-in-law suites so families can get out of their trailers
- Residential restrictions on North Beach Blvd
- Restricted sign sizes
- Aesthetic gas meters hidden from view
- Disguise used car lots and junkyards
- Larger lots

We don't want to see:

- Buildings that all look alike
- Wide streets
- Large billboards on the beach for casinos
- Dirty parking lots
- Hodgepodge of signage on Route 90
- More bars
- Congestion, traffic spilling over from Paradise Bay
- High-rise condos on the beach
- Lift stations with red pump lights

PARKS

- Park for families and kids next to Library or at another Coleman Avenue location
- Better recreational facilities
- More green space, exercise trails

BEACH

- Keep public access to the beach
- Local bandstand
- Small park
- Pockets of natural areas on beach, extended bike path and walkway to State Park, Bayou Caddy and Claremont Harbor (4 requests)
- Replace public pier
- Parking areas
- Clean the beaches: still dangerous to walk after the storm
- Showers and rest-rooms on beach (2 requests)
- Underground utilities on beach

STREET DESIGN AND INFRASTRUCTURE

- Move freight rail line and replace with train and trolley
- Tree-lined streets, with alleys
- Well-paved streets and sidewalks everywhere
- Ditches and culverts covered (4 requests)
- Utilities underground (5 requests)
- Improved sewage/drainage (2 requests)
- Sidewalk on one side of Jeff Davis
- Beautify Hwy 90: attractive approaches and landscaping (6 requests); entrance to Waveland is embarrassing
- More green space on medians and side
- Public control of speeding by vehicles
- Traffic calming on Beach Blvd, anticipating the thousand housing units proposed for Bayou Caddy

GOVERNMENT

- Specific usable plans that can be started ASAP
- Government (local) leadership on Coleman Ave such as sidewalks and designing civic buildings
- When all this beautiful work is done, we would not like to see it forgotten
- More police

PUBLIC PARTICIPATION

Background

Since the hurricane in Aug 2005, two planning sessions (charrettes) have taken place to plan for the recovery, rebuilding and renewal of Waveland, Mississippi. The first was held in October 2005 (report presented to the city on December 1, 2005), and the second in June 2006. This booklet summarizes the work from the second planning session.

In the October charrette, a framework was established for the city of Waveland to rebuild through a two-step process. Step 1 was to learn about Waveland and its previous development, as well as learning about local culture and interests of Waveland. The team spent time listening to residents to hear about what they valued about living in Waveland, looked at the different parts of the city, and researched local history. Step 2 was to create a conceptual framework for rebuilding Waveland, using the principles of Smart Growth. The team created conceptual plans identifying potential neighborhood centers, ways to rebuild the business areas (Coleman Avenue and Rt. 90), potential redesign of main thoroughfares, the location for temporary housing (FEMA trailers) and pedestrian trails.

Since December, several informational public presentations have been held on Smart Growth and its benefits for Waveland. In this time, Waveland citizens came to see the need for a document to guide new growth. The SmartCode is just the tool that can guide new development, for use by property owners, developers, designers and builders, as a means to preserve, protect and extend the qualities that make Waveland unique.

Through generous funding of the Mississippi Development Authority in Jackson, MS, and the Gulf Coast Rebuilding Fund in Newton, MA, a second charrette was held June 24-28, 2006 at the Waveland Bay St Louis Middle School. The purpose of this planning session was to fine tune the SmartCode for Waveland's unique conditions and study areas of interest identified by residents and neighborhoods.

The primary focus of the June charrette was to adjust the SmartCode and prepare it to be brought before the Board of Aldermen and legislative agencies and voted into legislation. If approved, the SmartCode will replace the city zoning code.

What is a charrette?

The charrette process consists of an intensive on-site work session that lasts several days, brings together a broad discipline of professionals and experts, and includes as wide a range of local policy makers, regulators, enactors, and citizens as possible. The work environment is open, collaborative, energetic, infectious and productive.

The main purpose is to maximize public engagement and participation in a process that affects their lives and to adjust professional input to respond to the unique character and conditions of the community. The thrust of a charrette is two-fold: educate the charrette team about the history, culture, values, wishes and needs of the local citizenry, and educate the local citizenry about means and methods for accomplishing their goals.



Overview of the June 2006 Charrette

The second charrette began on a Saturday evening with a presentation of work to date, a lesson in what Smart Growth is all about, and a call for projects for the team to explore. Then work sessions began, with groups of citizens and professionals organized loosely by neighborhoods. Residents identified locations for neighborhood centers and discussed ideas for creating new parks and other development. They also selected areas of special interest for further study.

Over the next five days the charrette team explored the projects and case studies brought to their attention, as well as further investigations into the work started last fall. The team looked at traffic improvements to Route 90 and the gateways to Waveland; they investigated ways to create new parks at neighborhood centers; the business area on Coleman Avenue and its residential neighborhood; new civic buildings; improvements to the beach, including the possibility of a marina; places to create trails and green space, and sample housing projects in different parts of the city.

Progress was presented in daily, well-attended public meetings, where residents critiqued the work in progress. Subsequent design revisions were made incorporating the suggestions and criticism from public sessions. At the final presentation on Wednesday evening, the work was greeted very favorably with interest in moving forward. In all, about 300 people participated in the 5-day workshop.

The need for the SmartCode was highly illuminated by the sample projects, which ignited wide enthusiasm for its adoption. More than anything else, these exercises gave the public a better idea about how the SmartCode operates, and its benefits over the conventional zoning code now in place. As each of these projects were conceptualized, revised, and re-presented in successive public meetings, citizens came to see how Smart Growth principles respond to each community, how it can pattern new development upon a local architectural heritage, and how over time, better neighborhoods can evolve.

Quality of Life

Underlying all the Smart Growth principles is the basic attempt to improve the quality of life. Quality of life is an allusive concept that seems to have evolved into a focus on safety and vehicle mobility standards which, unwittingly, has created the auto-dependent sprawl that faces us today.

Through the eyes of Smart Growth, one can begin to identify different quality of life standards and set those standards in place with the goal of creating better communities, based on the unique charm and character that makes Waveland a special place. The identification of the aspects of Waveland that are worth preserving, protecting and extending into future development leads to an imperative to establish standards that will guide their successful creation. Further, this imperative extends to nurturing awareness so that the people of Waveland can knowledgeably demand high standards. It is only in communities where citizens demand high standards that better quality of life can be achieved.

CHARRETTE PROCESS



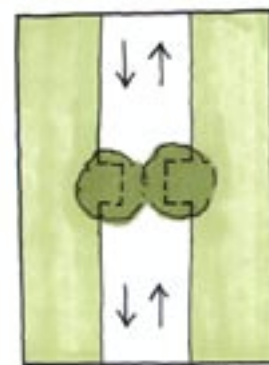
Existing Street View



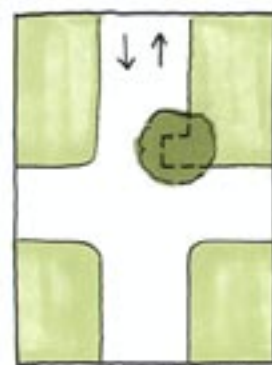
Proposed Improvement Options

The primary street grid in Waveland reveals a small number of through streets, which are typically straight for long distances. These conditions are ideal for speeding cars, but quite unsatisfactory for pedestrians & residents of these streets. Improvements can include sidewalks which will take the pedestrians out of the roadway, trees planted on the street which will limit the sightline and slow drivers, and planted bulb-outs, which force cars to slow down as they navigate around them.

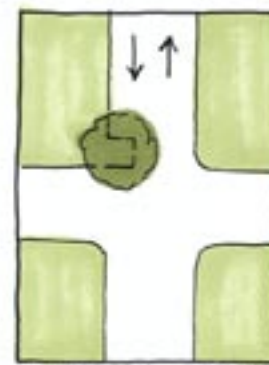
Primary Street Grid



Choke point mid-block narrows lanes so one side must yield



Planter slows entering traffic. Two-way travel still permitted



Planter slows exiting traffic. Two-way travel still permitted within block.



Typical 4-way intersection



Offsetting one leg to create turns

Slowing traffic to reduce cut-throughs on residential streets

Offsetting an intersection to slow traffic

TRAFFIC IMPROVEMENTS

Modern roundabouts

Waveland's eastern gateway on Route 90 is at Route 603 (Nicholson Avenue) and the western gateway on Route 90 is at Waveland Avenue. At both intersections we propose replacing the traffic signals with modern roundabouts. The capacity of modern roundabouts at more than 50,000 vehicles per day is more than adequate for the pre-Katrina flow of 30,000 vehicles per day, while roundabouts are safer (for both vehicles and pedestrians) and more efficient than signalized intersections.

The modern roundabout is a type of circular intersection that has been successfully implemented in Europe and Australia over the past few decades. Despite thousands of roundabouts in operation around the world, there are only a few hundred in the United States. Mississippi has only eight, mostly in the Jackson area, and two more are planned. The lack of modern roundabouts in the US can generally be attributed to negative experience with traffic circles or rotaries built in the earlier half of the twentieth century. Severe safety and operational problems caused rotaries and traffic circles to fall out of favor by the 1950's. However, substantial progress has been achieved in the subsequent design of circular intersections, and a modern roundabout should not be confused with the rotaries and traffic circles of the past.

Three basic principles distinguish the modern roundabout from a rotary or traffic circle.

1. Rotaries and traffic circles require circulating vehicles to grant the right of way to entering vehicles. Modern roundabouts follow the "yield-at-entry" rule in which approaching vehicles must wait for a gap in the circulating flow before entering the circle.



2. Rotaries or traffic circles emphasize high-speed merging and weaving, made possible by larger diameters and tangential (straight) entrances. In contrast, today's roundabouts involve low speeds for entering and circulating traffic, as governed by small diameters and deflected (curved) entrances.

3. Adequate deflection of the vehicle entering a roundabout is the most important factor influencing their safe operation. Roundabouts should be designed so that the speed of all vehicles is restricted to 30 mph or less within the roundabout. This is achieved by adjusting the geometry of the entrance alignment, splitter-island, center island, and exit alignment to ensure that "through" vehicle paths are significantly deflected.



In giving priority to entering vehicles, a rotary or traffic circle tends to lock up at higher volumes. The high-speed environment in which large gaps are required for proper merging further compromises the operation of a rotary or traffic circle. These deficiencies have been essentially eliminated with the modern roundabout designs.

Despite the initial concern that lack of familiarity with this type of intersection would lead to driver confusion, the number of roundabouts constructed in the U.S. is growing annually. Those currently in operation have been reported to be performing favorably, when compared with conventional controlled intersections (i.e. stop signs or signals), especially in terms of improved safety, shorter delays, increased capacity, and improved aesthetics. Generally, roundabouts have resulted in an overall reduction in the number and severity of accidents.

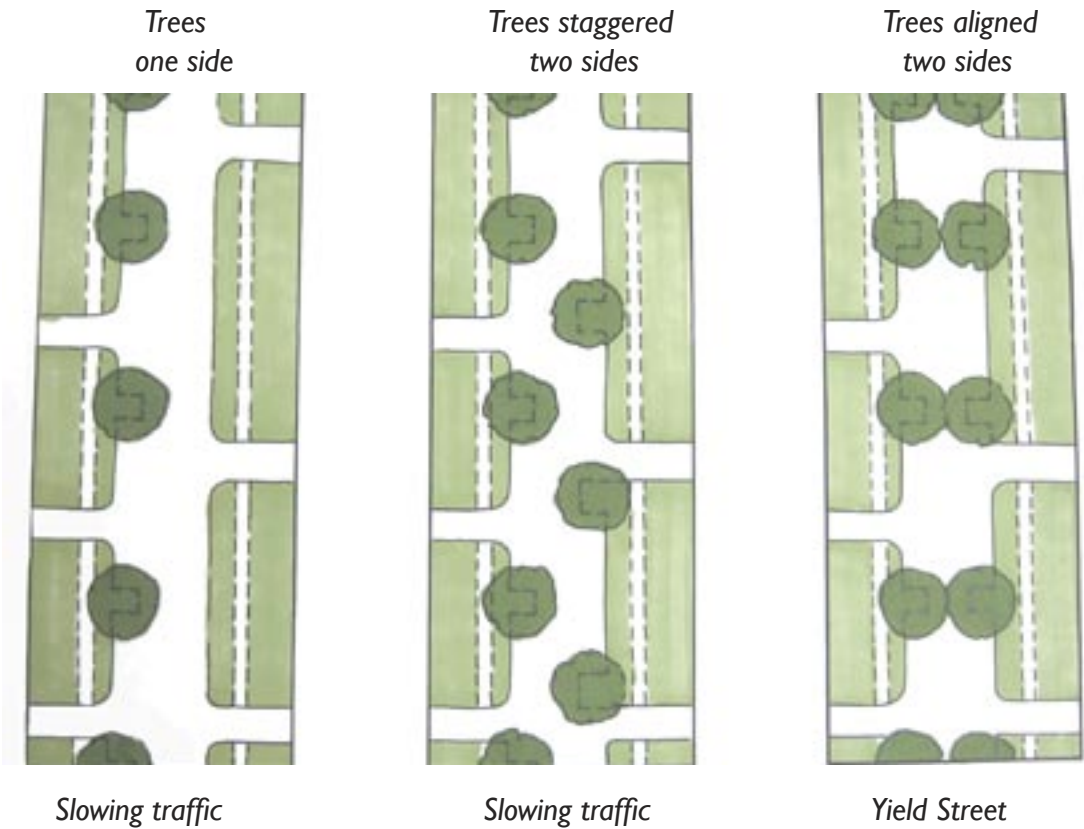
Yield Streets

We discovered a large number of yield streets in Waveland. Yield streets are one-lane, two-way streets 10' wide, that force motorists to slow down and pull onto the shoulder a bit in order to yield to oncoming motorists. These motorists also need to slow down in order to pass. Yield streets are ideal in residential neighborhoods because the speed of traffic is controlled, which creates a greater feeling of safety for pedestrians, while not hampering vehicle accessibility.

Yield streets allow people to walk in the middle of the street comfortably and children to play unattended. A dog sleeping in the middle of a street is a sign of a healthy and safe residential street, and we strongly advocate that Waveland



View of St. Anthony Street



Three methods for creating a horizontal shift (lane change) on streets wider than 18'



David Carrico 2006

Proposed: Kiln Waveland Road looking South

GATEWAY: HIGHWAY 90 AT WAVELAND AVENUE



Existing Plan of Route 90 at Waveland Avenue



Proposed Plan: Kiln Road can be turned onto Route 90 and a new street created to offset traffic and create more opportunities for development at the Waveland Avenue gateway.



Existing: Kiln Road at Waveland looking south

Two Highway 90 intersections, one at Nicholson Avenue and the other at Waveland Avenue, form the principal gateways into the city. Pre-Katrina traffic counts totaled more than 30,000 vehicles through these two intersections. We propose placing (as mature as possible within budget and survivability constraints) live oaks right in the middle of these two intersections, protected by and anchoring new modern roundabouts. The majestic live oaks would symbolize the unique character of the city and be distinctive and highly visible landmarks to signal "gateway" to passing motorists – they have entered the realm of Waveland.

In addition to the modern roundabout proposed for this intersection, we propose diverting traffic coming south from Kiln Waveland Road around a large block that could become the location for extending regional based retail attracted by the high traffic volumes of Highway 90.

On the south side of the intersection, we propose infilling with mixed-use buildings highlighted by a new Waveland Information and Chamber of Commerce Center. First time visitors and returning veterans would be able to easily find answers to all manner of questions concerning local business, recreation, tourism and planned events.

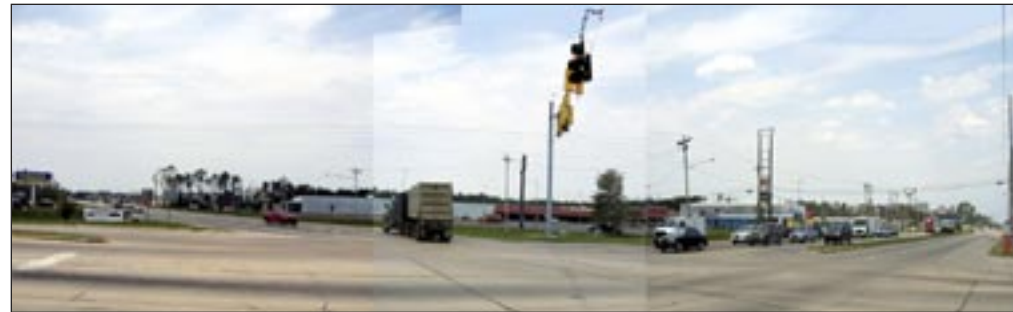


Location of Rt 90/Waveland Intersection

GATEWAY: HIGHWAY 90 AT WAVELAND AVENUE



Proposed Plan



Existing View



Existing Plan

Highway 603, Highway 90, Nicholson Avenue Intersection

During the October Charrette much attention was focused on stimulating the economic development of Highway 90. At public meetings citizens expressed the desire to recover all the existing businesses and kick-start Waveland's main financial engine. The team explored ways to enhance Highway 90 further after recovery had been accomplished. In addition to reviving all existing businesses, including national big-box retailers, the charrette team examined ways to infill vacant underperforming areas with mixed-use development to bring vitality, demographic growth, and tax ratables to this underutilized area thought lost to parking lots, highway congestion and sprawl. Highway 90 could become a truly desirable neighborhood.

During the June Charrette it was determined that a separate charrette devoted exclusively to this area is warranted.

Around the proposed modern roundabouts at the two gateways, we propose infill mixed-use development on undeveloped parcels to bring feet-on-the-street vitality, a sense of neighborhood and economic development to this busy location. We focused in particular on enhancements to the parking lots of the adjacent big box retailers, Home Depot, Sears and Lowes to illustrate these ideas. These retailers typically locate behind enormous parking lots that are seldom filled and whose unrelieved paved areas contribute heavily to the dispirited character that most often accompanies arterial development.

To make these areas more appealing without sacrificing the productivity of the retailers, we propose placing mixed-use buildings at the perimeter of the parking lot next to the roadway. These areas of the parking lots are the least used, allowing them to become productive revenue and tax base engines rather than just lie unused for most of the year. Strategic gaps between buildings permit adequate views of the national retailers behind. By placing buildings close to the highway with modifications to the driving lanes and landscaping, the "highway" scale is completely altered into a safe and more pedestrian-friendly "boulevard" without any drop in traffic volume.

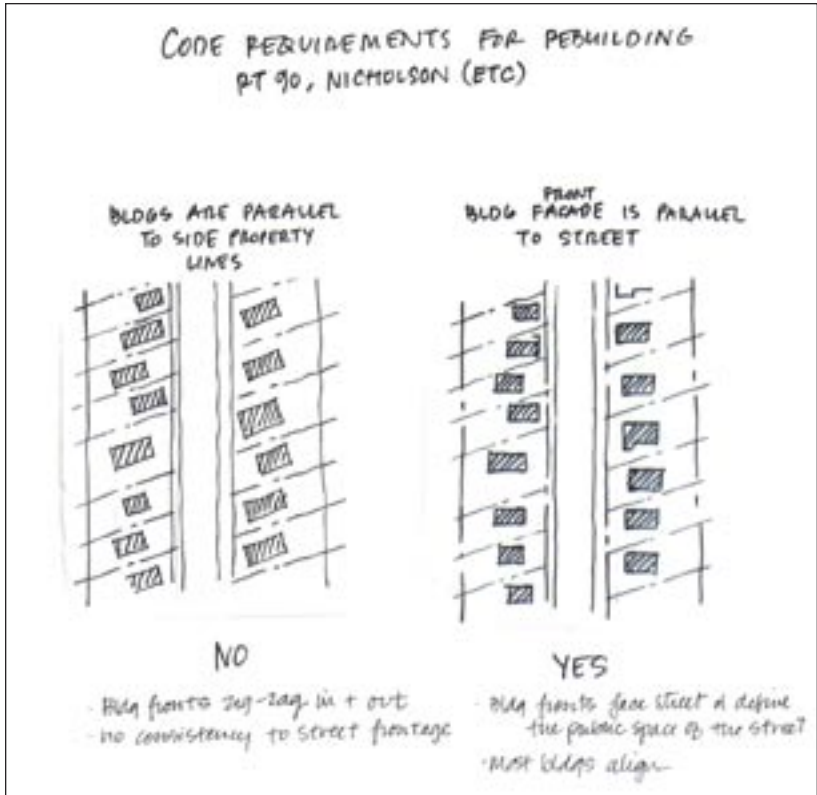
GATEWAY: HIGHWAY 90 AT NICHOLSON AVENUE



Existing View of Highway 90



Proposed View of Highway 90



Existing and recommended building alignment

Nicholson/McLauren St Intersection

Currently the straight line of Nicholson Avenue and its alignment with Highway 603 make it seem like the obvious entrance into the city. However, Nicholson Avenue does not lead to Waveland's central business district (CBD), Coleman Avenue. Once lured down Nicholson, many motorists become lost in the residential neighborhoods trying to find the CBD, leading to safety concerns in the residential areas, frustration on the part of first time visitors, and loss of business in the CBD as potential customers end up in other business communities. Ironically, the traffic volumes created by these misdirected motorists have placed pressure on the primarily residential streets such that plans have already begun for lane widening and other engineering features to better handle the traffic volumes. These changes will significantly alter the low key and rural character of important residential neighborhoods, will increase the allure of Nicholson creating higher volumes of entering motorists, and will misdirect more potential customers away from Coleman.

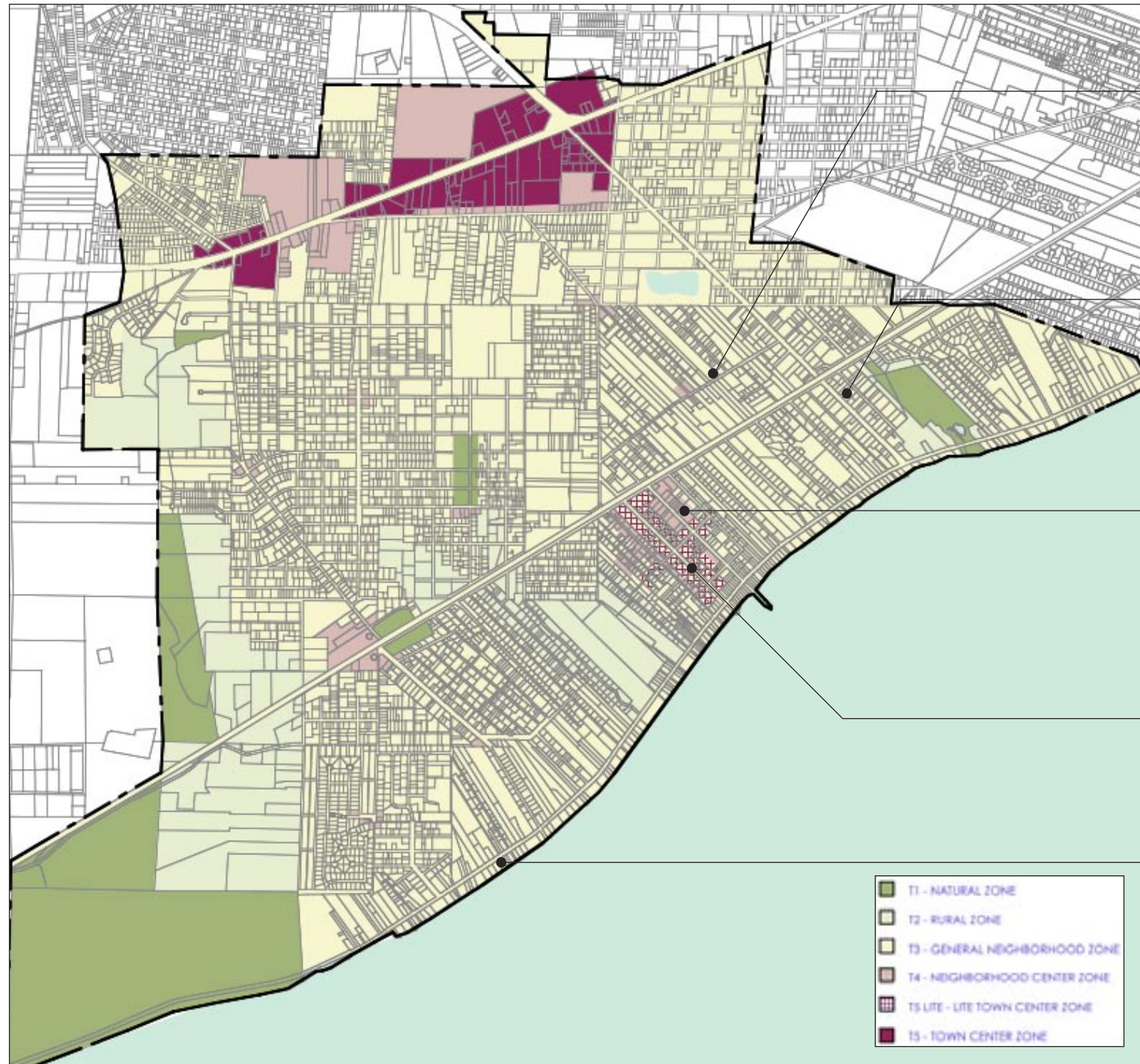
McLauren Street is a direct route to Coleman that intersects Nicholson very close to Highway 90. It is the ideal direct link to the CBD. If traffic could be diverted off Nicholson to McLauren, it would lead to far fewer miles driven, to less wandering by lost visitors in the residential neighborhoods, and to increased business in the CBD.

To give McLauren more prominence and make it an obvious route to the CBD, we are proposing a modern roundabout where it intersects with Nicholson. The modern roundabout will ease congestion at this busy but unsigned intersection, change the orientation of motorists so that McLauren can present itself as the obvious choice, and act as a secondary gateway to downtown, subordinate to the Highway 90 gateways.



Location of Rt 90/603/Nicholson Intersection

GATEWAY: HIGHWAY 90 AT NICHOLSON AVENUE



Regulating Plan



T3 Jeff Davis



T3 Nicholson Avenue



T4 Coleman Avenue



T5 Lite Coleman Ave.



T3 Beach Boulevard

What the SmartCode is all about

The SmartCode is a unified land development ordinance for planning and urban design. It folds zoning, subdivision regulations, urban design, and basic architectural standards into one compact document.

Because the SmartCode implements community vision by coding specific outcomes that are desired in particular places, it is meant to be locally customized by professional planners, architects, and attorneys.

The SmartCode 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 sixty years by separating uses, making mixed-use and walkable neighborhoods essentially illegal.

The SmartCode supports these outcomes: community vision, local character, conservation of open lands, transit options, and walkable and mixed-use neighborhoods. It prevents these outcomes: wasteful sprawl development, automobile-dominated streets, empty downtowns, and a hostile public realm. It allows different approaches in different areas within the community, unlike a one-size-fits-all conventional code. This gives the SmartCode unusual political power, as it permits buy-in from all stakeholders.

The SmartCode is also a transect-based code. A transect is a cross-section of natural habitats for plants and animals, ranging from shorelines to wetlands to uplands. The specific transect that the SmartCode 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.

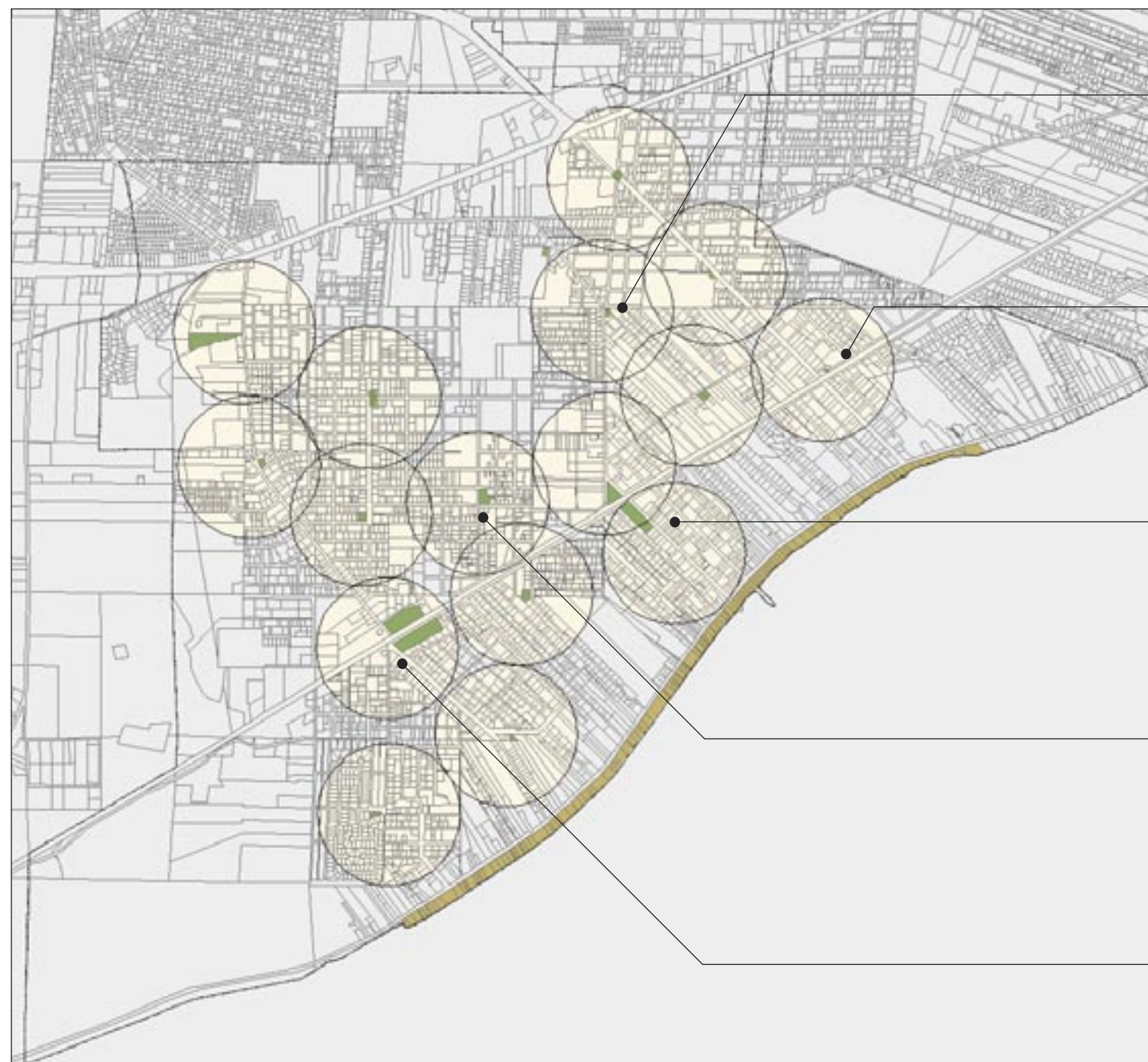
The 6 transect zones are: Natural T1, Rural T2, Sub-urban T3, General Urban T4, Urban Center T5, and Urban Core T6.

The Transect is a powerful tool because its standards can be coordinated across many other disciplines and documents, including ITE (transportation), and LEED (environmental performance). Thus the SmartCode integrates the design protocols of a variety of specialties, including traffic engineering, public works, town planning, architecture, landscape architecture, and ecology.

The SmartCode addresses development patterns at three scales of planning: the scale of the region, the community, and the block and building.

Important: the SmartCode 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, the International Residential Code, and the International Commercial Code.

TRANSECTS



Neighborhood Center:
Nicholson at McLauren



Neighborhood Center:
Nicholson at Central



Neighborhood Center:
Coleman Avenue



Neighborhood Center:
Herlihy at Olivari



Neighborhood Center:
Waveland at Central

Neighborhood Centers and Greens

Neighborhood Centers

A neighborhood is an area about one quarter of a mile in radius, about the distance a person can walk in five minutes. No matter where a neighborhood is located, in the middle of farmland, or in the center of a thousand year-old city, a neighborhood is about a ten minute walk from end to end.

For this reason, Smart Growth planners most often use the five-minute walk circle to identify neighborhoods, or what is referred to in the SmartCode as a "pedestrian shed."

On the first day of the planning workshop in June, we broke off into 8 workgroups, organized loosely by neighborhoods. The purpose of this exercise was to more clearly identify the neighborhoods, establish the location of their centers, and brainstorm ideas about how to define the center in physical form.

Following the work groups, we examined actual conditions at all proposed neighborhood centers, and confirmed all locations to be suitable as centers. Each location had at least one undeveloped parcel of land that might be assigned to neighborhood use, assuming property owners would be willing to negotiate use of their land.

For most of these parcels, we proposed small parks or greens. These parks could be simply landscaped in the short term and include a shaded sitting area, some playground equipment or even just a bulletin board for notices and community information (with a roof for rain protection). These centers might evolve over time to include a small corner store, sandwich shop, church or community center. A laundromat is also a good post-Katrina way of bringing neighbors together.

NEIGHBORHOOD CENTERS



Locator Map



Existing Plan



Proposed Plan



Proposed View down Herlihy Street of New Neighborhood Center

Herlihy Street near Olivari Street

Residents of Middletown were very enthusiastic about designing a new neighborhood center in the wake of Katrina. As a group they had a clear idea about where new development could be located and were exploring the possibility of allocating resources for moving ahead. The owner of three lots near the proposed center participated in the planning sessions.

The neighborhood identified a new center on Herlihy Street to the east of Olivari. It is currently the location of a neighborhood park and basketball courts. Residents said they would like to see a grocery store, a daycare center and a community house. Following site visits, it was determined that vacant land across the street from the public park to the east would be a good location for potential new development.

The design team proposes extending the public park west onto the undeveloped land so the new grocery store, daycare center and community house would be on what would become a neighborhood green. Although buildings along Herlihy are predominantly single story, the illustration above shows two-story buildings with residential above and a few live-work buildings. With minimally increased visibility and vitality, the neighborhood center can blend in with the surrounding area and yet be more easily identified. The style and domestic scale of the buildings maintain the low key Waveland vernacular.



Existing View

MIDDLETOWN: HERLIHY STREET AT OLIVARI STREET



Proposal: Camille Circle can be redesigned to create a charming & functional neighborhood



Proposed Plan



Existing Plan



Existing View

Herlihy Street, Camille Circle Intersection

Prior to Katrina there was a Waveland Housing Authority housing project at this location, which had been demolished. Since the Housing Authority intends to rebuild, the planning team looked at options for creating a new development.

This proposal illustrates how Camille Circle can be redesigned with new streets for 48 dwelling units in a mixture of different house types and sizes. Some of the houses face the street, others face a small green. Community buildings, such as churches, are given places of prominence to anchor the project and to tie directly into the surrounding community.

The new houses will be affordable and would be modeled upon Gulf Coast housing types. The wide variety of types will draw a mix of residents to make this new neighborhood interesting and vital.



Locator Map

MIDDLETOWN HOUSING



Proposed: Axonometric looking North

WAVELAND AVENUE AT CENTRAL AVENUE



Existing Plan: busy and complex intersection at Waveland/Central/Sears



Proposed Plan: crank Central Ave slightly southward, allowing more room for Waveland Avenue to cross the railroad. Create a little green here for new buildings to face.

Waveland/South Central/Sears Intersection

This is an interesting intersection and the site of considerable activity. There is a city park along Central and Waveland with ballfields and a playground, a gas station (closed), the Railroad Bar & Grill tavern (under construction), and the heavily used CSX freight rail line. Across the tracks to the north, several parcels zoned industrial use are currently used for truck parking. One parcel is slated for a cement plant. CXSX owns a parcel in the northeast quadrant of the intersection, and plans to donate it to the city for more playing fields. Also in the neighborhood, back-to-back with the ballfields, is the Pine Street neighborhood, home to many of Waveland's artists.

We received reports that the intersection was very dangerous. The raised track bed and many bent angles of the different streets when approaching the intersection result in poor visibility for motorists. The frequency and speed of trains adds to the potential for accidents at the tracks.

Traffic engineer Rick Chellman worked with the design team to develop proposals to increase safety at the intersection. Two traffic proposals came out of the session:

1. Raise the grade level on either side of the track so that site lines are improved (shown in perspective page 16). This will permit motorist to cross tracks with plenty of visibility.

2. Leave grade level as is, but move South Central Avenue away from the tracks so that site lines are improved for vehicles coming over the raised rail bed. (shown in plan above).

POTENTIAL DEVELOPMENT

During the session with neighborhood residents, one college student home for the summer complained that there were few places to work in the neighborhood even before the hurricane. By congregating businesses together at the new green, a new neighborhood center can evolve. Perhaps over time, some of the neighborhood artists can have a cooperative studio and exhibition space.

Should the CSX rail line return to passenger service, the Waveland Avenue intersection would be an ideal location for a new stop. To anticipate this possibility, we illustrate here how the industrial sites might be redeveloped.

New development would include first, a rail station, possibly in a mixed-use building with shops along Waveland Avenue, and offices and apartments above. New development would be modeled upon coastal building types and fit in well with the low-key atmosphere of Waveland Avenue. A farmer's market, office buildings with apartments above and small shops are examples of potential businesses for the new neighborhood center.

POSSIBILITY OF PASSENGER SERVICE

Although the hurricane damaged significant portions of the CSX track, the railroad was able to operate for freight just days after the storm because of an alternate set of tracks to the north. The alternate tracks added only a couple of hours to a several day trip, meaning that alternative routes already exist that only marginally impair the operation of the freight service.

While a bill in Congress in early 2005 to fund passenger rail was not passed, discussions with various agencies and residents revealed that converting the CSX rail that runs through Waveland to passenger service may not be entirely out of the question. New passenger service could bring in a new source of revenue which could make it worthwhile.



Existing: Waveland Ave looking south



Existing CSX land (northeast corner)



Existing: Waveland Ave looking north



Waveland/Central Intersection

DRAFT REVIEW

WAVELAND AVENUE AT CENTRAL AVENUE

Proposal for Redesigning Coleman Avenue

During the planning workshop, residents shared ideas on rebuilding Coleman Avenue. Residents wanted Coleman to be rebuilt in a way that reflected the street that they knew and loved. They wanted downtown to be more walkable, with attractive, tree-lined streets. They wanted Coleman to retain the eclectic character that it had, and have new development to be modeled upon architecture they liked in other charming gulf coast towns.

Coleman Avenue runs 2600 feet, or approximately 1/2 mile, and has a right-of-way of 75 feet.

The proposal for the new avenue is to have two travel lanes with double-sided parking, sidewalks, and a variety of trees. The roadbed will be kept narrow (21') to make crossing the street comfortable, and enable tree planting to be as close as possible. Narrow streets are characteristic of the Gulf coast to provide shade for pedestrians.

On-street parking will be different on each side of the street: traveling east to the beach, parking will be parallel. Traveling west toward the railroad, parking will be diagonal. New sidewalks on both sides will provide plenty of room for new trees, places for dining, benches and merchandise display. Planting areas for trees on the diagonal side will occur about every 3-5 parking spaces. All existing trees will be retained, such as those (5) on the Trellis property (just east of Coleman and Bourgeois).

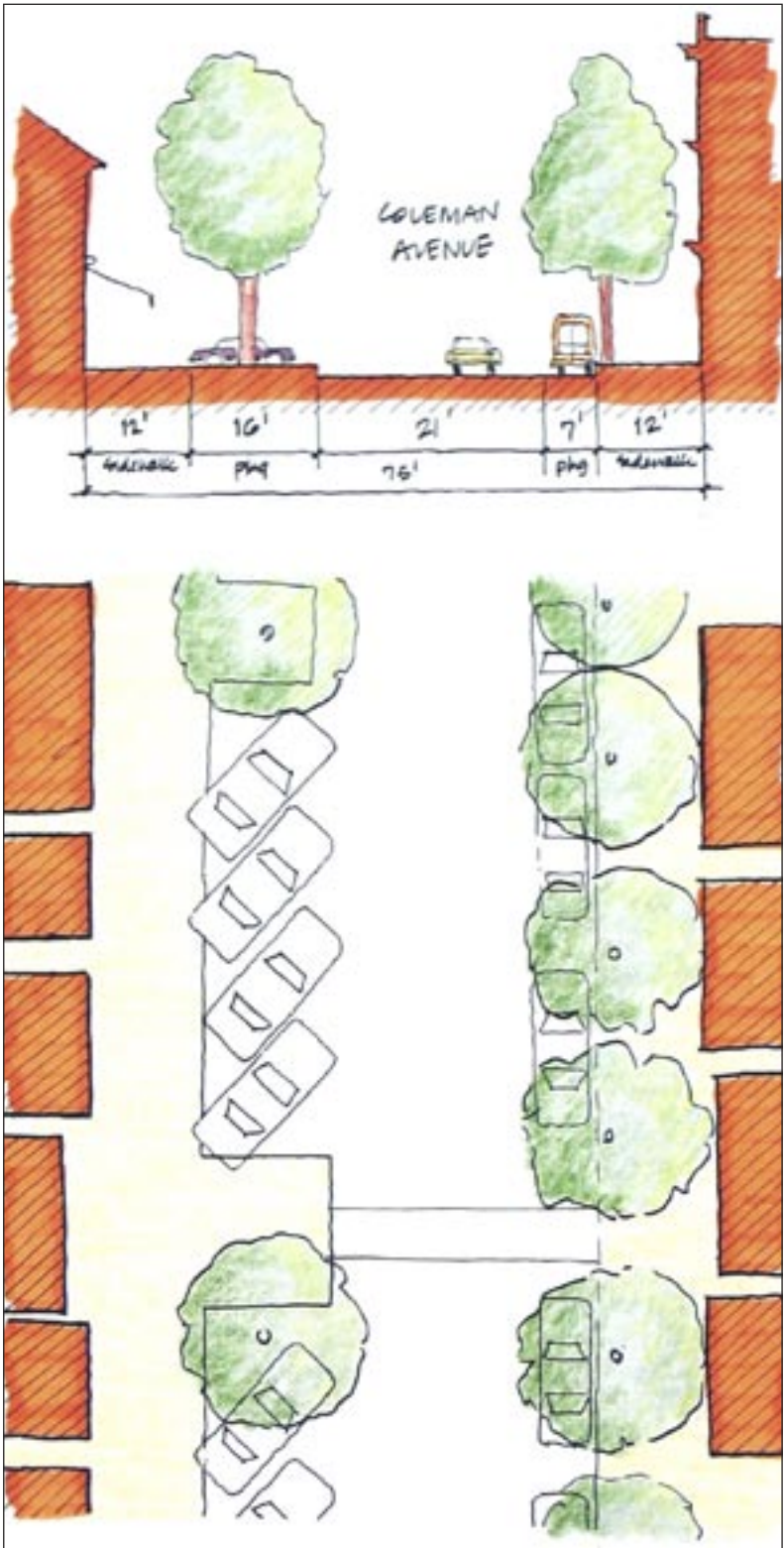
Tree spacing will be different at different sections of the street. Trees will be planted closely at the ends of the avenue to maximize shade, and planted more sparsely through the retail section of the street to maximize shopfront visibility. The retail section will be the middle 800'-1000,' or about the area from the library to south of Bourgeois. Here trees will be planted to align with side property lines, so shop fronts and signs are not blocked.

To recall the great live oak that once stood in the middle of Coleman Avenue, a new tree will be planted about 240' east of the intersection of Coleman and Bourgeois. From here to the beach, trees will again be planted close together to create a continuous canopy of shade.

Tree types will be greatly varied: successful native trees like sycamores, magnolia, live oaks and little leaf linden are possibilities. Live oaks and other shade trees can be planted in the shade areas, and sycamores can be planted through the retail section of the street. Side streets can have trees with smaller, lighter canopies like linden or hickory. Wherever possible, trees are clustered, as tree health improves greatly when planted in groups of three or more.

The need for more connections to Coleman

Smaller blocks around 400 feet in length are usually found at the heart of a town because it is the center of most activity, the location of the highest real estate, and usually the most popular place in town. However, that is not the case in Waveland. Blocks on Coleman are exceptionally large. The 42-acre downtown has only 5 blocks, and three of the four blocks are over 1300 feet long.



Proposal Coleman will be redesigned as a classic gulf coast Main Street, with plenty of shade, places for outdoor dining, and lots of on-street parking

The lack of connections between St. Joseph and Coleman and Terrace is very frustrating for many citizens. It is quite a distance for residents on neighboring streets to get to Coleman, and people often find themselves jumping in the car to save time.

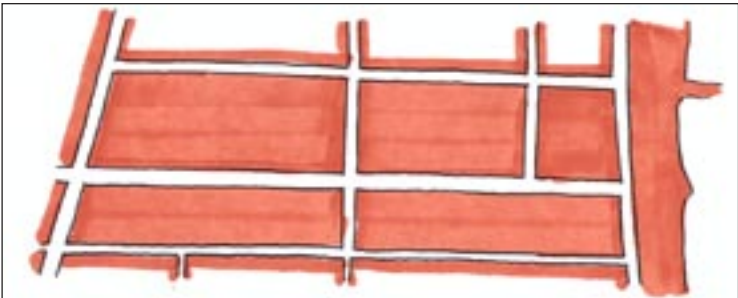
Ideally, blocks in a downtown are about 400' long on one side. The proposal for Coleman and downtown illustrates how 10 blocks can be created out of 5 super-blocks. Waveland's platting (lot layout) is ideally suited to creating new connections. Some connections are new streets with a 20' roadbed, and others are 15' lanes, similar to many Waveland streets. In some places, access driveways to parking areas will act as lanes.

Locations for new streets will depend on the plans for rebuilding by each property owner, and the type and size of building planned. At this early stage of planning, the flexibility is greatest, and should involve the property owners from the start.

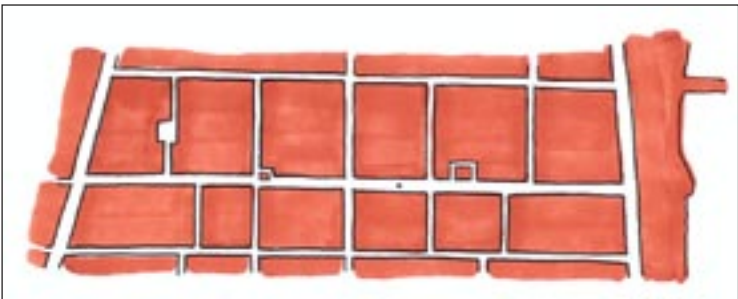
Locating New Infrastructure

In discussing rebuilding Coleman Avenue, residents voiced interest in having the street be as attractive as possible. For many, this means burying unsightly utility wires underground. In fact, these comments were among the most frequently cited in the workshop.

While residents are possibly unaware of the great cost of burying wires (about \$1000 per linear foot), the goal of reducing visual distractions can be achieved for far less cost. Electrical and communication utilities can be located in the alleys, as well as water and sewer lines. Not only can the two sides of the block be served within the alley, this placement offers additional benefits. Future tree roots growing into the pipelines is reduced, as well as the inconvenience experienced when ditches need to be dug up periodically in the street for repairs and maintenance.

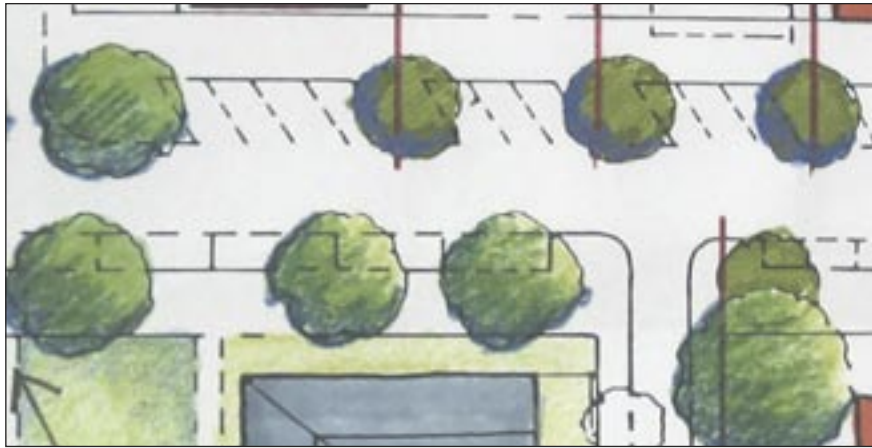


Existing Street Network: 5 blocks



Proposed Street Network: 10 blocks

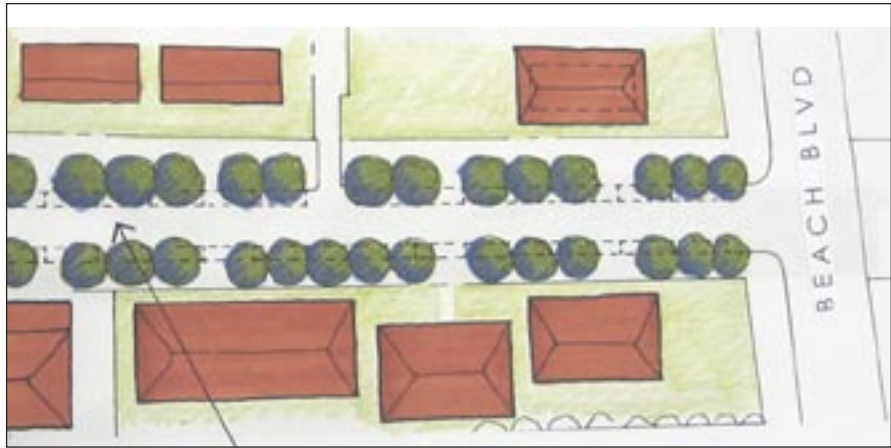
COLEMAN AVENUE



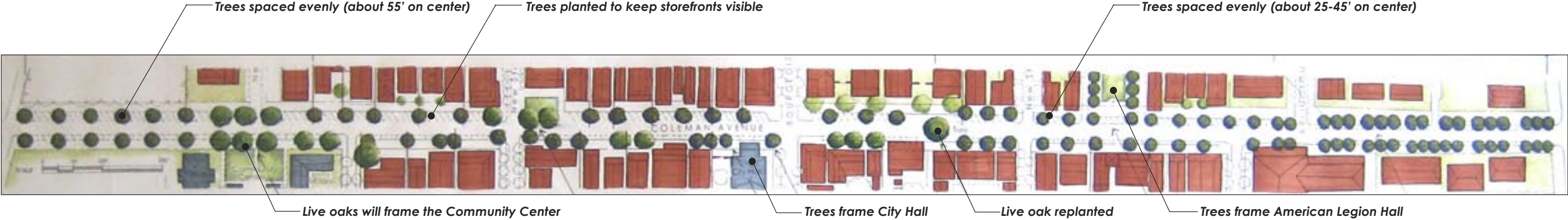
Trees on the diagonal parking side of the street will occur about every 3-5 parking spaces.



Live oak that once stood in the middle of Coleman Avenue (early 1900's)



At the beach end of the avenue, trees will be spaced evenly, about 25-40' o.c. to create a continuous canopy of shade



Planting will be of 2 types: 1) A continuous canopy of shade trees at the top and bottom of the avenue
2) Through the retail section of the street, trees wherever they fit



Through the retail section of Coleman, trees are planted in alignment with side property lines to keep storefronts and signs visible.

COLEMAN AVENUE

MAKING COLEMAN AVENUE A RETAIL STREET

What residents are looking for

During the workshop, residents said they cited redeveloping Coleman Avenue as the biggest priority for new development. They were proud of the restaurants on Coleman and looked forward to seeing those businesses return. They wanted Coleman redeveloped for retail, businesses, and restaurants.

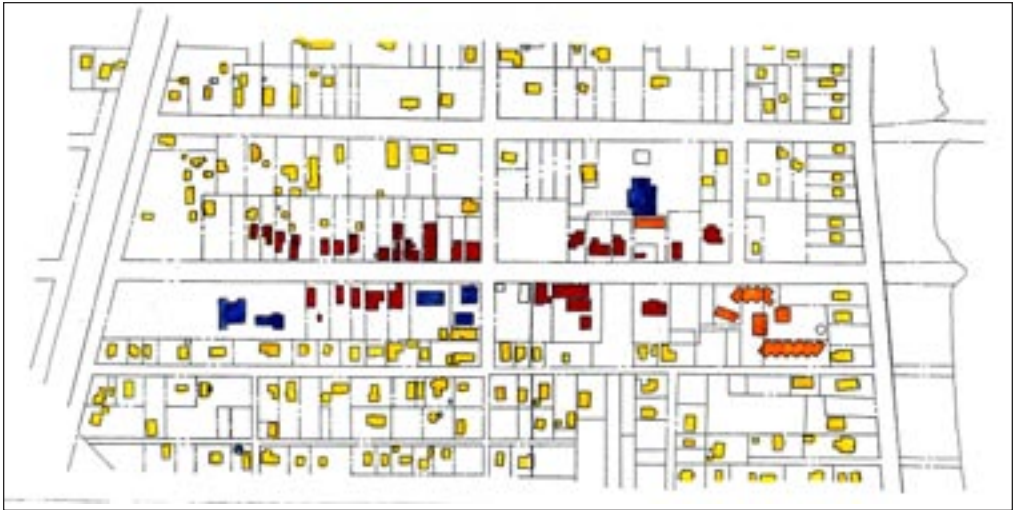
Regarding the image they wanted downtown to have, residents expressed strong interest in maintaining Coleman's eclectic feel. They liked the mix of different buildings (types, sizes, and styles), and often referred to Main Street and side streets in Bay St. Louis as the kind of atmosphere they wanted to see. They wanted downtown to be walkable, and places to get together, perhaps a small park built somewhere on Coleman. They would like the many artists who live in town to be represented somehow, perhaps through public art around town: "fun stuff, practical things like benches in parks, and along sidewalks."

Regarding stores, people wanted a grocery store, a "great movie theatre," coffee shops, and galleries. They also wanted a permanent place for the Farmer's Market on Coleman. They suggested a new cross street, and wanted the new City Hall to be located in the current city complex at Central and Coleman.

Lastly, they said they wanted buildings with architectural character. Perhaps because the town was settled only a little over 100 years ago, it does not have the older buildings that other Gulf towns have. They said, "We need to instill a coastal architectural style for commercial buildings within Waveland." As a nod to that heritage, new buildings would include details like galleries and arcades over sidewalks, courtyards, French doors, balconies and second-story porches.



Coleman Avenue before August 2005



Coleman Avenue (before August 2005) Land Use



Residents want commercial buildings to reflect a coastal architectural style

COLEMAN AVENUE

COLEMAN AVENUE AND BOURGEOIS

Type of retail

The opportunity for Coleman to develop as a retail street is enormous. In an analysis of retail within a 5-mile radius (35,000 people), consultant Robert Gibbs found that Waveland was not being served in the following categories:

- grocery store
- books, periodicals, music
- furniture
- electronics and appliances
- building materials
- lawn and garden
- wine, beer
- restaurants
- bars
- entertainment

What this list tells us is that Coleman Avenue would be an excellent location to open stores in these categories leaving auto-oriented uses to be located along Route 90. This also dovetails nicely with the types of things people said they wanted to see along Coleman. A grocery store and a movie theater could be key anchors on the street, and help to create destination retail.

Size of potential redevelopment

Pre-Katrina, Coleman Avenue had about 30 commercial buildings which contained about 72,000 square feet. Potential redevelopment of Coleman could, over a few decades, see 65 buildings with 142,000 square feet of commercial space, or about double the previous square footage. This includes all types of commercial like offices, banks, etc. The reasons for this are: 1) about a third of Coleman was not developed prior to the hurricane with 3-4 large vacant parcels in the center of Coleman; 2) city buildings occupied a great amount of frontage (240 feet) prohibiting retail development.

The SmartCode is replacing the zoning code at just the right time. Were Coleman redeveloped using the current zoning requirements, it would require placing buildings 10' from each side, significantly reducing the amount of development per parcel. It would also make Coleman feel more like Route 90 than a coastal downtown destination street.

Once the new FEMA maps are complete, the edge of the V zone will dictate where retail in buildings stops and retail on kiosks and carts begins. Working within these restrictive conditions, the goal is to create continuous retail. Maintaining a continuous 800' - 1000' of retail frontage is the key to creating a shopping street. Great care should be taken to make this possible, even when restrictions are present, such as the flood zones or large areas of municipal property.

More uses along Coleman Avenue and downtown

The spirit of residents has rebounded remarkably in these 10 months since the hurricane. People are enthusiastic about rebuilding the heart of their city. About a half dozen projects for Coleman have already been designed and permitted, with a cluster of projects close to the intersection of Coleman and Bourgeois.

(continued on page 22)



New commercial buildings will be modeled on Gulf Coast building types

New connections will make Coleman more accessible to the rest of the neighborhood and help make downtown more walkable

New live/work units along side streets will allow limited retail

Aligning buildings on Coleman along the front property line will make the street feel like an outdoor room



New commercial buildings with offices or apartments



Small rear cottages on lots



American Legion Hall plays a vital role in Coleman's civic life

New T4 & T5 permit Bed & Breakfasts



A new alley on St. Joseph will offer access to all lots and permit more of each lot to be used for development

This could be a good location for a daycare, near the park

Small Parks will be created here and there

Well-placed buildings can frame courtyards and offer another amenity to tenants & guests

Uniform location of parking areas behind buildings permits greater development of parcel by property owner

New commercial and residential areas will offer a variety of places to gather

New Community Center, Library & Police Station

Good location for a grocery store

A City Hall complex along Bourgeois reserves Coleman for commercial use



Liner Buildings (narrow buildings) screen parking areas from street and maintain the street edge



New residential development: buildings align along street

COLEMAN AVENUE

(continued from page 20)

This proximity is quite fortuitous. Rebuilding two sides of the street will give Coleman a center again, and be the models for new development on the street. City hall happens also to be at this corner. Ideally, this will be among the first civic buildings to be rebuilt.

Creating public amenities to support commercial activity: meeting rooms, restrooms

Because Waveland residents have had to live elsewhere while the recovery and rebuilding is underway, there is a sense that there should be opportunities for people to come together downtown, so people can reconnect. Offering spaces for people to gather can play a role in the redevelopment of downtown. One way to do this would be to create meeting space in buildings, including civic buildings like the fire station. These spaces can be rented out or reserved for use as exercise classes, public meetings, party space or for information sharing sessions. As the downtown grows and an office or residential market begins to grow, some of this space can change. The meeting room and activity space could be an additional source of income for the fire station and City Hall, as people are always looking for places to hold meetings and events.

While on the topic of civic life, it is important to mention how vital the **American Legion Hall** is to Coleman Avenue. It is the location for events and public gatherings of all types. At this writing, however, the Legion is weighing the possibilities of relocating to another site in town, as insurance costs have risen since the storm, and requirements for rebuilding on the site may be beyond their means. There are many opportunities for redeveloping this site (see page 26), which may make it possible to remain on Coleman Avenue.

This property can be also be key to connecting future retail on Coleman to a potential shopping population. People come from miles around to enjoy Waveland's beach. As people intend to spend a good part of the day, they do need restrooms, and ideally, a place to shower. Were public services close to the beach or parking areas, such as on the American Legion property, perhaps more people would stay downtown to have a bite and maybe see a movie or shop. The ability to provide these services within walking distance could keep more visitors on Coleman Avenue, and in the long-term, could make a difference to Waveland's economy.

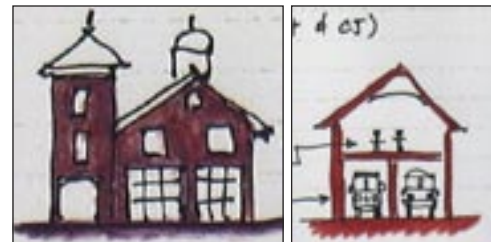
Physical form of the new Coleman Avenue

The new physical layout of downtown will help support an active and vibrant Coleman Avenue and its residential neighborhood. New connections to Coleman Avenue, with streets and access lanes will allow more people to walk around the center of town. Building close to the sidewalk and parking in the interior of blocks will create a welcoming environment for pedestrians.

If the rules of retail are followed (see sidebar above), Coleman can become a very attractive and successful shopping street, no matter how few or how many buildings there are.

Locating parking behind buildings in a uniform layout will have multiple benefits:

- Shared parking is more efficient, therefore, less is needed
- Easier to find for newcomers
- More space on each lot for development
- Permits more shade-providing green areas where people are



Including meeting and activity rooms in new buildings, even civic buildings, can be an additional source of income and bring people down to Coleman Avenue again

What makes a good shopping street

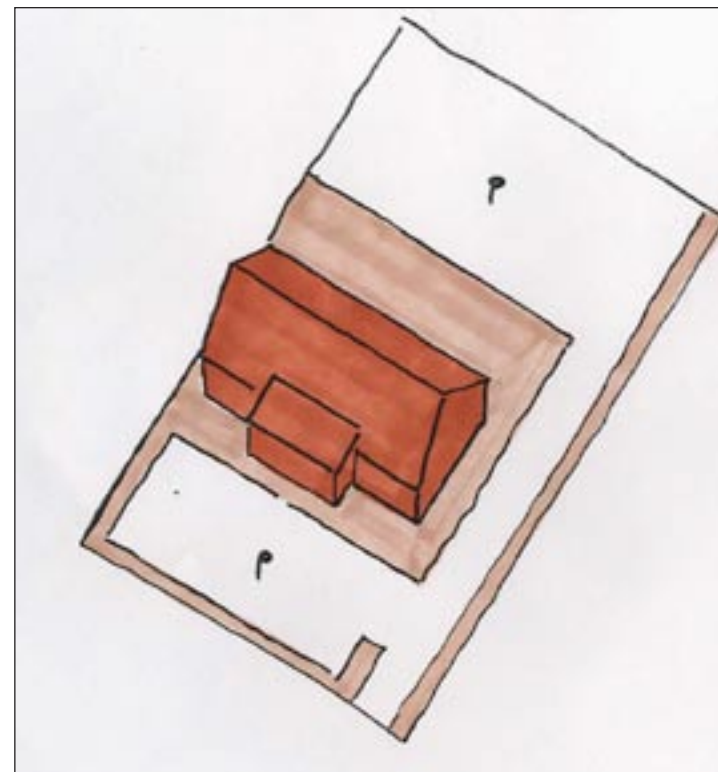
Store frontage is constant: continuous storefronts for 800' -1000'. Buildings are located next to the sidewalk, with a zero setback so the interest of shoppers is maintained.

Storefronts show the merchandise: there is a clear view of merchandise from 2'-10' above the sidewalk, even in bank & insurance company windows

Pedestrian zone clearly defined: no crossing of cars over the sidewalk. The sidewalk is deep enough to allow for outdoor dining and merchandise display on sidewalk.

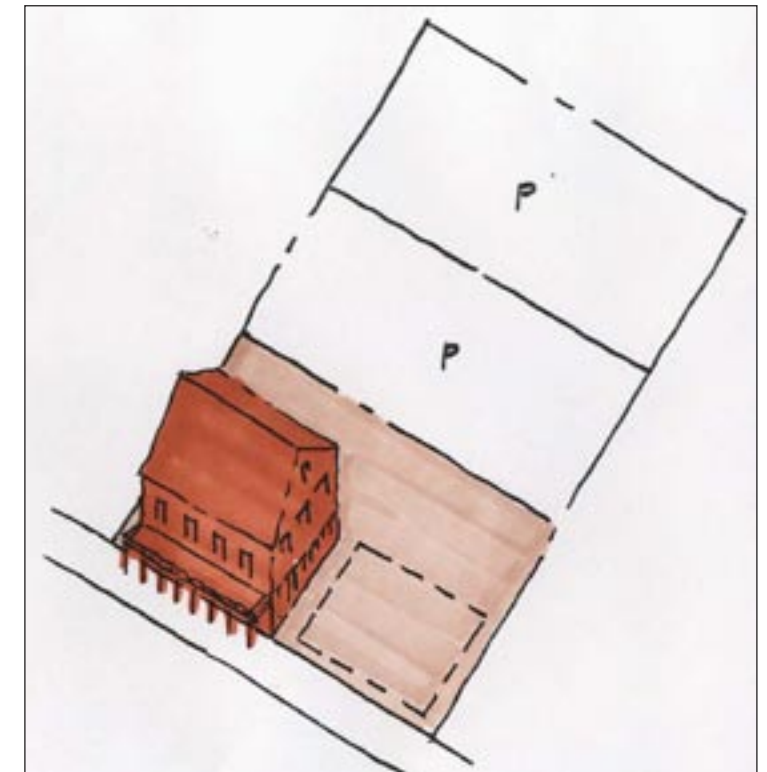
Landscaping: storefronts and signs are unobstructed by trees. Shade trees on individual lots near the sidewalks can create special opportunities for courtyard spaces and places for dining.

ZONING CODE



Single use (1 story)
Back from street
Parking in front of building
No connection to street
One building per lot (setbacks prohibitive)

SMARTCODE



Mixed use (more than one story)
Next to sidewalk
Parking in back of building
People can see one another
Opportunity to build more than one building

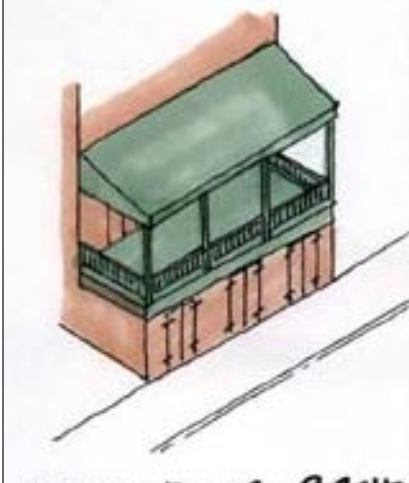
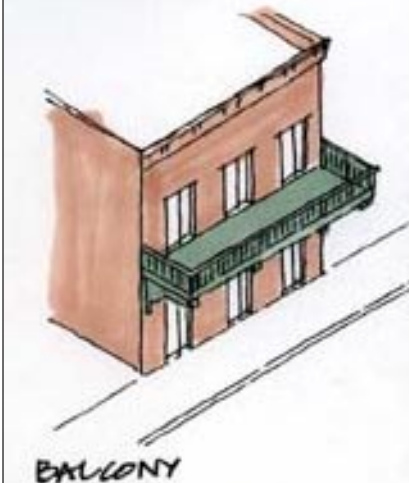
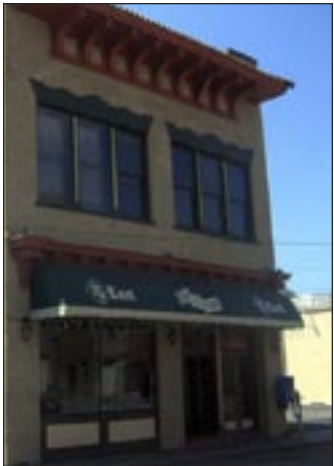
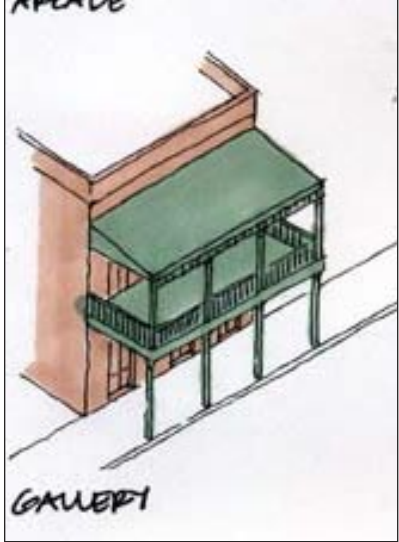
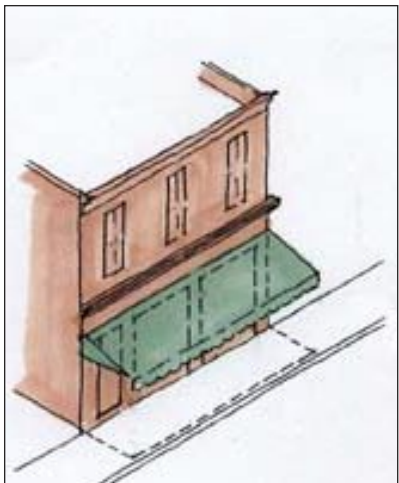
REDEVELOPING COLEMAN AVENUE

Building qualities

Many times during the planning workshop in June, residents said they would like new buildings in Waveland to have a “coastal architectural style.” The *Pattern Book for Gulf Coast Neighborhoods* released last fall after the first planning charrette outlines in detail some of the qualities that comprise a coastal architectural style This booklet can be obtained by going on-line to [mississippirenewal .com](http://mississippirenewal.com) or stopping into Waveland’s city hall (trailer) for a copy of this booklet.

Some of the qualities that would be found in new building along Coleman would be buildings taller than one story: typically about 2 1/2 stories tall, sometimes higher at intersections. Buildings with encroachments over the sidewalk, such as galleries, arcades, balconies, and porches on the second floor. Facades will be parallel to street (no zig-zagging fronts). Windows and door openings will included French doors with operable shutters, louvers, and other traditional coastal elements.

The new SmartCode will enable property owners to develop more square footage on their property because it permits more efficient building placement on lots. Buildings will also include a range of public and semi-public space, such as front courts shaded by trees, passageways, and rear court-yards.



DRAFT REVIEW

COLEMAN AVENUE BUILDING DESIGN

Residential along Coleman and side streets

The mixed-use buildings on Coleman and side streets will offer a greater variety of types of spaces than was available previously. Upper floors will contain offices and apartments, depending on the location and market demand. If properly designed, these spaces can adapt easily from one use to the other with minor adjustment. Side streets will contain smaller commercial buildings, and liner buildings (narrow buildings screening parking areas) that can offer small commercial space, as well as opportunities for live/work (owner-occupied flexible commercial space).

At the rear of Coleman Avenue lots, there will be space for small owner-occupied houses that can be Katrina cottages until new development can take place. These cottages can then become guest rooms, studios or small offices.

St. Joseph and Terrace: creating limited commercial opportunities

Previous zoning permitted commercial use on St. Joseph to Bourgeois, but few properties were redeveloped commercially. Multifamily zones were located at the top of Coleman at Terrace, and at the base of Coleman. During the study, many residents expressed the complaint that Coleman's commercial offerings were quite limited, and they wanted more things to do, like in Bay St. Louis. They thought some commercial uses could be expanded to include adjacent streets, but in a way that would work compatibly with the existing residential use.

A proposal for creating a T4 zone (with limited commercial) along St. Joseph and Terrace seems to have wide support among city residents, Coleman Avenue property owners, and neighborhood residents.

In speaking to one long-time St. Joseph Street resident, she said she could see commercial uses on her street "as long as there wasn't a gas station or snow-ball stand, and it has to fit in."

That describes this in-between zone in a nutshell: if the building type and site plan are appropriate, a whole range of uses can expand the commercial offerings (and tax base) downtown. Some uses could be:

- Studios
- Offices
- Hair salons
- Professional offices: dentists, doctors, therapists
- Day care
- Small cafes (no bands in evenings)
- 2-3 residential units
- In-law residential unit (cottage, or garage apartment)
- Garden shop
- Bed & Breakfasts (6 rooms max; parking on-street or off-site)



The side streets are good locations for mixed use building types like these row-houses.



These attached houses are a clever and economical way to rebuild, anticipating future expansion vertically.



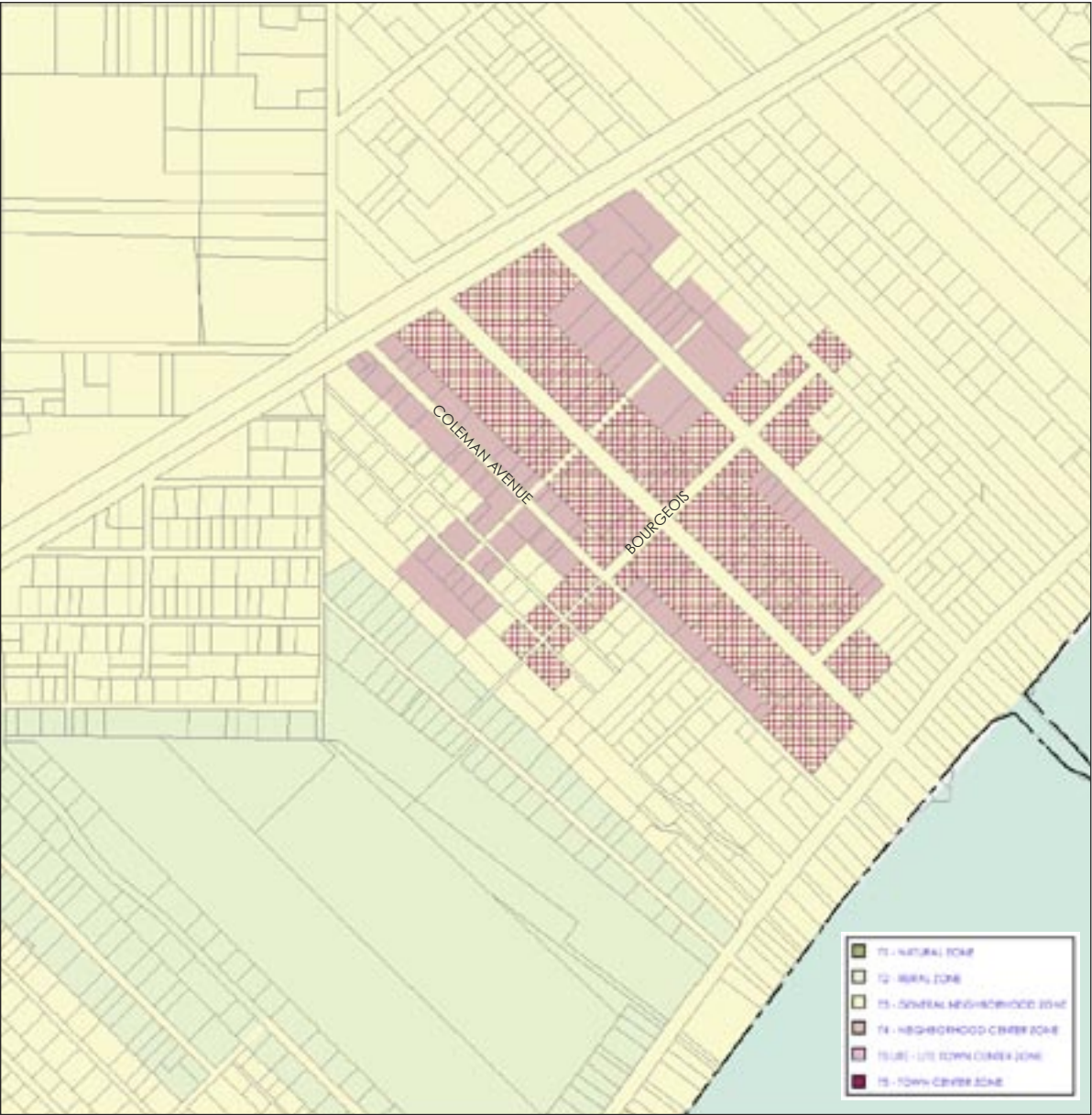
Building in the V zone will require first floors to be raised above grade



A wider variety of building types will be found in the new T4 zone, which can accommodate a wider variety of uses and make downtown more interesting.

The new T4 zone along Terrace and St. Joseph will permit the streets to have greater flexibility of uses. This "in-between" zone will serve to transition from Coleman's commercial uses to the residential neighborhood.

COLEMAN RESIDENTIAL NEIGHBORHOOD



Regulating Plan

Buildings described in the *Pattern Book for Gulf Coast Neighborhoods* will be permitted by right. Some of these buildings are illustrated below. Owner-occupied houses can have studios or offices, but sign guidelines must be followed.

By maintaining a continuous setback at about 10'-15' from the front property line, new development will help define the space of the street. With the addition of trees, over time, the street will begin to feel like an outdoor room. These streets will start to take on the character of older, traditional gulf coast residential neighborhoods.

New connections and lot access between St. Joseph, Coleman and Terrace can make these blocks more walkable. A new alley behind lots on the north side of street can make the short (85') deep lots more easily developed. The alley will help access lots as well as provide parking for the owner, leaving the St. Joseph side of the lot unbroken by driveways. This permits more of the lot to be developed or landscaped.



Aligning facades of new development can create a street wall, like the traditional residential streets in older Gulf Coast neighborhoods.



COLEMAN AVENUE RESIDENTIAL NEIGHBORHOOD

AMERICAN LEGION PROPERTY

During the planning study in June, members of the American Legion shared their plans for rebuilding the Legion hall. They plan to rebuild a metal building 80 x 124'. Funding is limited and they feel they have few options to rebuild.

After City Hall, this building is the most important for public gatherings on Coleman. Because of its proximity to the V zone (one corner is right on the line), the hall is located far back from the street, in the middle of the block. Just about half the property lies in the V zone, where no commercial use is permitted (only residential). The site is about 2.38 acres. Here are a few ideas that may offer a wider range of options for the long-range use of the property.

Previously, the American Legion hall had an apartment building about 5' away from it. This property fronts Coleman. Plans for rebuilding on this property were unknown in June. One option for the American Legion could be to offer a land swap with this property owner, were he interested in rebuilding an apartment building. The apartment property parcel (17,380 sf) could be swapped for American Legion property along Terrace (about 21,500 sf, to compensate for the commercial value of the Coleman Ave location). Another sliver of land to the west can also be swapped, giving the American Legion a new driveway (about 12' wide).

The new hall can be located closer to Coleman, while still using half of the existing slab. An efficient parking layout can create 120 spaces. Access drives in the best location to maximize parking layout are indicated. The rest of the slab can be roofed to use for outdoor cooking and other activities.

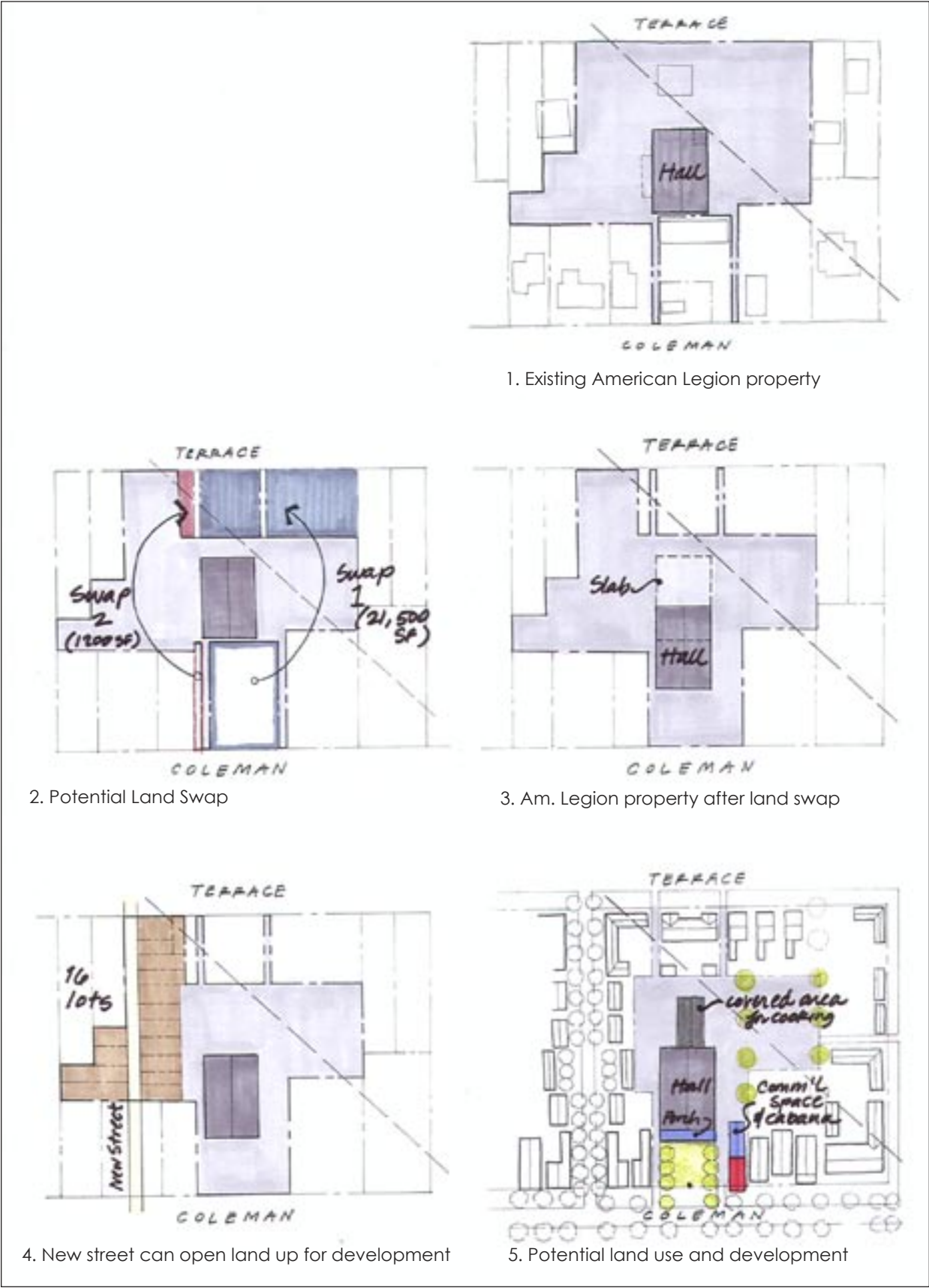
To open up the rest of the property for development, a new street can be constructed along the west property line. The American Legion can sell lots along this new street (16 units) and create a cash flow for construction needs. A new 50 x 70' square fronting Coleman can be created, framed by trees, and the flagpole installed close to Coleman for maximum visibility. A future porch could be built in front of the metal building to make for a grander entrance, as well as balcony seating to watch events.



Along Coleman, a commercial parcel about 24' x 95' long can be another opportunity for income. The Legion could sell this property, or have a shared use building. A shop can be leased in the front and a cabana created with public restrooms and showers behind. Were the city to pay for the cabana's construction, the Legion could oversee management. It is even possible to consider the Legion's restroom in this building, so a larger interior can be built within the assembly hall.

While these ideas would take effort to be realized, the income the Legion could derive from the land swap and redevelopment could be substantial. Charging for beach parking (56 spaces) at a very modest rate for part of the year would yield about \$1800/week. If leased out for 3 weddings a month, the hall could earn about \$6000/month. And the sale or lease of the storefront can bring in another \$1200-2000/month. Sale of the 16 residential or office lots (at \$40,000 each) would bring in \$640,000, a portion of which could pay for tree planting and construction of the new street.

The greatest benefit that would be realized by placing the American Legion hall in a place of honor, with a gracious entry and place for ceremonies, is the contribution to the present and future civic life of Waveland.



AMERICAN LEGION HALL



Coleman Market Proposal



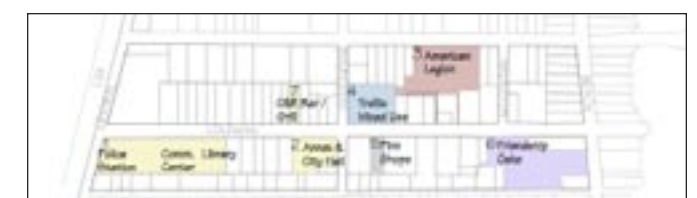
Coleman Market Site Plan

DRAFT REVIEW



This project demonstrates a realization of the Smart Code for one property along Coleman Avenue. The project is mixed-use and considers a wide range of aspects devoted to arts and crafts. The building encroaches upon the sidewalk and offers a covered gallery for shoppers to escape the sun while they browse through the store windows. Various size spaces are offered to appeal to different kinds of retail tenants. On the second floor, modest apartments are offered that would be charming behind a second story porch overlooking the street, but affordable for artists, who might live and work near their shops. Through an archway, shoppers can wander to a courtyard surrounded by small kiosk sheds. The small size of these sheds would make them affordable to rent for start-up merchants, such as arts and crafts retailers starting a retail business.

COLEMAN MARKET



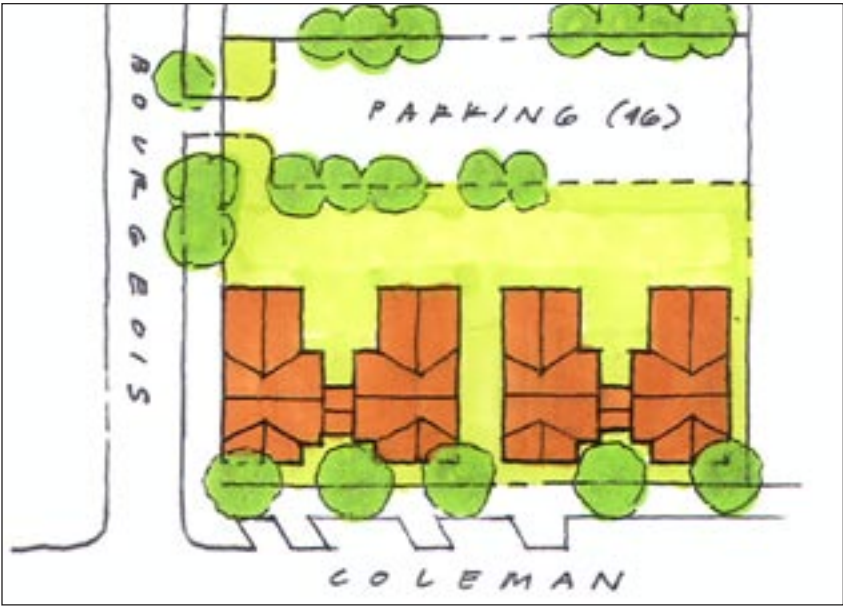
Location on Coleman Ave.



Option A: Wrought-iron galleries grace the facades in this option. A third story is possible for many buildings, offering greater development options.



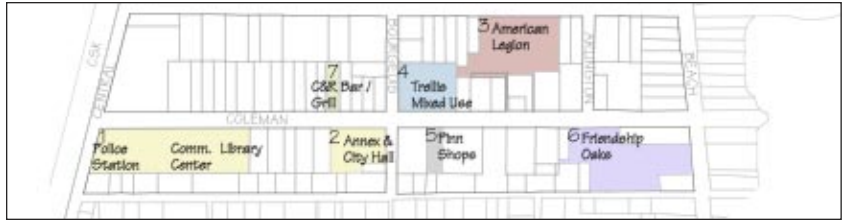
Option B: Wood columns, posts and bay windows are alternatives in this scheme.



Possible Site Plan



Trellis Mixed Use: Existing Proposal



Locator Map

The planning team was asked to review various Coleman Avenue projects currently in planning stages and make recommendations regarding design and the long-term goals for the commercial section of Coleman Avenue. Since the project developers did not initiate the studies, the team chose to leave the building plans alone and focus only on building placement or façade adjustments. For this mixed-use project proposed by Max Trellis, the buildings have been located next to the sidewalk, maintaining the five existing trees along the property line. The parking lot is located at the back 60' of the site, with spaces for 46 vehicles. The newly redesigned Coleman Avenue provides 10 on-street diagonal parking spaces between street trees.

Illustrated here are two options for the building elevations. These changes more fully reflect the Gulf Coast vernacular style. Colonnaded fronts, second story porches and bay windows will make the facades interesting and offer places for people to linger while window-shopping or just bumping into friends.

MIXED-USE DEVELOPMENT

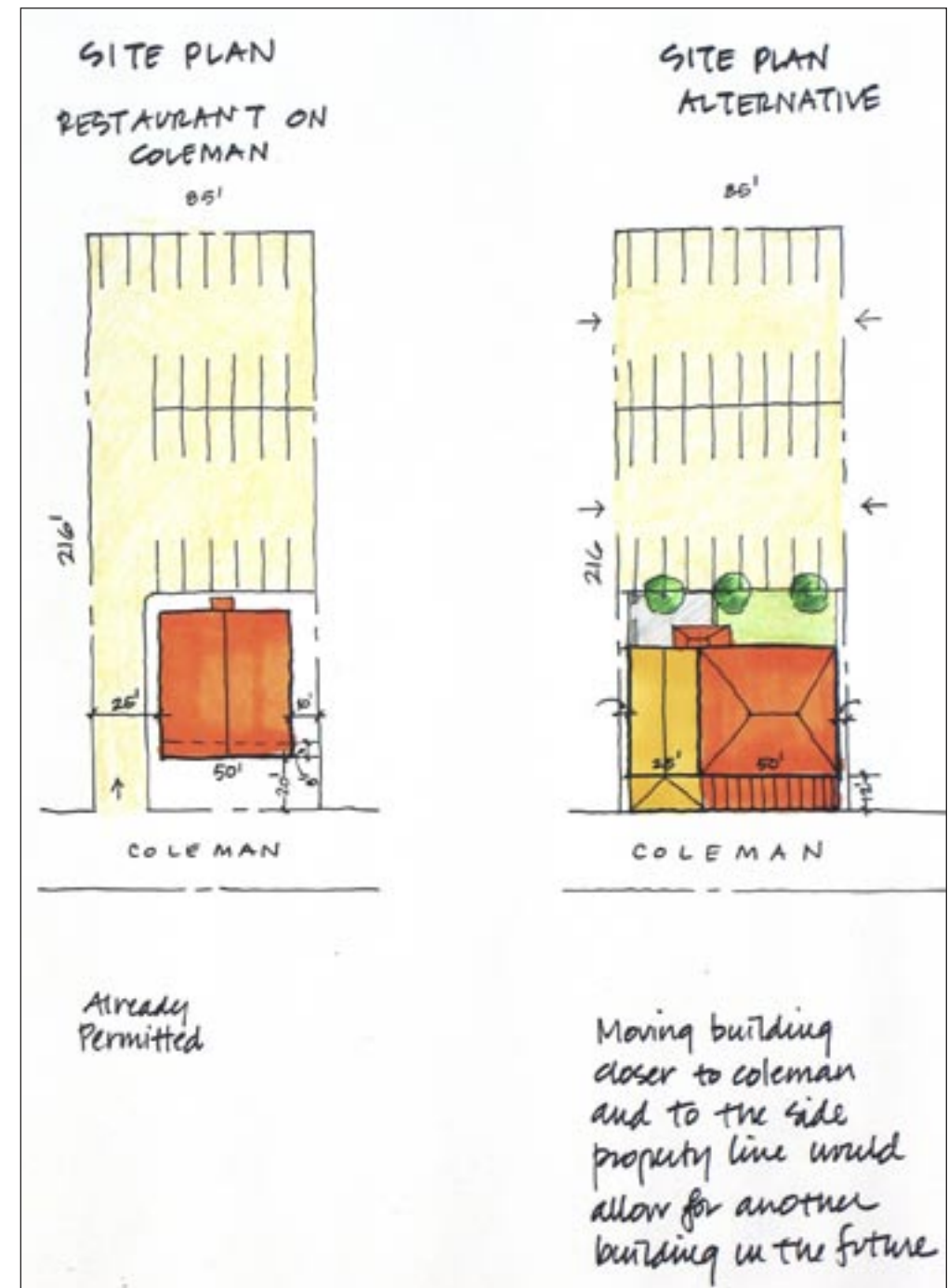


C&R Bar and Grill: Alternate Proposal

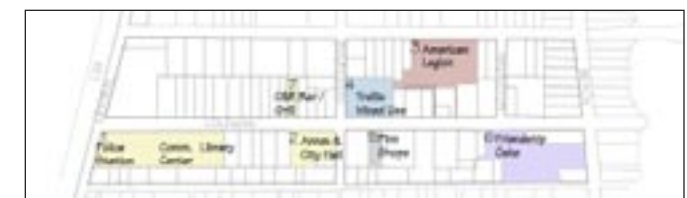


C&R Bar & Grill: Existing Proposal

C&R Bar & Grill has already received a building permit for this project (site plan & elevation). However, with a few well placed cosmetic details and door placements the façade can feel more open for retail exposure to customers and more in the Waveland vernacular style while keeping the same metal building behind.



C&R Bar & Grill: Building Placement Diagram



Locator Map

C&R BAR & GRILL



Proposal #1 Perspective

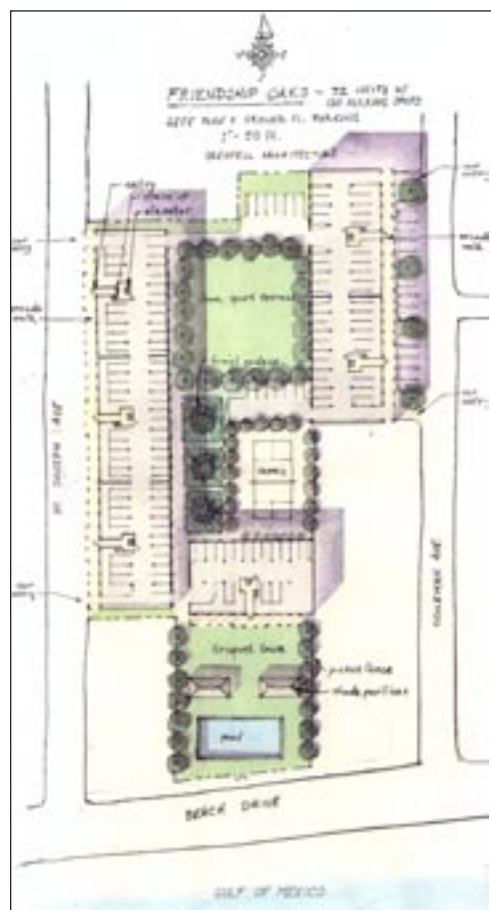
FRIENDSHIP OAKS



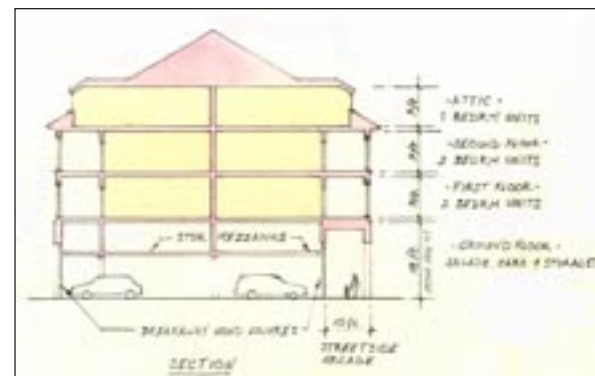
Proposal #2 Elevation



Proposal #3 Elevation



Proposal #2 Site Plan



Proposal #2 Building Section



Before Katrina

The team was asked to look at this project by the Friendship Oaks Condominium Association, owners of the project. The former condominium project, pictured here by the buildings with jagged rooflines, was completely washed away in the hurricane. The challenge given the team was to design a ± 60 unit condominium project that would fit into the Waveland context and reflect Smart Growth principals. Three schemes were developed, pictured here. The three schemes are similar in their mixture of uses, in their arrangement on the site to create community, and in how they respond to flood regulations. They differ slightly in site arrangement, but mostly in imagery.

All three schemes place buildings at the frontage line on Coleman Avenue to continue the street wall. All three offer transient retail uses, such as farmers markets, which is all that is allowed in the V-Zone, but all three try to make the transient retail "feel" as permanent as possible by giving it place within an architecture of arcades. All three create courtyards inside the project to catalyze community activity. All three use scale to make the projects seem smaller than they are and fit into the low-key Waveland context.

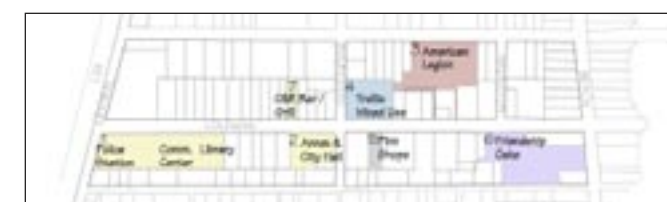
The three proposals differ in imagery. The perspective (p.30) illustrates a project with a beachfront domestic feel, including porches and dormer windows. The second project is similar to the first, but reflective of a more highly refined classical approach. And the third project shows a commercial approach, albeit in a low-key vernacular. The commercial approach differs from the others in proposing a new lane cutting through the project to St. Joseph Street. This gives the project more energy and access, and more corners for retail, with galleries over the sidewalk turning the corner at the lane.



Proposal #3 1st Floor Plan showing Arcade wrapping corner



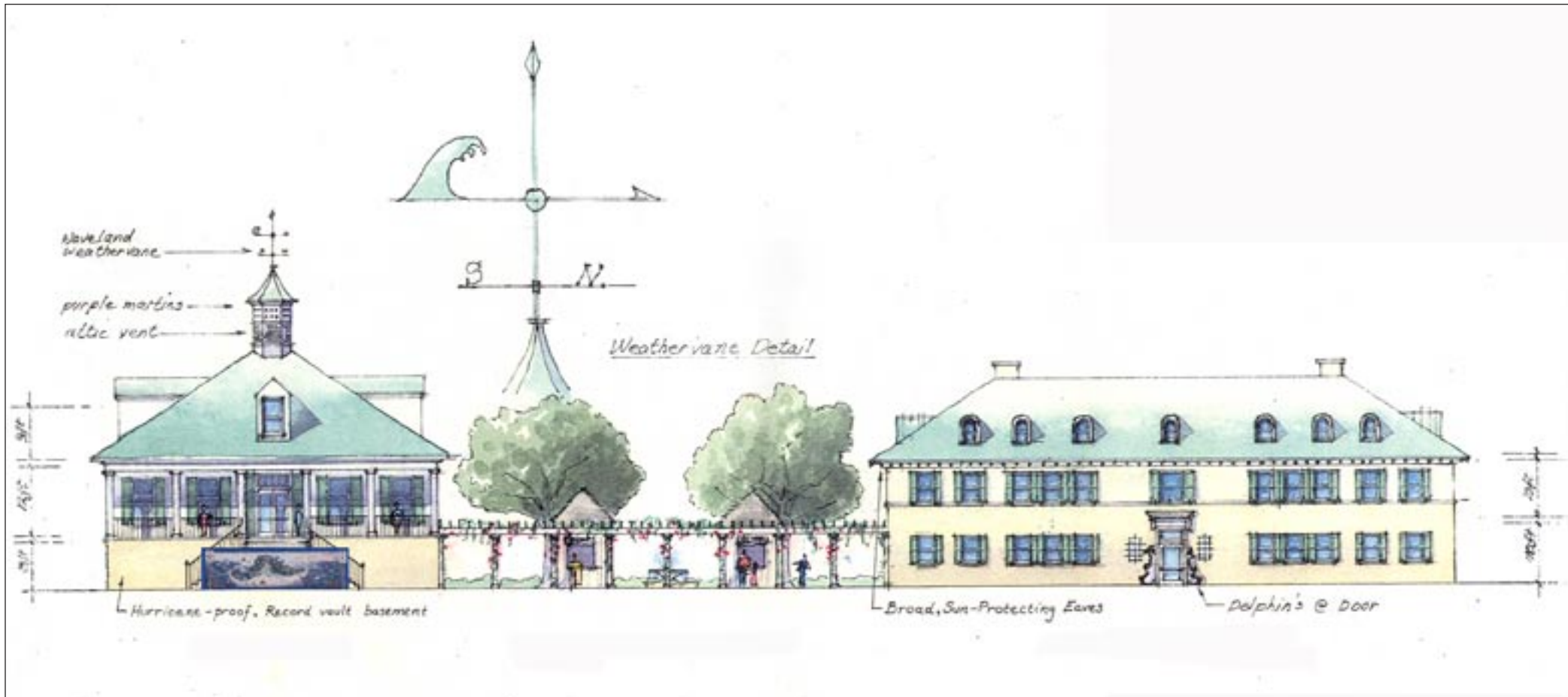
Proposal #3 Site Plan



Location on Coleman Ave.

DRAFT REVIEW

FRIENDSHIP OAKS



Proposed Elevation

City Hall Elevation and Site Plan Option A

During the planning workshop people expressed a desire for continuity on Coleman Avenue. Chief among these was the City Hall located at the heart of the avenue. The proposed new City Hall is not an exact replica of the former, but a more evolved design, one that is hurricane-resistant and that better accommodates needs. Storage has been moved from the attic to a steel-reinforced, concrete, windowless basement, to serve as a hurricane-proof vault for city records. The main floor will house ceremonial spaces as before, including the all-important veranda, while the dormered attic will contain office space. Added to the earlier prototype is proposed a cupola to vent the attic and house purple martins. A wave motif on the cupola's weathervane evokes the town's name, but also serves as a reminder of Hurricane Katrina.

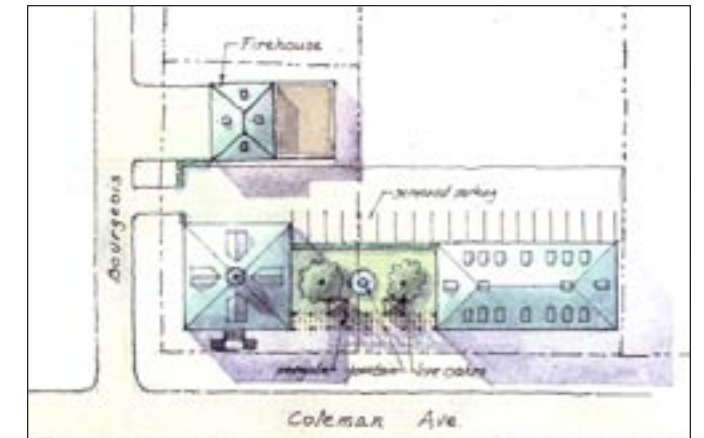
The City Hall Annex is proposed as a simple but sturdy building. The ground floor should be flood-hardened so that with its contents stored in the hurricane attic, it should be relatively hurricane resistant. Decorative terra-cotta dolphins by local craftsmen would flank the door and add some civic pomp to the entrance.

The two buildings would be connected by a colonnaded arbor, to continue the street-defining building edge, and provide a shady shelter from which to enjoy the repose of the fountain and live oaks of the Katrina Memorial Garden. Rentable kiosks could be set into this arbor to enliven the block and generate income for the town.

The character of the fire station has not been illustrated, but it is hoped that the simple, solid dignity of the City Hall and Annex can be sustained here as well.



City Hall before Katrina



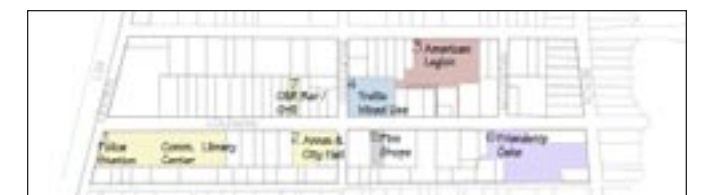
Proposed Site Plan Option A



Proposed Site Plan Option B: increasing commercial frontage and locating the Annex along Bourgeois

City Hall Site Plan Option B

When creating a successful shopping street, the goal is to keep the retail frontage unbroken. The City Hall and Annex property occupies an important stretch of Coleman Avenue: 240 feet of frontage near the corner of Bourgeois. In order to maintain a continuous retail store frontage from the Library to the new live oak tree, minimizing the frontage of civic buildings is required. This option locates the Annex along Bourgeois, behind City Hall. Further, it is envisioned that the sale of 140 feet of city property on Coleman Avenue would fund the land purchase of the lot at the corner of St. Joseph and Bourgeois, where the fire station could be rebuilt.

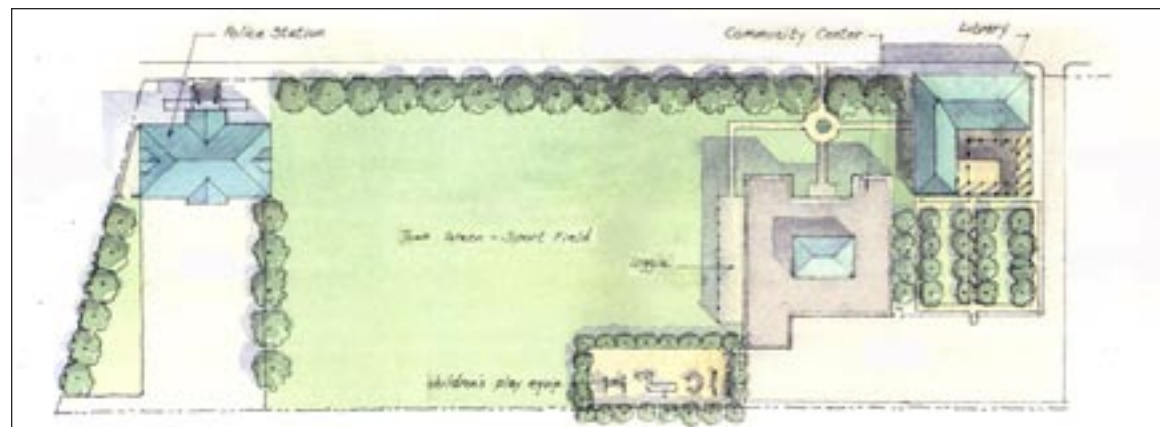


Location on Coleman Ave.

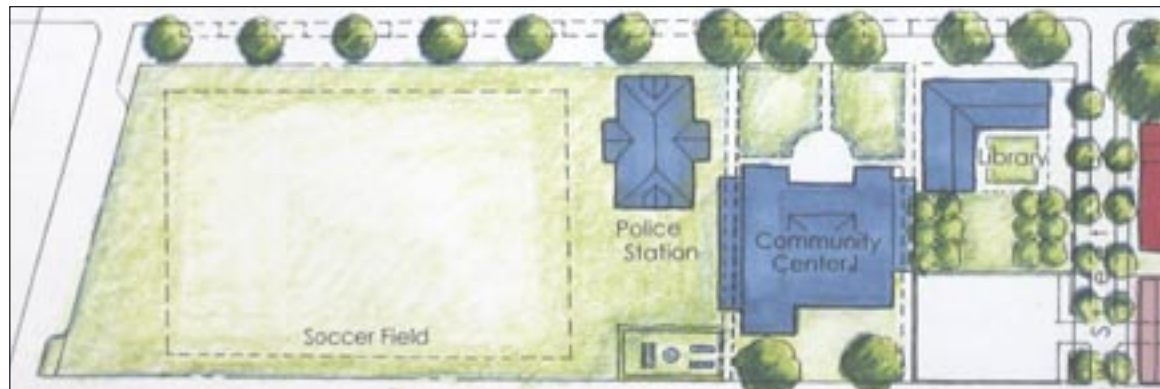
CIVIC BUILDINGS



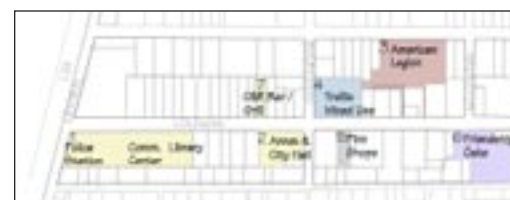
Proposed Library & Community Center Elevations



Proposed Site Plan for Library, Community Center & Police Station



Proposed Alternate Site Plan for Library, Community Center & Police Station



Location on Coleman Ave.

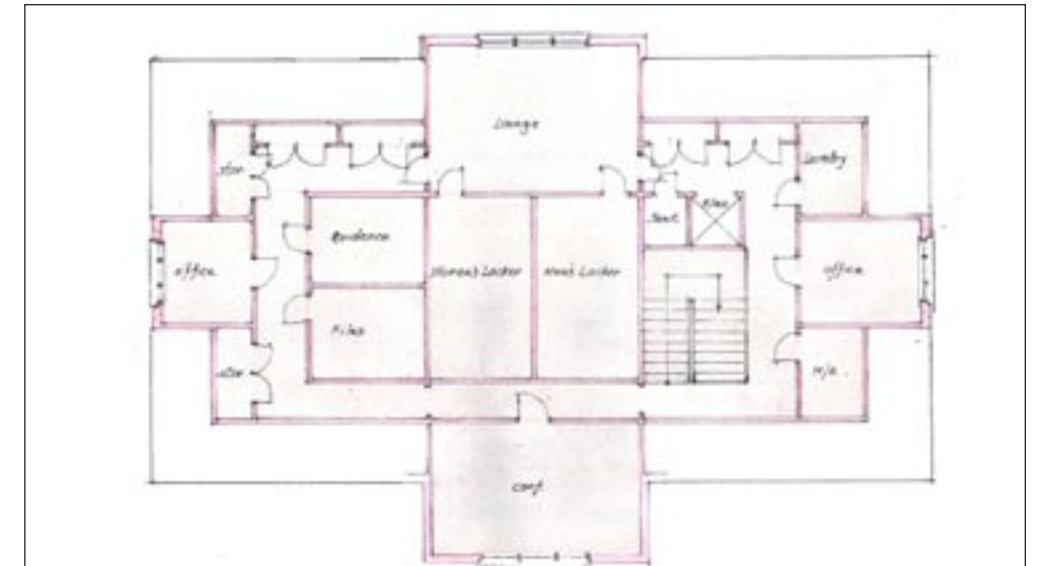
The new Police Station would serve to anchor the north end of Coleman Avenue. In addition, the existing sport field would then be agreeably defined by the embrace of the Police Station and the restored Civic Center. A loggia (i.e. a veranda) cooled by ceiling fans attached to the Civic Center would furnish a sheltered outdoor room for those watching sports or the tot lot relocated from the library parking lot.

The new Library is proposed to be re-located at the street edge, to contain and define the street, with the parking lot hidden in the rear. A shaded grove and colonnaded courtyard provide cool, restful places for outdoor reading and library-related activities in nice weather. The civic ensemble can then work together to create a synergy of civic activities, and handsome spaces to receive them. Admittedly many trees are indicated, but the benefits of their welcoming shade and hurricane resistance cannot be overvalued.

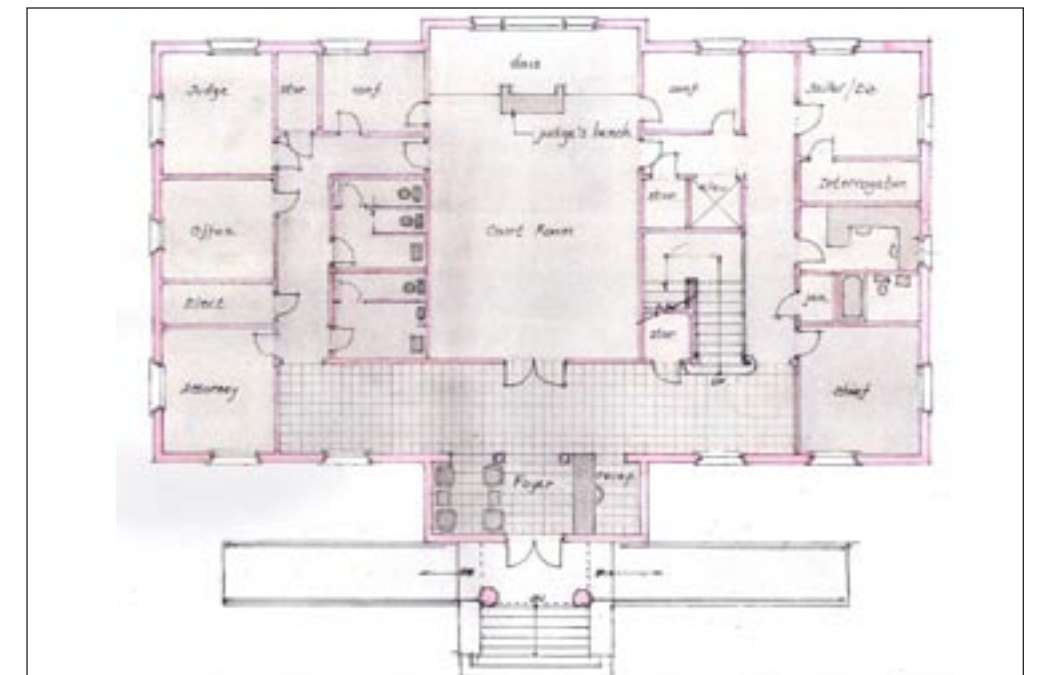
The Police Station itself is a compact 1 1/2 stories, rather than a sprawling single story. The more vertical proportion imparts a greater dignity to the building and serves to define the street edge.



Proposed Elevation of Police Station



Proposed 2nd Floor Plan of Police Station



Proposed 1st Floor Plan of Police Station

CIVIC BUILDINGS



Precedent Study



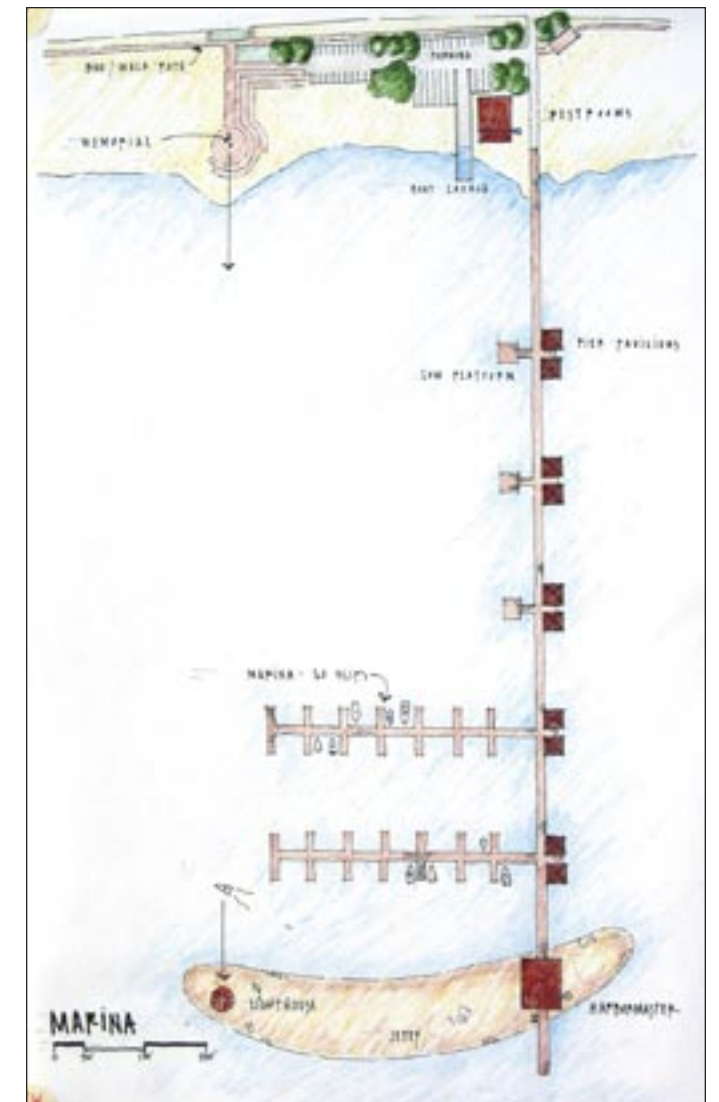
Proposed Lighthouse

Considerable controversy accompanies the idea of a marina in Waveland. The team was asked to explore solutions that might create a better community and resolve the impasse. In seeking neutral ground, the team looked to build off the former Garfield Ladner Pier.

First, we propose rebuilding a new pier differently than the old pier. Rather than rebuild a heavy and expensive pier that might suffer a similar fate to the Garfield Ladner Pier in the next storm, build a light and inexpensive pier similar to the example shown here. One possibility is the example shown here from a similar location in a hurricane-prone area. Only the massive stone piers would be permanent, designed to withstand the most potent hurricanes. The wooden walkway spanning between the piers would be light but attractive construction, with low visual impact so as not to disrupt the low-key beach character prized by residents. The wooden walkway would not be sized to withstand hurricane damage. It would be considered disposable in a hurricane, but would be much less costly to rebuild than the repairs to a heavier pier.

For the proposed marina, the boat slips would be located about 1/4 mile out, again to minimize disruption to the beach scene. In addition, the design proposes boat slips only on the west side of the pier so they are in front of City owned property/parking between Coleman and Terrace. The stone jetty at the end offers protection for the marina and a fishing spot for local residents.

The design graces the end of the jetty with a lighthouse. The lighthouse aligns with Coleman Avenue and offers a visual terminus for people coming down Coleman.



Proposed Marina Plan



Garfield Ladner Pier before Katrina

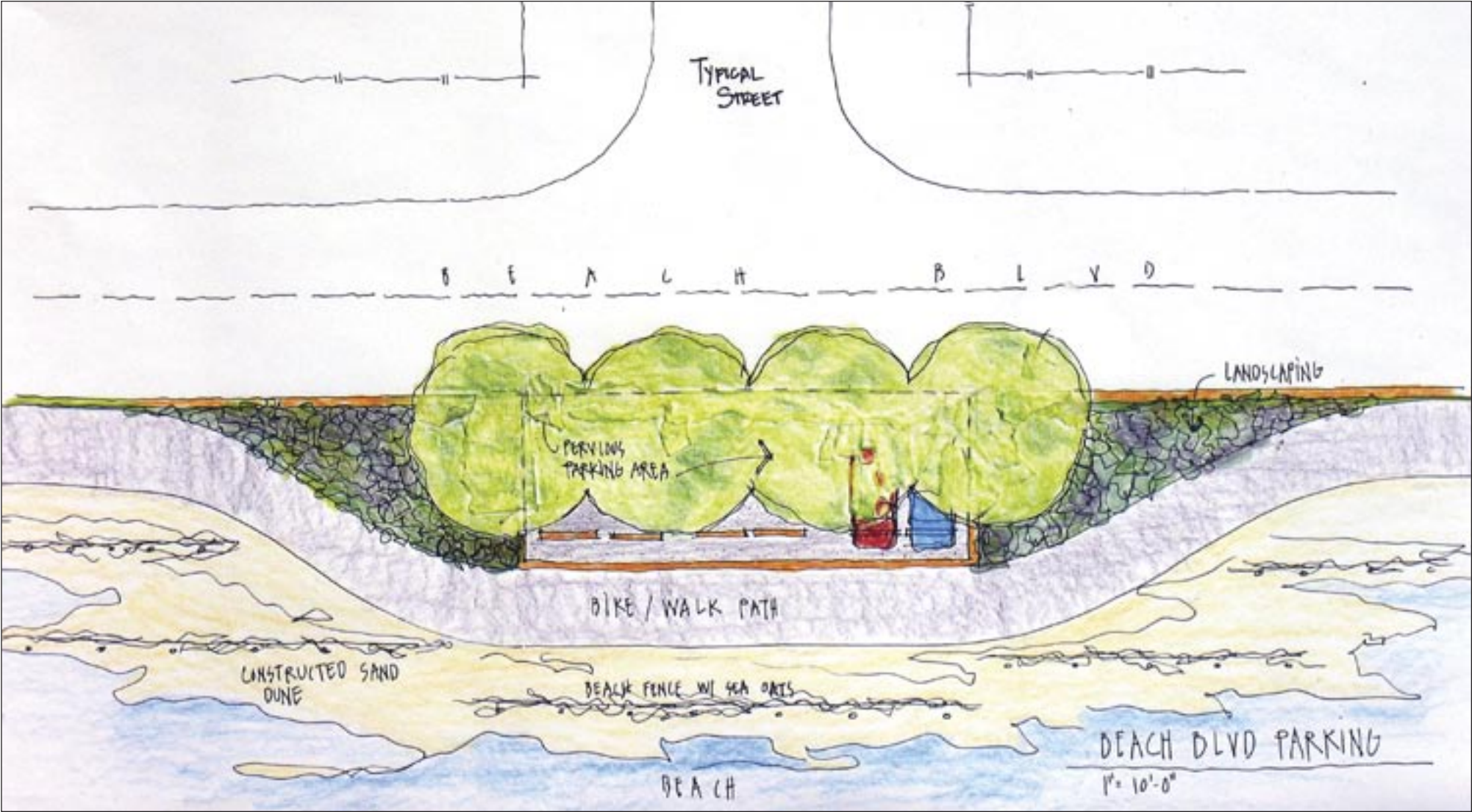


Garfield Ladner Pier after Katrina



Locator Map

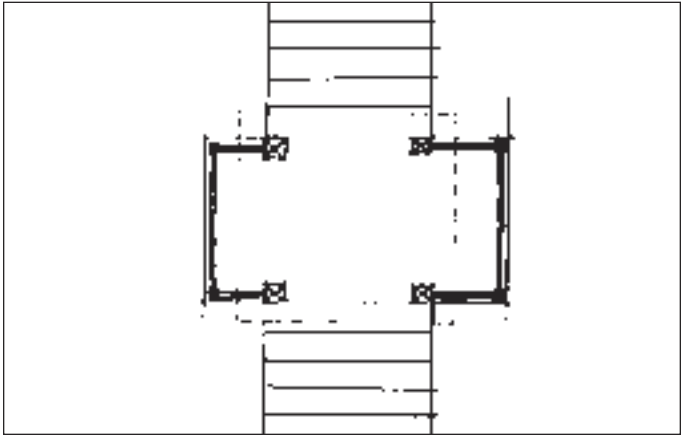
MARINA, LIGHTHOUSE & PIER



Proposed Beach Parking Plan



Pavillion Study



Pavillion Plan



Existing Beach View



Pavillion Studies

Parking along Beach Boulevard is a problem. Naturally, many people enjoy the beach, but it is difficult to park without trespassing on private property or obscuring a homeowner's view of the Gulf. The solution offered here involves parking only on city property. The diagram above illustrates how parking for six or seven cars can be achieved by straight-in parking at the ends of city streets. The right of way for each street extends across Beach Boulevard and the beach. Trees planted between every other car aligned with the rear wheel of the cars will conceal the cars and offer pleasant landscaping at the ends of the streets. The team also explored sketches for beach pavilions that could terminate each street on the beach and offer secure storage, bathing facilities, etc. for residents of the street. Each pavilion could be designed separately to reflect the unique character of each street.



Locator Map

BEACH BOULEVARD



Proposed Plan of Trailhead to Jackson Bayou



Proposed Wetland Restoration & Recreation Trails



Waveland Green Space

Greenways, Trail System, and Neighborhood Walking Paths

The planning team was asked to illustrate proposals for engaging the Hancock County Greenway Project. The Greenway Project suggests a framework for protecting the landscape comprised of natural and cultural resources. This will include plans to conserve, preserve, enhance, and provide access to special places within Hancock County. The Greenway Project mission is to create dynamic interactions between nature and culture, and promoting the active participation of the people of Hancock County in restoring the balance between the two. The Greenway Project will promote landscape literacy in order to help citizens "read" the local landscape.

Due to the hurricane, funds are available for beachfront restoration and all contiguous greenway areas. Therefore we explored greenways connected to the beachfront. The two largest wetland areas in Waveland are between Vacation Lane and Favre Street in the west and between Hoffman Street and Whispering Pines Drive in the east. In both locations the charrette team proposed beachfront and wetlands restoration along with trails for recreation and education. The western greenway system extends north considerably into the city for the enjoyment of numerous neighborhoods. At the eastern greenway area an environmental education center is proposed. At the eastern boundary with Bay St. Louis, the team began to develop the interior "barefoot" pathway system that was introduced during the fall charrette.



Proposed Plan Detail of Trail Network at Bienville Street

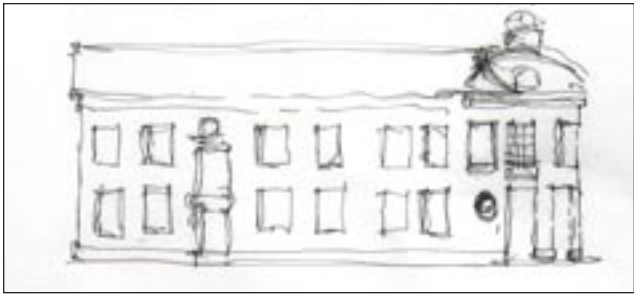


Proposed Wetland Restoration & Education Center

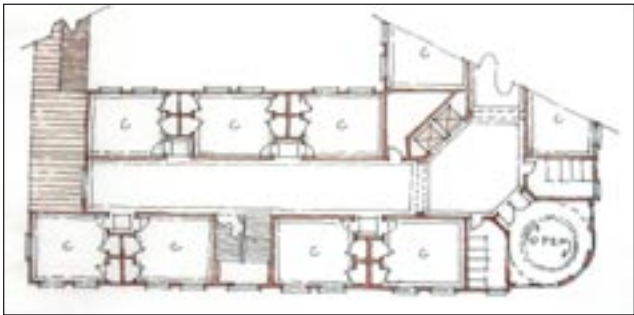


"Barefoot Trail" Network proposed October 2005

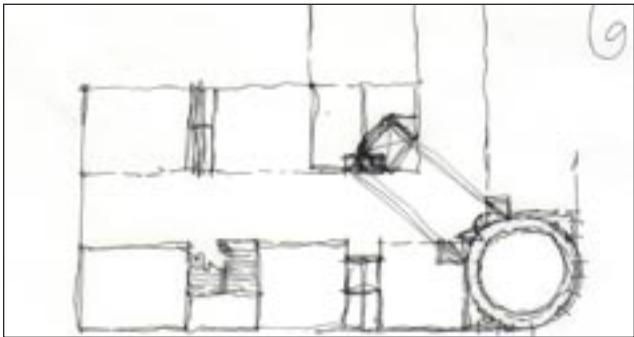
TRAIL NETWORK & WETLAND RESTORATION



Proposed Elevation



Proposed 2nd Floor Plan



Proposed 1st Floor Plan



Proposed Site Plan



Existing Site Plan

Bay/Waveland Elementary School

The elementary school received considerable damage in the hurricane. During the workshop, the planning team was asked to look at how the school might be redesigned. Concurrently, the city was also evaluating the benefits of repairing the existing school rather than rebuilding it. This proposal illustrates how the school can be rebuilt, if the city decides to go that route.

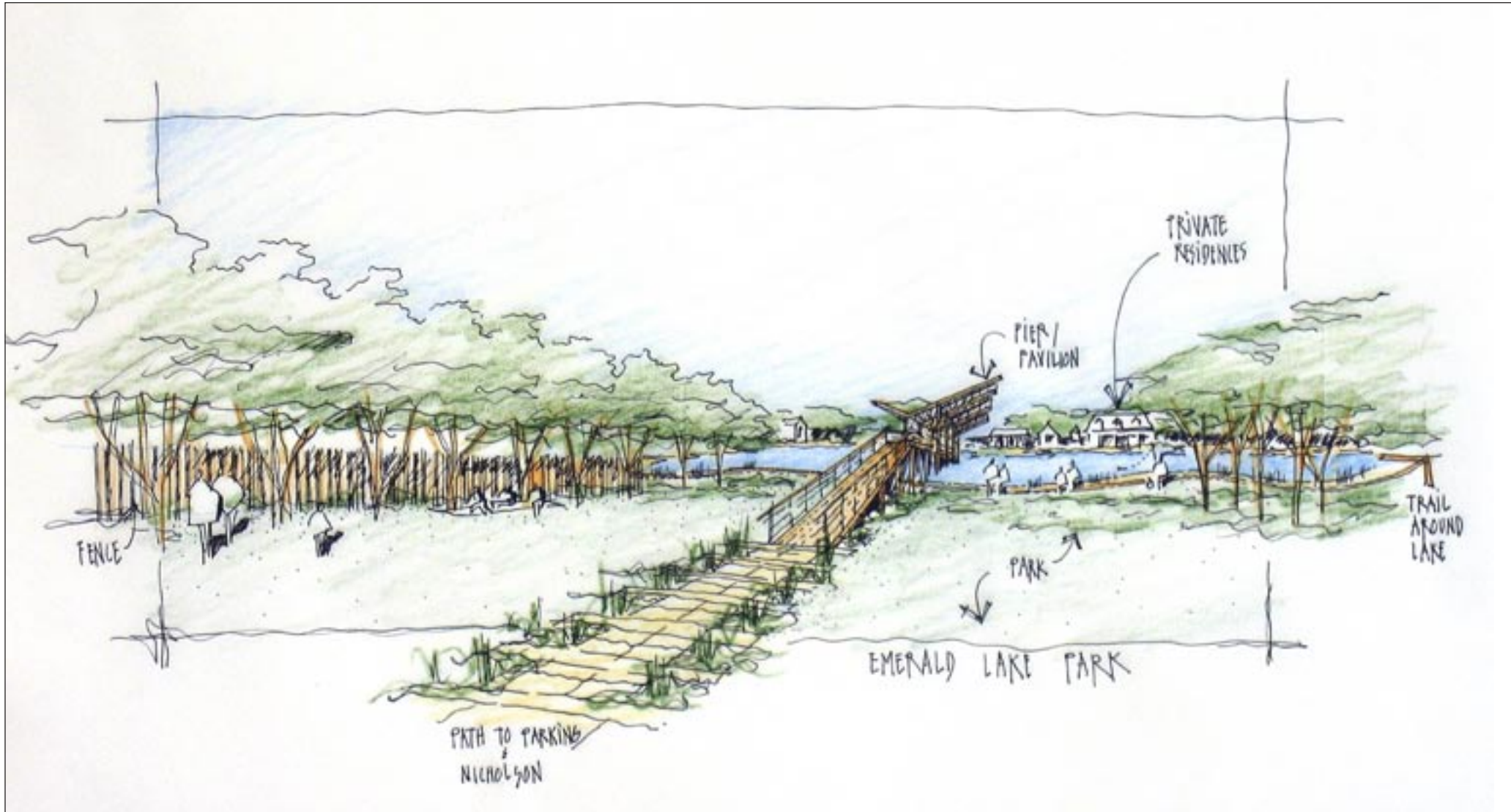
The school occupies a parcel that sits at a 45 degree angle to St. Joseph. The existing one-story building is far back from the entry and is very hard to see. Its single story does little to give it any presence on the street. This is markedly in contrast to traditional design of schools where buildings were usually more than one story to keep the building economical and spacially efficient. Trends in institutional design over the past few decades have sprawled schools out into almost exclusively one-story buildings, which has made person-to-person communication more challenging, has increased travel time from one place to another, and has also increased roof maintenance costs.

In this proposal, the school is located closer to the street, creating a little park at the entrance. The building would be two stories, giving it more stature at the street and reducing the overall building footprint. The new location and size would increase playing fields and other areas for recreation on the parcel. Parking for faculty and staff and bus pick-up and drop-off can be relocated to the side of the building.



Locator Map

ELEMENTARY SCHOOL



Proposed View from Nicholson Avenue



Existing view of Emerald Lake from Nicholson Avenue

Just before Katrina, the developer of this site had recently completed building infrastructure improvements for 17 house sites, including sewage, streets, fire hydrants and street lighting. The housing sites are around a lake just off Nicholson Avenue. The project now sits awaiting recovery in the real estate market.

During the planning study, the Jeff Davis neighborhood group asked the planning team to consider creating a neighborhood center in a small corner of the Emerald Lake land. Because there are so few houses planned for this site, it would be possible to create a park here, and a small park could add value to the development as well as the neighborhood.

The team proposed two options. Option A simply adjusts the parcels for the 17 units slightly to allow insertion of a small neighborhood park on the corner of the lake. A rustic fence offers privacy to the residents and a dramatic dock offers a colorful landmark to the neighborhood. Option B explores offering a mixture of house types and sizes, price points and lot sizes. This option illustrates how a connection to the west to McLauren can be made to develop adjacent land around the lake and make an even more vibrant community.



Option A: 17 units with small park and dock



Option B: 34 units on Emerald Park parcel, 20 units on adjacent land plus elderly housing and 2 B & B's



Location of Emerald Lake Development

EMERALD LAKE DEVELOPMENT



Proposed Plan of Nicholson Ave. showing a 100' right-of-way and 30' setbacks on either side.



Proposed view of Nicholson Avenue



Proposed Carriage House



Proposed Residence on Nicholson Avenue

Nicholson Avenue is one of the principle streets in Waveland. Shaded with live oaks, it is a favorite to walk down as it lures people down to the water.

Nicholson's special character can be reinforced with new residential construction. When the front facades of buildings align on a street, they create a street wall. The result is that, over time, the street can begin to feel like an outdoor room. By maintaining a constant setback of 30 feet from the front property line, new construction can begin to achieve this effect. The perspective illustration here demonstrates this concept.

The proposed Residence and Carriage House illustrated here demonstrate a graceful home on Nicholson. The design for the residence has a formal facade along Nicholson, aligning with other homes on the avenue. A driveway will run along the side property line, where two small carriage (guest) houses will be located. These houses will be smaller in scale and simpler in detailing. All the buildings on the compound are modeled upon regional gulf architectural building types.



Locator Map

DRAFT REVIEW

NICHOLSON AVENUE



Option 2: bungalow courts created every few hundred feet



Options 1 & 2 combined: bungalow courts with duplexes on wider lots



Option 1: duplexes on wider lots

Gulfside Assembly Development

Gulfside United Methodist Assembly asked the team to look at the land they own surrounding Sundance Development on the west side of Waveland. The property is a J-shaped parcel on three sides of Sundance, with a lot depth of 200 feet. Gulfside's previous plans for development had met with some resistance, and they were curious to see if a Smart Growth approach might produce better results. They are interested in creating new housing that would be affordable and in character with Waveland.

We explored two alternatives, one with single houses on narrow lots and one with double houses on wide lots. It was agreed that the double houses on the wider lots were more in character with the surrounding neighborhood.

To take advantage of the deep 200' lots, we punctuated the development intermittently with bungalow courts. These court have eight small houses surrounding a common courtyard. These houses would be very affordable and add considerable charm and character to the neighborhood. Illustrated here is a view down the street looking into one of the bungalow courts. Note how the duplexes are in keeping with the Gulf Coast style.

The neighborhood center is a pie-shaped parcel at the intersection of Sears and Randolph Avenue. A series of discussions during the workshop confirmed locations for smaller parks at the corners of Gulfside's property.



Proposed Bungalow Court off Sears: eight houses look onto a common courtyard



New Gulfside housing will be modeled upon classic gulf coast houses, and accommodate all sizes of families and households. To meet building requirements with a flood area, the first floor will be required to be raised about 5-8' above grade.



Location, Gulfside and Sundance

GULFSIDE ASSEMBLY



Proposed Plan



Proposed Plan Alternate



Existing Views

Rue De LaSalle Elderly Housing

Prior to Hurricane Katrina, the Rue De La Salle Elderly Housing complex was demolished with plans to replace it. The planning team was asked to explore ideas to re-develop the site. Here are two options that would create distinctive neighborhoods with an identity unlike any other development in Waveland.

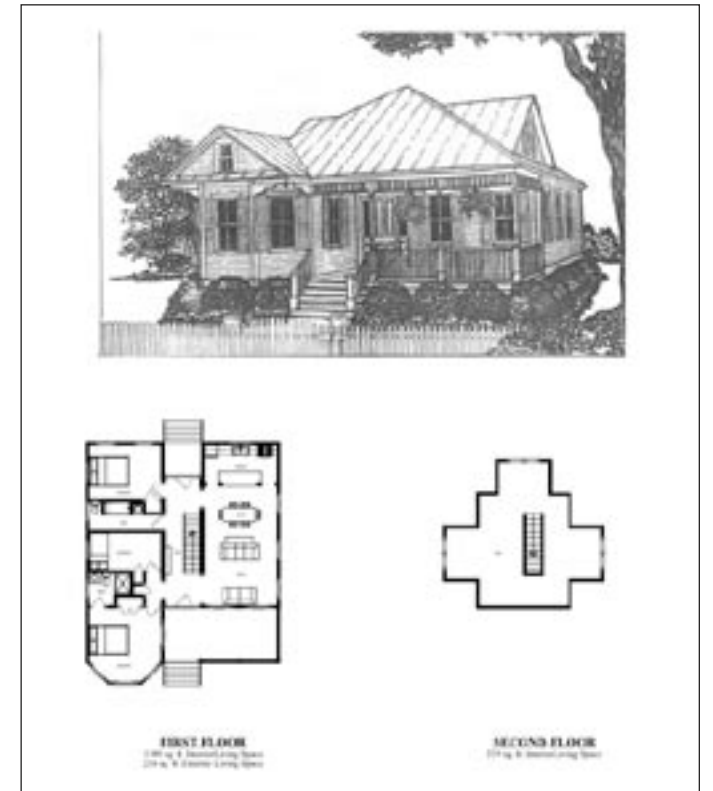
Research into the earlier use of the site revealed that a pecan grove once stood here. One option would be to replant the pecan groves and build cottages around the perimeter, allowing the pecan groves become the focus of the neighborhood.

Another option would be to create a tree-covered green and tie the green into the planned city-wide interconnected park system. Trails would weave into the neighborhood through new street connections.

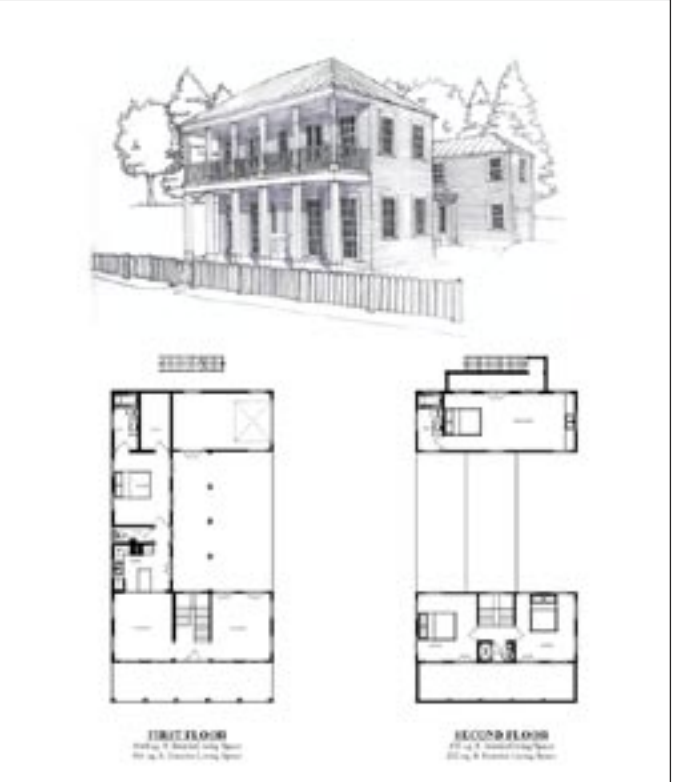
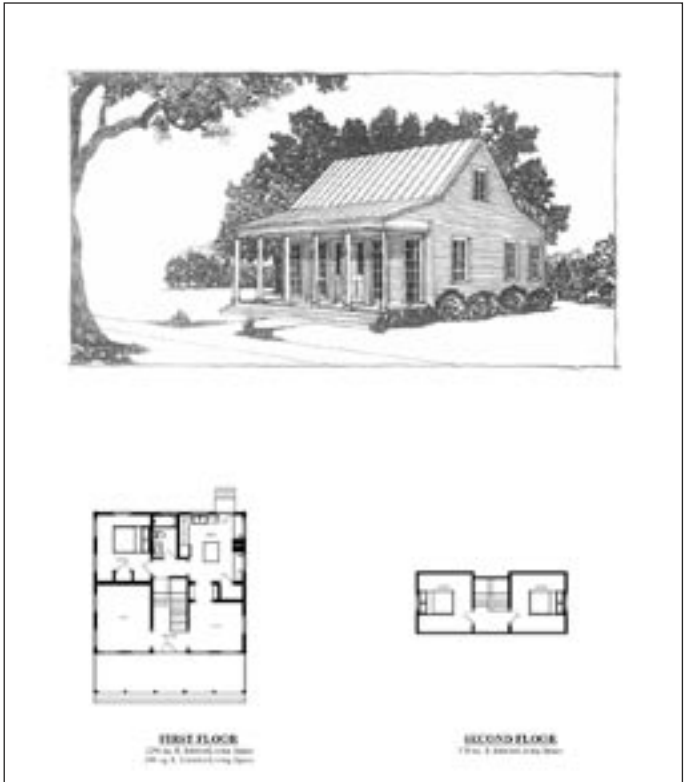
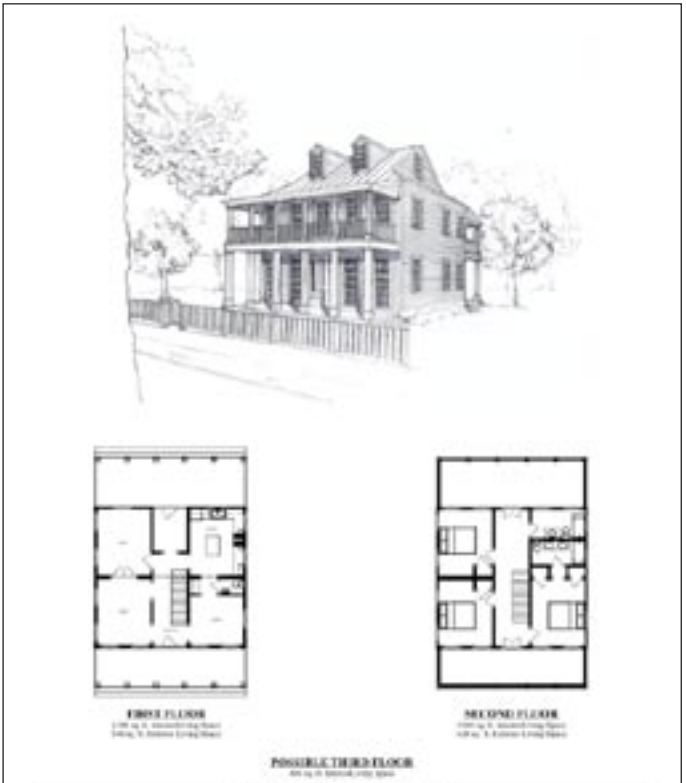


Locator Map

RUE DE LA SALLE HOUSING



GULF COAST HOME PLANS



DRAFT REVIEW

GULF COAST HOME PLANS