Rebuilding Bay St. Louis

A Place Apart

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The Design Team;

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Introduction

Governor Barbour, faced with the need to respond to the fury of Katrina, responded as many political leaders do - he appointed a commission. However, this Commission is one that is charged with creating an action plan. The following report is the plan for Bay St. Louis that was produced during seven days in October with the help and input of many people. Many more people could not participate, because they were scattered far from home, they had lost their home, and are still dealing with basic issues of shelter and rebuilding. This document can continue to be informed by every citizens' input whenever and however they can give it - it should be a living plan.

When everything has to be done at once, it is hard to decide where to start. We looked at the history of your town, the unique physical characteristics, the problems and opportunities, and began to develop a series of strategies to manage the process of rebuilding. First among these strategies is the concept of neighborhood. Bay St. Louis has strong neighborhoods: they can be used to make decisions about growth and development that are in keeping with the character of the town. Other neighborhoods can be strengthened with more vibrant centers. Infill of housing can occur without having to do high rise condos. This can all be make clear through the adoption of a SmartCode that gives people what they would like to see.

The other major organizing strategy is an open space network. By defining a long term plan, energizing the Land Trust, encouraging pedestrian pathways to larger greenways, citizens can more easily connect to the beauty around them, as well as their neighbors.

There are certain to be errors of fact, and maybe of judgement, in this document; for that we take responsibility and ask your indulgence. For this is now in your hands to do with it what you wish. We will be returning to help as needed - we hope we have been of some help and provided some vision that gives you hope for the future.

We are honored and humbled to have the chance to work with you.

Thank you   *The Design Team*
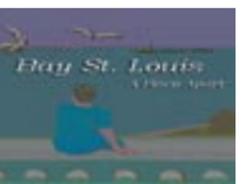
WHAT WE HEARD YOU SAY:

- Keep the small-town character, the architectural heritage, and the natural beauty. Build on the arts character. Provide for growth without destroying what makes Bay Saint Louis so liveable.

- Make the town more appealing and safer for bicycles, walking and recreation.

- Rebuild the great architectural heritage in a more hurricane-resistant form.

- Make the gateways and HWY 90 corridor more inviting and more compatible with the character of the town.

DESIGN PROCESS   (CHARRETTE)

1. LISTEN

2. DRAW

3. LISTEN SOME MORE

4. DRAW A LOT MORE

5. MAKE PRESENTATION

6. LISTEN AGAIN

5. MAKE REPORT

6. CONTINUE UNTIL IT IS RIGHT *and*

   IMPLEMENTED!!

Bay St. Louis

1 November 2005

Bill Dennis

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The Charrette (a term meaning intense design session) was a group of 100 New Urbanists from all over the world paired with local professionals and officials. The Bay St. Louis team consisted of nine people, along with the resources for transportation, environment, etc.

The first day was for briefing, with a helicopter view of the coast and meeting with local representatives.

The second day was for touring the town and talking with locals as well as meeting the Mayor.

The next five days involved design solution, gathering information, showing designs to local representatives and modifying solutions, and presenting a vision with specific steps.
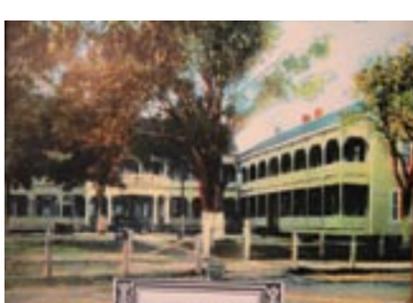
History

French explorers, led by Pierre le Moyne d'Iberville and his brother Jean Baptiste le Moyne Bienville, came to claim the Gulf Coast area for King Louis XIV in April, 1699. d'Ibverville, finding the calm, beautiful bay too shallow for his ships, decided to locate his settlement in what is currently Ocean Springs.

Bienville returned four months later on August 25, 1699, to set his foot on the land and name the bay in memory of Louis XI of France, crusader and saint. Bay St. Louis had become a French possession.

This tiny jewel in the crown of the new world French colonies was originally inhabited by members of the strongest Indian tribe in Mississippi, the Choctaws. d'Iberveille placed a few families with a sergeant and 15 men at Chicapoula, on the Bay of St. Louis, in December of 1699. (Chicapoula is Choctaw for "bad grass" describing the rockachaws or burrs commonly found in the landscape.)

In 1763, the settlement was given to Britain following the French and Indian War. At the close of the American Revolution in 1793, the land was passed to Spain. Seven years later, Spain secretly ceded the area to Napoleon but retained actual possession of the territory. French and Spanish land grants opened the doors for development. Philip and John B. Saucier are recorded as the first residents of Bay St. Louis. This land later passed to Marshall and Joseph Nicaise. The heart of the present City of Bay St. Louis was granted to Madame Charlo in 1781.

The most important Spanish land grant was given to Thomas Shields in 1790, who began cultivation in 1800. This grant on the shore of Bay St. Louis was called Shieldsborough. On January 11, 1811, the flag of the United States was raised on the shores of Bay St. Louis, and in 1812, the area officially became part of the Mississippi Territory. Statehood came in 1817 and Bay St. Louis developed as a favored "resort" of Natchez planters and New Orleans aristocrats.

The charter of incorporation was adopted by the state legislature on April 21, 1818, making Shieldsborough the oldest established community on the Gulf Coast. The town became the county seat in 1860. Public opinion demanded that the name of the town be returned to Bay St. Louis, and the city of that name was incorporated by legislature on February 24, 1882.

Chicapoula, Shieldsborough, Bay St. Louis -- the name may have changed, but the personality of the area has remained. People know how to relax leisurely and make an art of enjoying life.

Information from web site of the city of Bay St. Louis
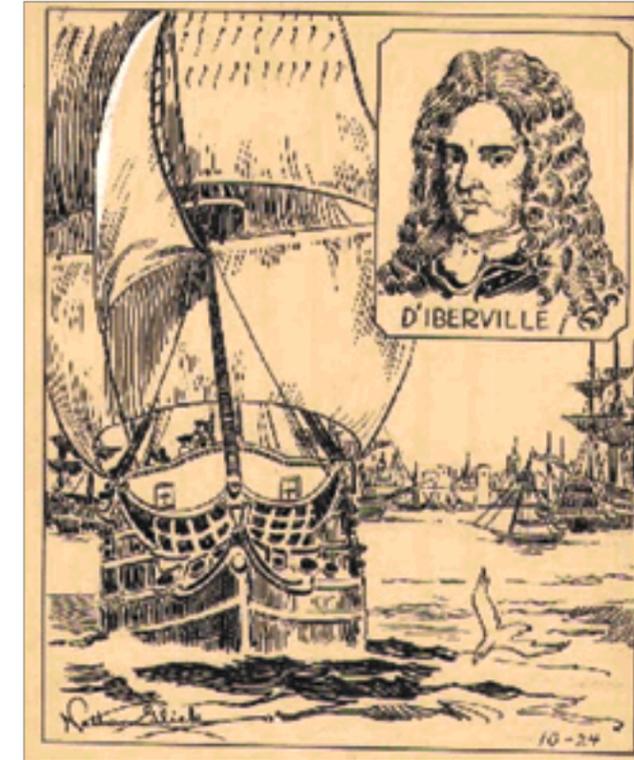
LOST TO CAMILLE   *LOST TO KATRINA*

D'IBERVILLE

"There is no reason to repeat bad history."

Eleanor Holmes Norton

"The storm of the century" - that was Camille in 1969. The devastation was vast, but people of the town built back. This centuries' storm is hopefully one for the millennium, but in any case, the people of Bay St. Louis will build back - better, stronger, with a renewed respect for both the past and nature.

History is long; our contribution to the place where we live is short, but can be very significant. It is the children and grandchildren of the residents who will carry on the stories and traditions that come from the past and are being renewed everyday.

Bay St. Louis

Building Footprint Figure/Ground Plan - Pre -Katrina
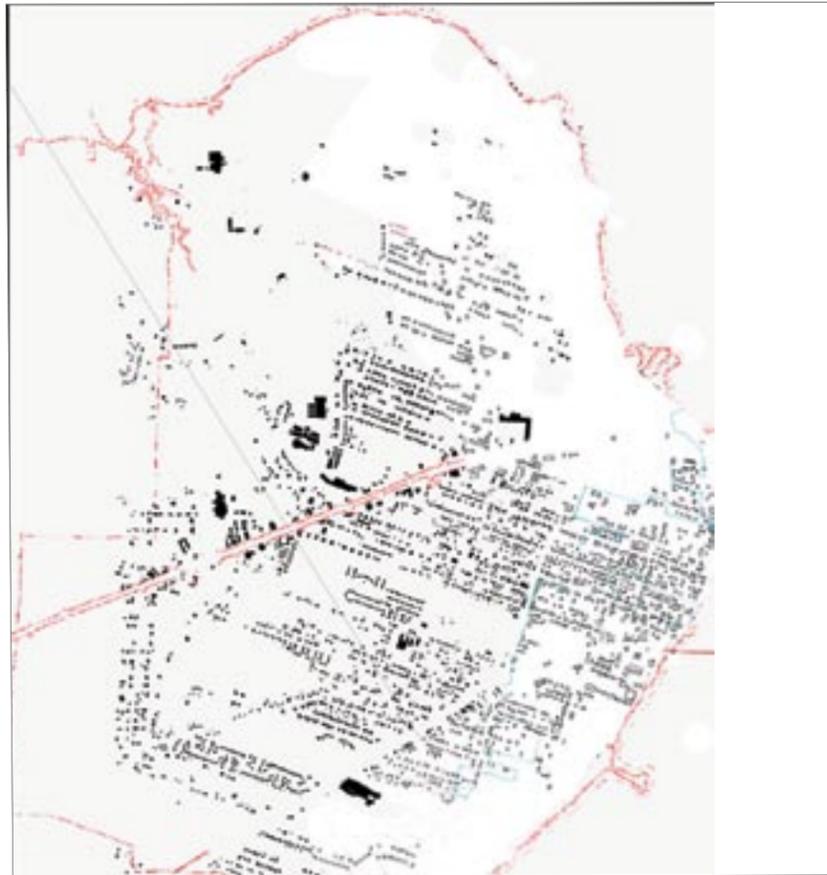
Building Footprint   Figure/Ground Plan - Post -Katrina

Major Raod Network   Hancock County
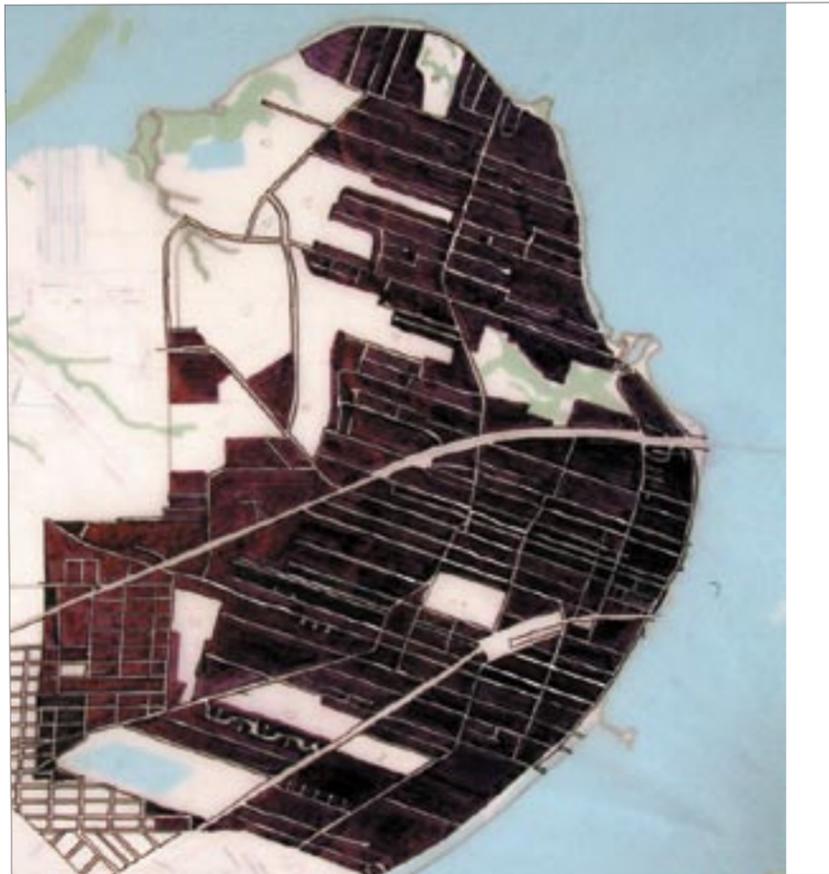
Block Pattern Figure/Ground Plan

Street Pattern Plan

Devastation of Bay St. Louis and the Gulf Coast was at the scale that rarely happens - London in 1666, Dresden, Hiroshima. What remains where there are not buildings is the underlying pattern of streets and blocks, allowing for immediate reconstruction. By looking at the diagrams to the left, it is clear that this pattern is unique and incomplete. Starting with the French arpades system (192' x 2600' lots) the orientation and length of the block emphasizes the connection to the water. But walking against the grain of the blocks is difficult and probably contributes to unnecessary car trips.

Also, the pattern of streets shows quite a few dead end streets, contributing to lack of connection between neighborhoods and congestion on the few main roads.

The major road network map above for Hancock County emphasizes the importance of US 90 and the connection north to I 10 - additional ways a travelling east/west and north should be considered.

Overall Plan of Potential Open Space Trust
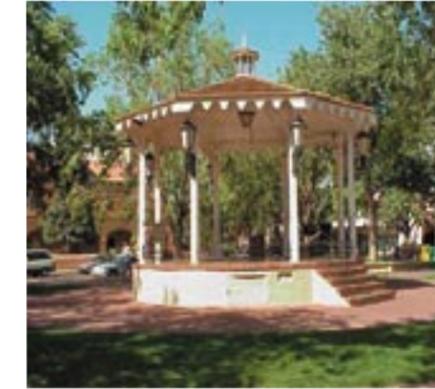
Natural open space, shaped parks, shaded playgrounds, central plazas

Open space is the connective tissue of our built environment. Bay St. Louis has the chance to formalize a pattern that already exists - continuous green and open space between and through all of the neighborhoods of the town. The diagram at left shows areas, both public and private, not built upon (or limited building). As previously built areas are rebuilt, these underutilized lands could be added to the Land Trust to be held for future generations.

In combination with the grid of the neighborhoods, the open space creates a rural/urban weave that allows citizens to either walk to the center of the neighborhood, or walk in and to nature. The cross-block pathways are fundamental to this pattern.

Within the open space, there are many types of parks, playgrounds, fields, plazas as well as civic uses. The best use of these spaces is to simply ramble along.
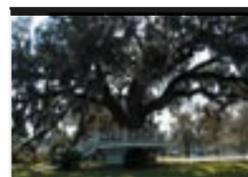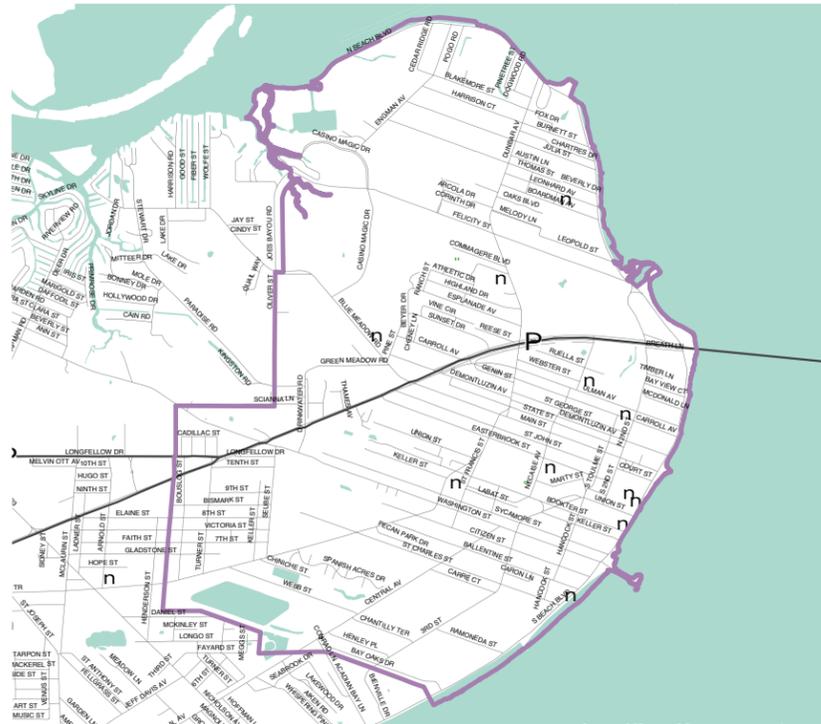
Streets, utilities, parking and parks are systems

Rebuilt utilities should be located underground
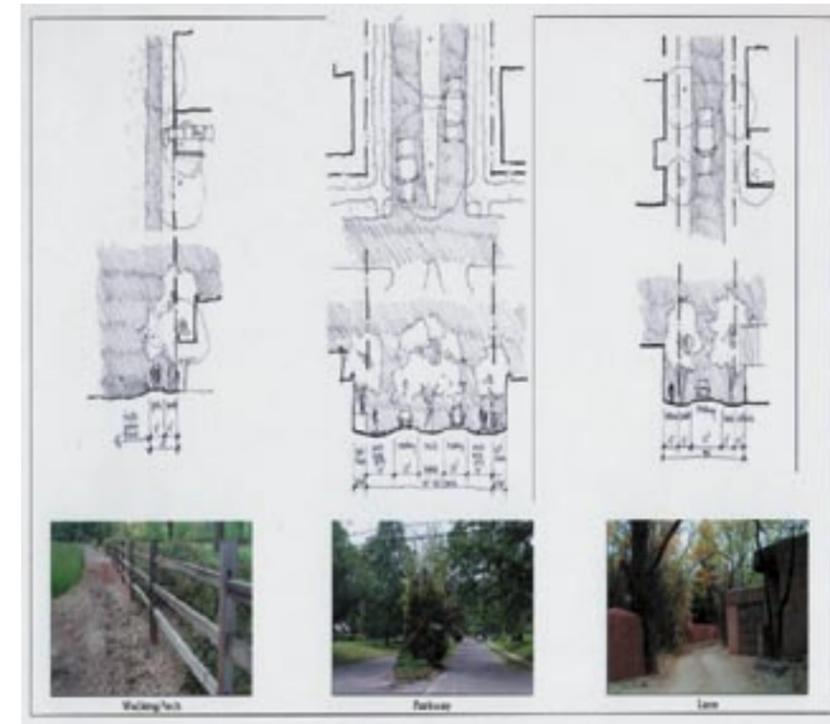
Street sections go from boulevards to paths
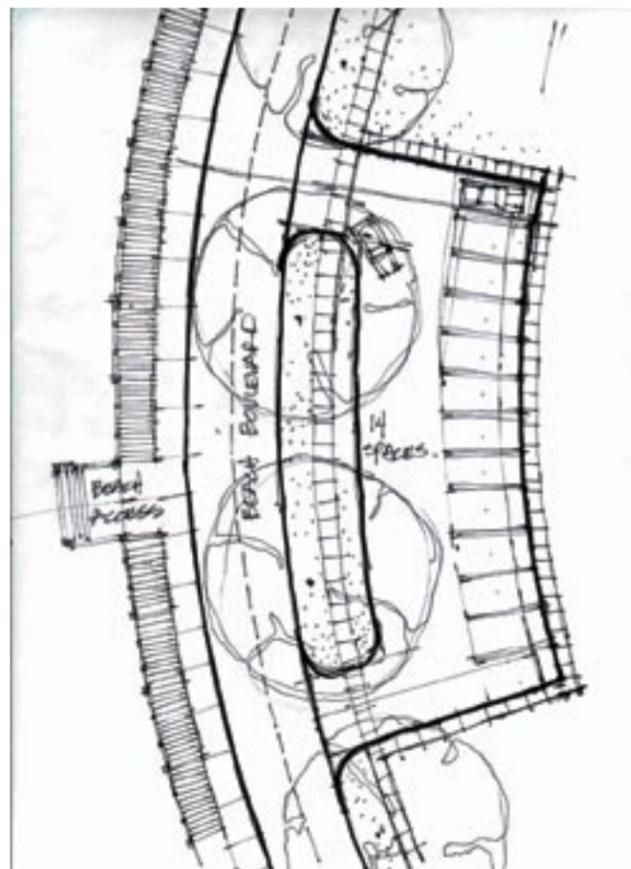
Parking along the beach
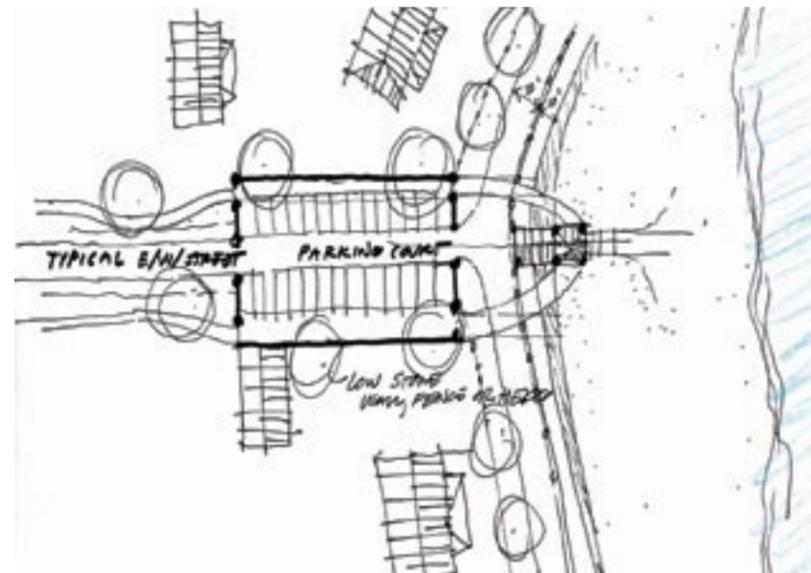
Parking Court perpendicular to the beach

Parking along Beach Boulevard has been an issue in the summer; suggestions have been made to make Beach wider to allow parallel parking. Another approach would be to have parking courts at each perpendicular street to Beach, lined with low stone walls, wood fences or hedges and a pavilion on the beach side. To the left is a parking court recessed into the slope to the west of Beach.

Movement of people, cars, water, sewage, electricity, dogs, and other items makes up the category of infrastructure. All of these things must be conveyed in a safe and economical manner, but for the health of the community, they should be interesting and beautiful as well (unless they are invisible). Bodies at rest must be accommodated as well - people in benches, cars in parking courts, water in lagoons.

Rebuilding the devastation is a project of priorities - clean water, electricity, safe roads all are needed immediately, but should be done in a way that doesn't undermine the potential growth of Bay St. Louis as it reconstructs its future.
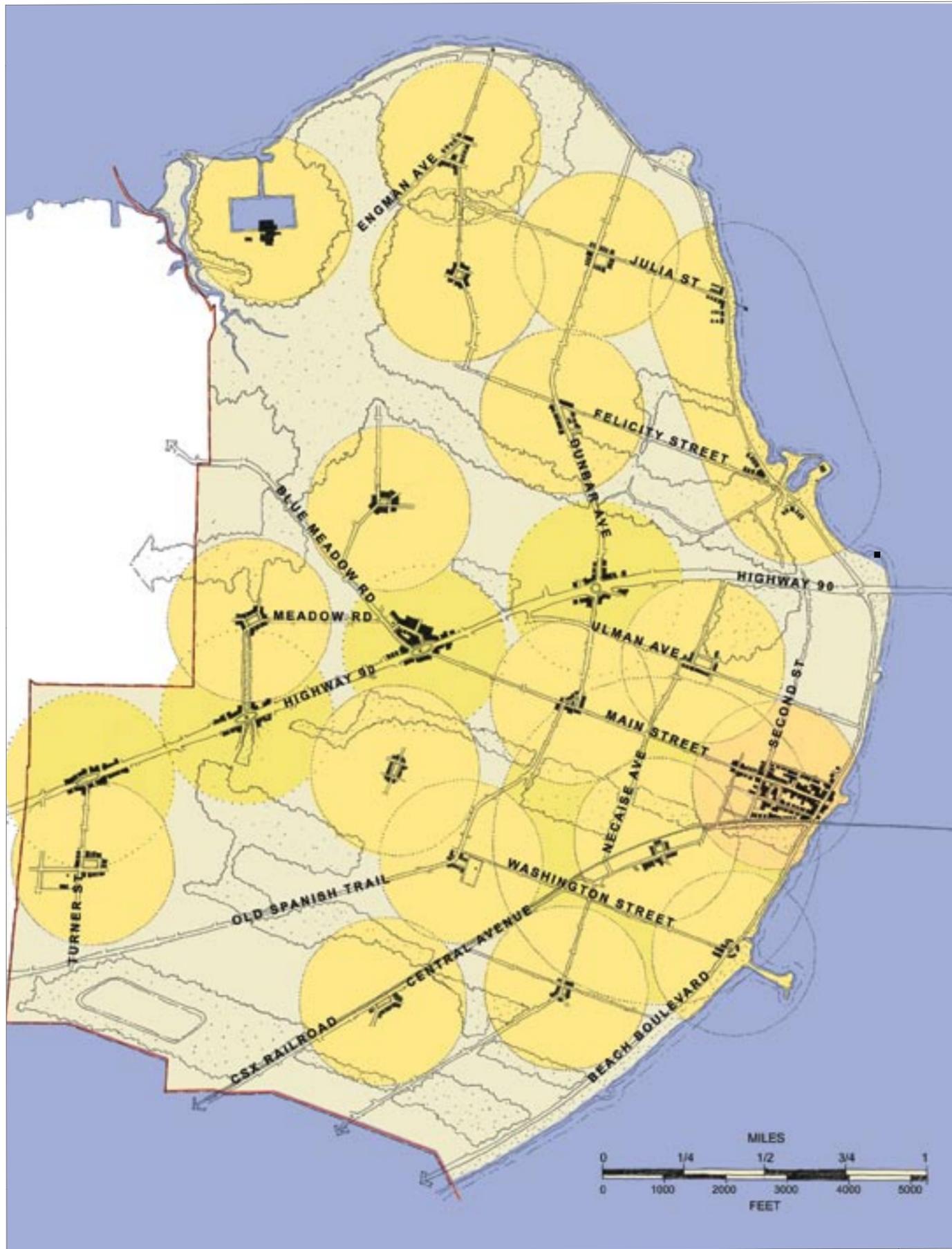
Overall Plan of Nerigborhoods, Districts and Corridors

The downtown Neighborhood / District with 5 minute walk

Neighborhoods, Districts and Corridors make up the primary components of a town. Bay St. Louis has been fortunate in its past to have many strong neighborhoods. With the rebuilding comes the opportunity to strengthen existing neighborhoods, establish new neighborhood centers, form districts around institutions like the Hospital, and use the local and regional corridors to link the neighborhoods together in a way that encourages interdependence and a fuller, richer identity as a town.

The neighborhood unit is based on the 1/4 mile, 5 minute walk from the center to the edge; it contains a mix of uses and housing types and incomes; it encourages walking and biking; it provides for basic needs and civic expression within a reasonable distance: and finally it connects with a complex network of streets, sidewalks and paths, to other neighborhoods and to a long walk in nature.

This structure forms the basis of the Transect and Smart Code that helps in rebuilding neighborhoods.
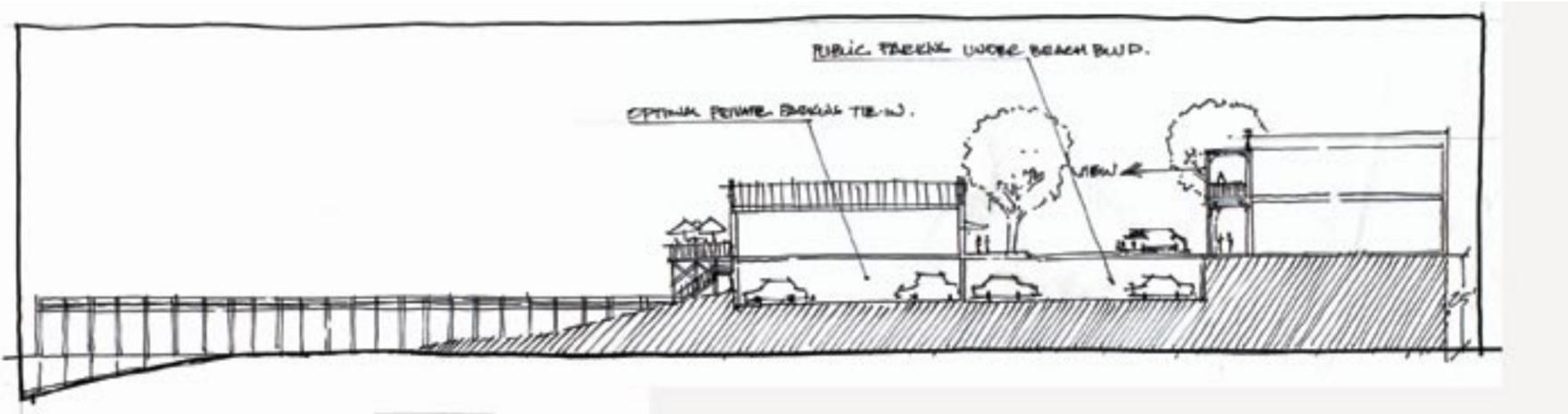
Section of Rebuilt Waterfront

PUBLIC PARKING UNDER BEACH BLVD.

OPTIONAL PRIVATE PARKING TIE-IN

VIEW

Plan of Rebuilt Waterfront

MAIN STREET

BEACH BOULEVARD

BEACH & MAIN : A VISION FOR RENEWAL.
1:50   BAY ST. LOUIS.

SURVIVING STRUCTURE.

NEW STRUCTURE.

LOW EDGE BEACHFRONT

Historic Main & Beach

Main Street at the Waterfront has served as the living room for Bay St. Louis for generations. Second Saturday for the Arts and the Crusin' the Coast are just two events that demonstrate the power of Main Street as a special place that many easily enjoyed. The goal of the rebuilding is to restore buildings still standing, rebuild buildings that were contributing, and create new buildings that can add to the life of the place. Arcades and awnings should be encouraged on the south and weest facing sides of buildings, and walkways to the beach should occur at the ends of streets.

Parking can help or hurt a town center. The approach here is the idea of a park Once Strategy - create several types of parking - from 'teaser' diagonal parking, group parking in the rear, and parking under the rebuilt Beach Boulevard (see upper left). Parking for new development on the beach side would be connected to the public parking.

One block away from Main and Beach would be a new road along the railroad tracks to connect to the Depot District.
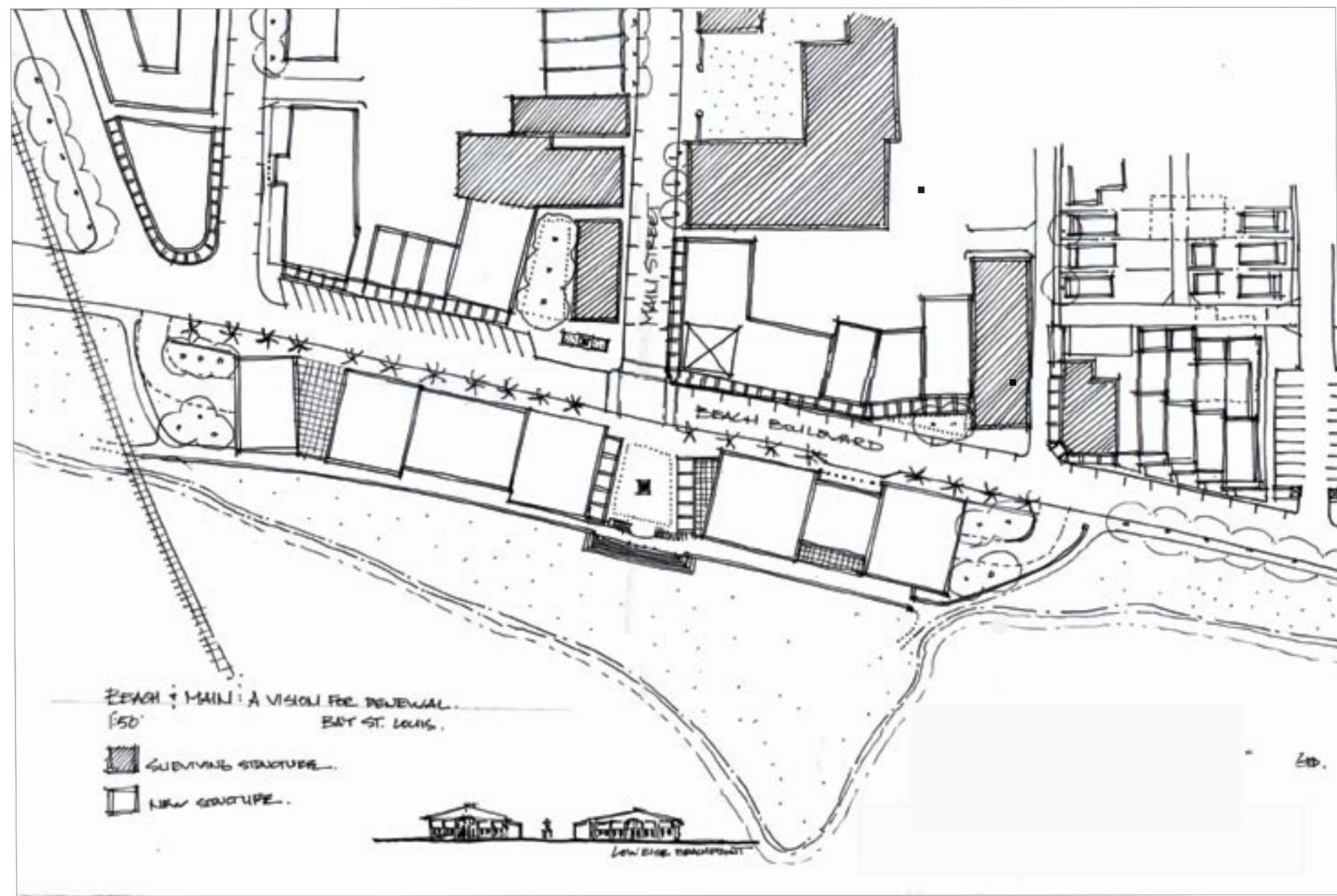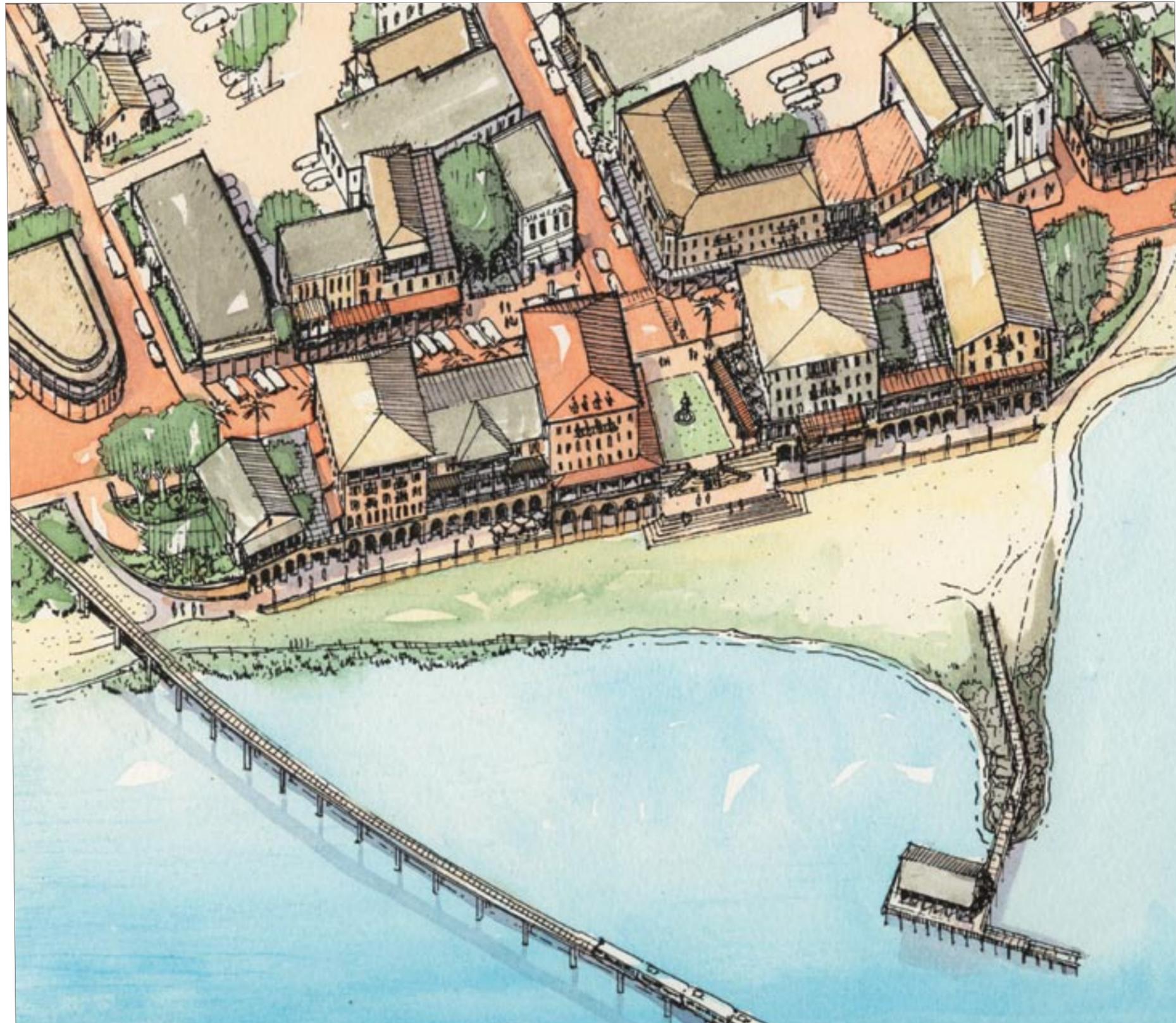
Bay St. Louis

View of Rebuilt Waterfront

Main & Beach Piazza

The Piazza at Main & Beach is an important gathering spot for the town and the new businesses that will flank this space. While currently privately owned, exchange with other city property, quick permitting, and long term municipal bonding for parking are strategies to create this space to benefit all parties.

And parties are exactly what will happen here, not just for Bay St. Louis, but for all of the coast, creating in physical form the spirit of the people who live here.

The arcaded section on the beach side is the outside of the lower level parking, with seasonal carts operating from the arches. A new Pavilion on the pier can be used for special events and is visible from Main Street, floating over the water. The whole new edge, with varied buildings of no more than 50' height, becomes the calling card for the town from people on the Bay and coming west across the US 90 Bridge.

LUMERYARD STUDIOS

ARTIST'S HOUSING

LANEO

TOLMÉ

KELLER

ART BARNS

DEPOT

ART TRAIN STUDIOS

SHEDS

GALLERY KIOSKS

CAFE ROW

CONNECTION TO MAIN STREET ARTS DISTRICT

ART DEPOT PLAN

Immediate support for the Arts Community for both short and long term
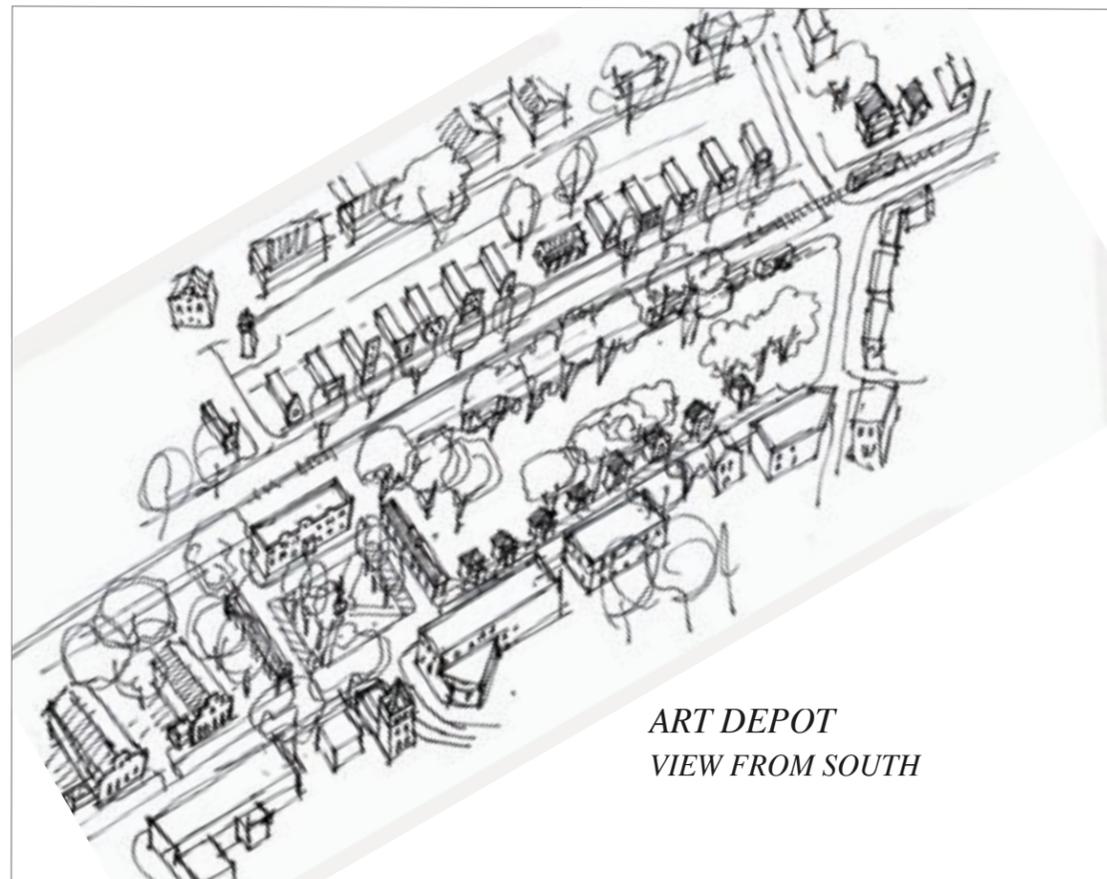
ART DEPOT
VIEW FROM SOUTH

Temporary FEMA housing for artists can be located north of the tracks, enlivened by artsy facades facing the depot, built by the creative types out of any material, shape and color.

Freight train cars with translucent roofs can be located on a temporary siding for use as studio space for displaced artists. Equipment (kilns, welding equipment, etc.) can be shared by residents. Ramps to a wooden walkway increase accessability and allow display of art.

Smal, brightly colored kiosks create temporary galleries for the artists and dealers. In addition, open metal-roofed pavilions, flanking a formal Depot Square, can be used by artists, farmers and others on weekends or special events.

Depot Square

The Art Depot is a possible location to reconstitute the arts community while rebuilding of galleries, studios, and living spaces occur on Main Street and elsewhere. It is intended to be an immediate, and temporary, action to give artists a focus to rally around. It is also intended to link to the Main Street with a new street and walkways to strengthen the primacy of the Main Street District as well as linking north to the new Lumeryard Studios.

Additional loft gallery space could be built to the west of the Depot Square with simple industrial building enlivened by elegant facades. More cafes and housing are possible to the south.

Rebuilt compatable Front Elevation

ST. STANISLAUS COLLEGE - POSSIBILITIES
BAY ST. LOUIS

Plan of St Stanislaus Campus

Bay St. Louis
Place or Topic

DRAWING TYPE
   Analytical
X Proposal

TIMING
   Immediate
X Medium Term
X Long Term

URBAN SCALE
X Street, Blocks, Building
X Neighborhood, District, Corridor
   Region

IMPLEMENTATION THROUGH
X Design
X Policy
X Management

St. Stanislaus
Drawing Title

1 November 2005
Date

Bill Dennis
Name of Contact for Additional Information

bill@bdennis.com
E-mail address

HOUSING TYPE:
   Temporary
   Mobile
   Modular
   Panelized
   Stock Plan
   Custom
   Commercial

NARRATIVE

Educational institutions
benefit the whole
community.

Historic St Stanislaus

The Campus of St. Stanislaus has been a pivotal institution in the life of the community for many years. While many buildings survived with various degrees of damage, now is the time to make long term decisions while responding to short-term needs. Many campus within towns are responding to growth issues by carefully infilling and reaching out to the community, allowing resources to be shared. The primary charge of educating and enlightening young men and women finds expression in connection to the community, for both service and culture.

The Depot District to the north is one opportunity to create another student art area to the south of the square. Internal courts on the campus and a rebuilt front help connect the institution to the cloister tradition, the source of scholarship in dark times.
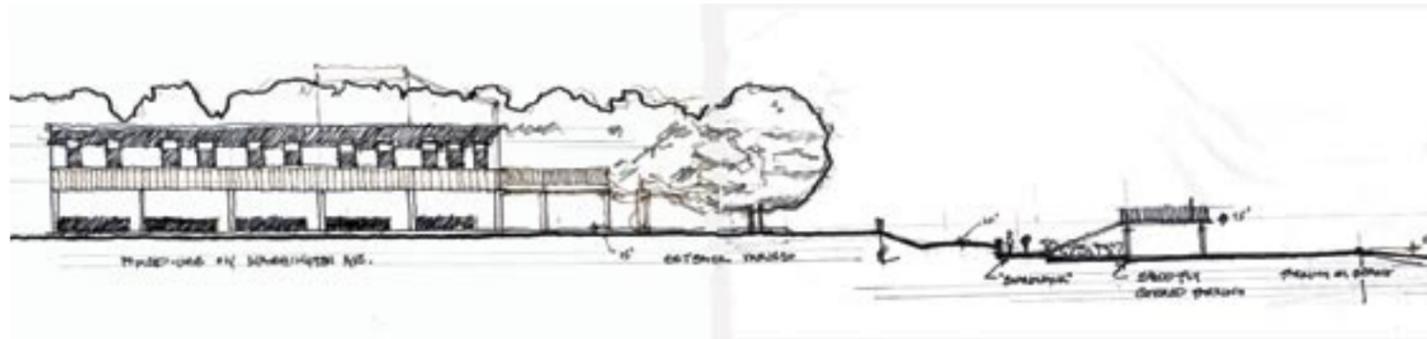
Section through Washington / Beach Pier
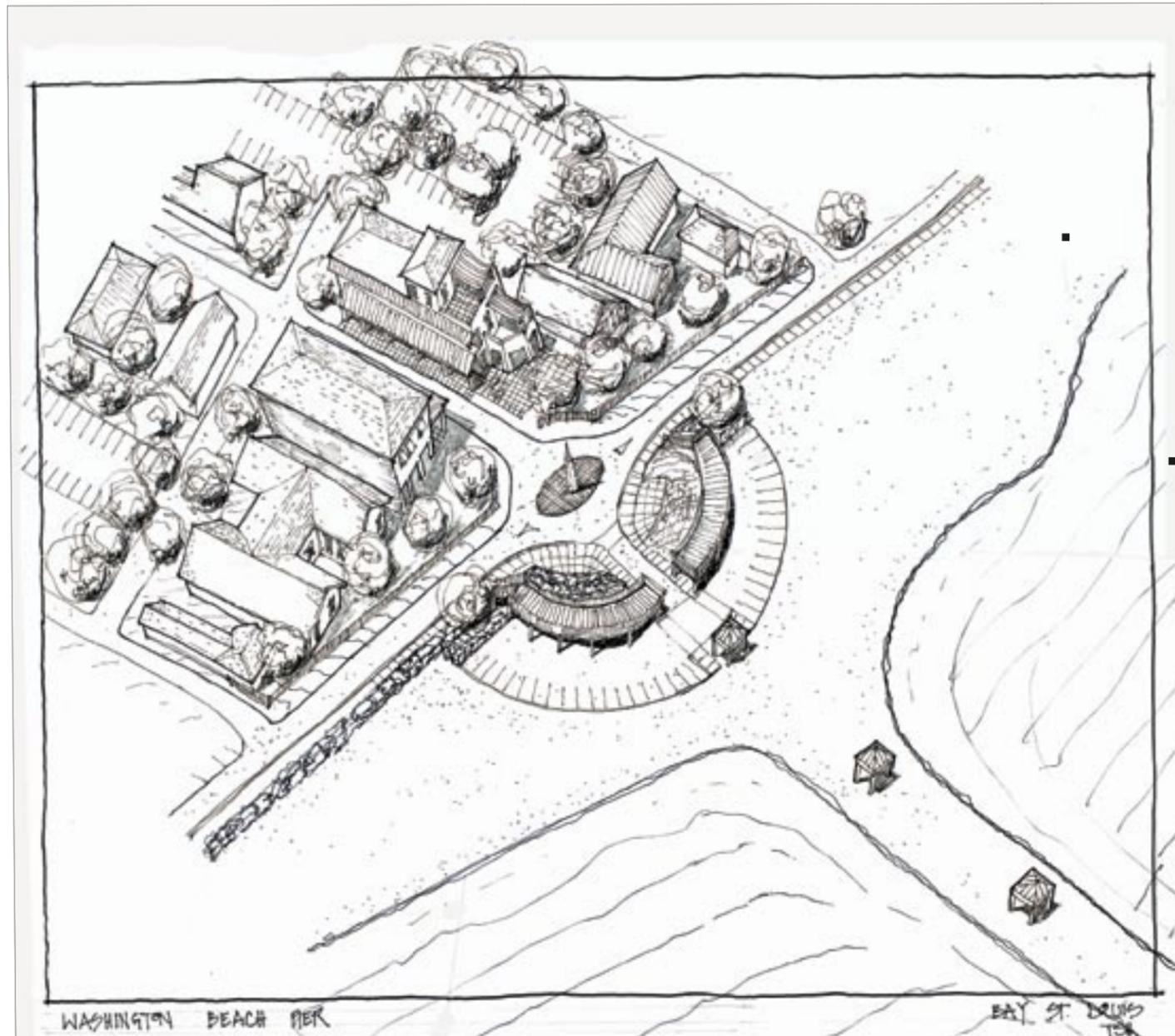
Aerial view of Washington / Beach Pier

Plan of Washington / Beach Pier Neighborhood

Washington Beach Pier is the original landing area for the French and was the site of a small commercial area up to the present day. The strategy is to rebuild on these strengths, creating again a small mixed-use area with an adventure eco-tourism focus. Housing could be part of this above the retail spaces. A small roundabout would serve as a focus and traffic calming device, and the present parking lot would be reconfigured in a radius around the monument (to d'Ibverville?) and set slightly below the road behind native plants and oaks. Above the inner layer of the parking would be a trellis/viewing platform, built on the idea of the 'shoo-fly' a traditional means of getting above the pesky critters.

Small kiosks (for summer services) lead the way to the fishing pier to the east.

Overall Plan of Washington /Old Spanish Trail Neighborhood

Plan of Washington / Old Spanish Trail Neighborhood

Washington and Old Spanish Trail are two major local roads that intersect to form a neighborhood center. Presently containing a BBQ restaurant, other small business, public buildings and additional housing would give a stronger sense of place. Small parks and diagonal parking areas would make this convenient and attractive for daily use by nearby residents.

This plan, as well as the other neighborhoods, show a suggestion for breaking down the extreme length of the existing blocks with small pathways, allowing children and locals another means of traveling around the neighborhood and to downtown. Interior block parks (rambles) are particularly safe for children and would be good locations for childcare. Other infill housing is shown in dark red, coded in form and materials to be compatible with existing homes.

Overall Plan of Main / Old Spanish Trail Neighborhood

New Courtyard housing along new Parkway / Open Space

Main and Old Spanish Trail is the center of a vibrant, artsy community. The long blocks are made charming by the narrow pavement, live oak trees and modest but colorful housing. The slight jog at Main and Old Spanish Trail make for a renewed neighborhood center, building on the existing business with additional mixed-use buildings allowed. Potential exists for the creation of a small crescent of green north on Old Spanish Trail and a much larger parkway connected to St. Stanislaus playing fields to the south.

For exchanging land to make the parkway, higher density courtyard housing could be allowed along this green finger, helping to give oversight to bikepaths and walkways. Small walkways traverse the long blocks, linking small parks and tot lots.

Bay St. Louis

Overall Plan of Felicity / Dunbar Neighborhood

New Corner store and housing at Felicity & Dunbar

Felicity / Dunbar Neighborhood is a more recent development with a more rural character. Houses are set in pine and oak woods, with some up on piers, and the block pattern is interrupted by cul-de-sacs. While dead end streets provide privacy, they limit choices for movement around the neighborhood and require more car trips. Adding the possibility of corner store retail with some live/work units provides a focus and access to daily goods.. Pathways threaded through blocks overcome lack of accessibility to parks and playfields.

Small parks in internal blocks provide tot lots and greens for small scale infill.

GATEWAY ALONG US 90 EAST

MISSISSIPPI
RENEWAL FORUM

Bay St. Louis

DRAWING TYPE
Analytical
X Proposal

TIMING
Immediate
X Medium Term
X Long Term

URBAN SCALE
X Street, Blocks, Building
X Neighborhood, District, Corridor
Region

IMPLEMENTATION THROUGH
X Design
X Policy
Management

East Gateway 90

1 November 2005

Bill Dennis

bill@bdennis.com

HOUSING TYPE:
Temporary
Mobile
Modular
Panelized
Stock Plan
Custom
Commercial

NARRATIVE:
Using the regional corridor to economically revive Bay St Louis by embracing its character

"Front Door " US 90 & Main
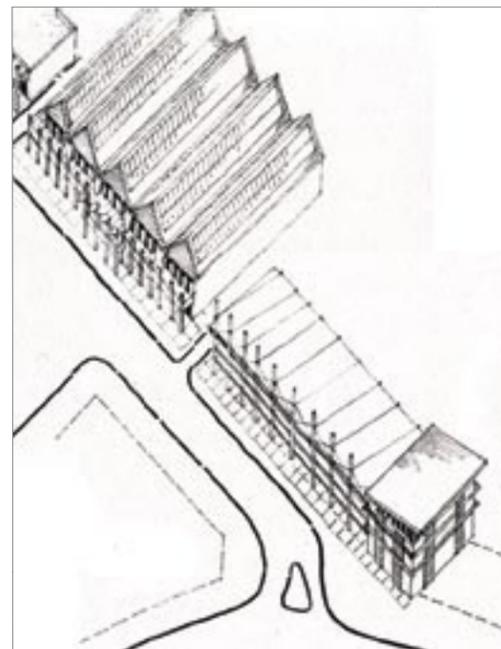
Business Center

This design by Allison Anderson takes a previously vacant strip center and creates a business incubator. The solar panels, shaded walkways and other energy devices illustrate a possible future for re-using old centers.

East Gateway

US 90 is presently a state highway more appropriate for suburban development. To maximize both economic and social value, it should be reconfigured as a boulevard with various shaped roundabouts replacing inefficient signalized intersections.

The roundabouts will provide places for sculpture and signage calling attention to the unique character of Bay St. Louis and encouraging passersby to loop into the historic town to stroll a bit. New mixed-use buildings defining the boulevard would give a more appropriate 'face' of the town and act as centers for neighborhood near US 90.
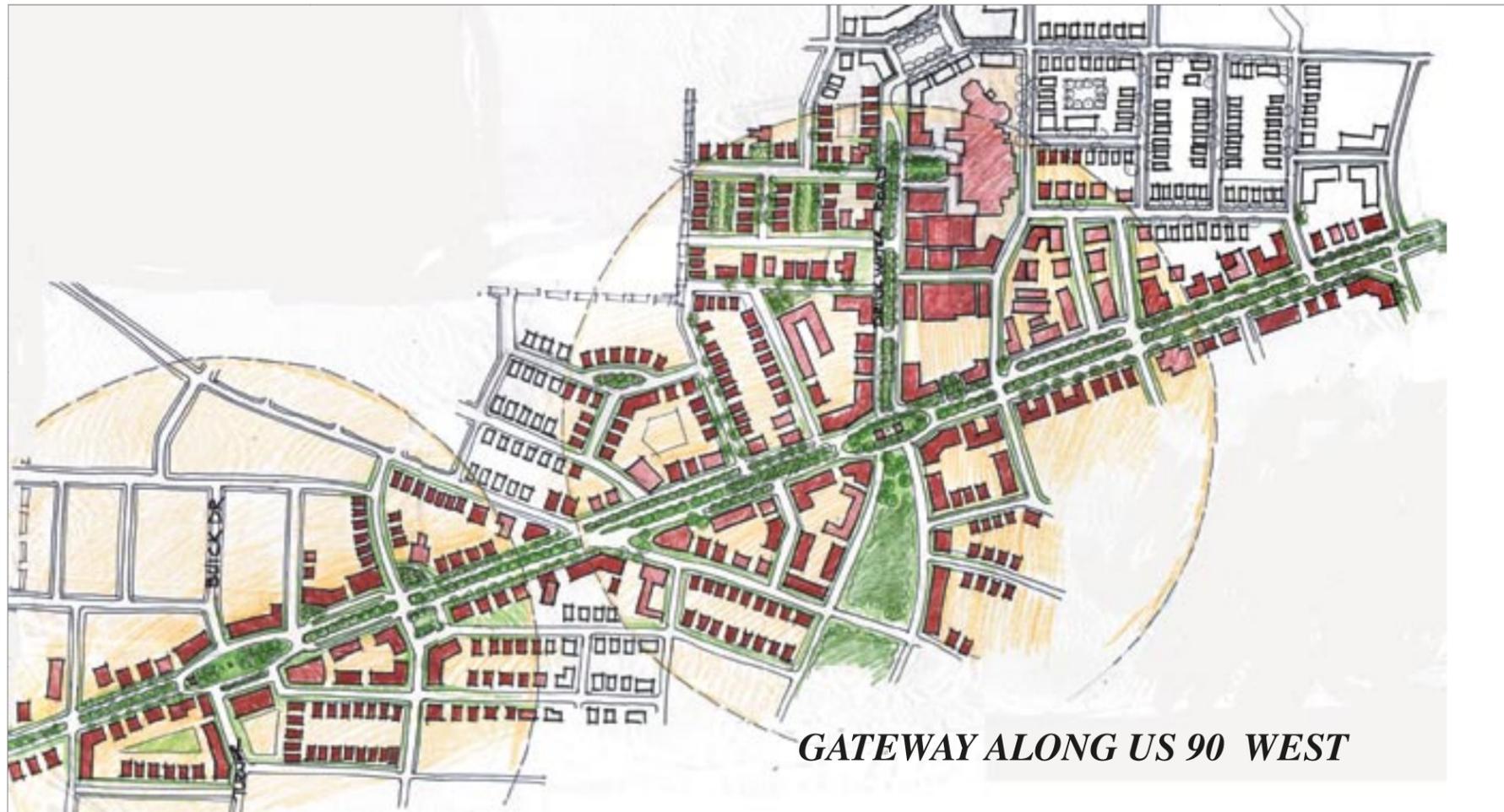
GATEWAY ALONG US 90 WEST
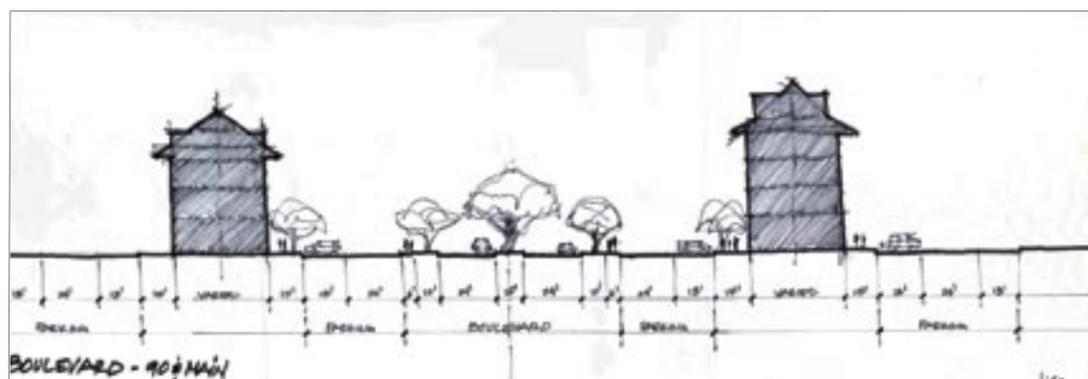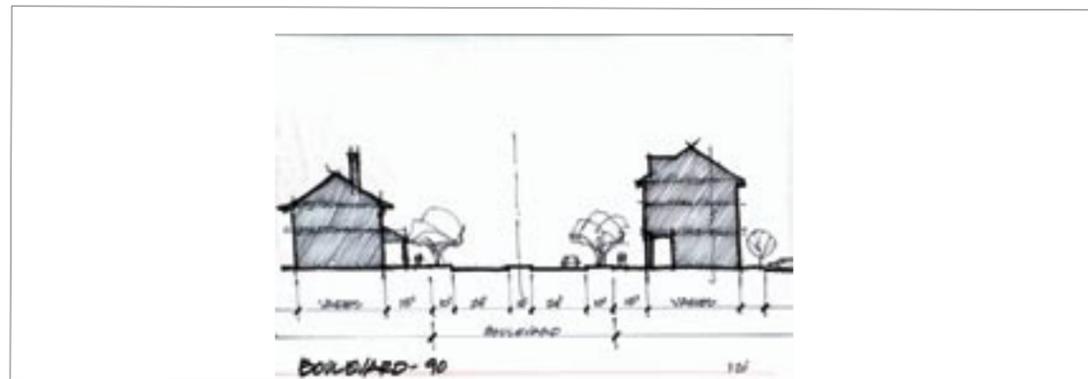
Boulevard Sections

Boulevard Trees

This historic photo shows the Beach Boulevard when it had Live Oak trees lining both sides of the road and pathways. The new US 90 Boulevard, while larger, would begin to have this character and multiple ways of transporting oneself.

Hospital Gateway

West US 90 is the beginning of Bay St Louis from that direction, and yet there is no distinction from the car-dominated land-use that comes before it. The boulevard section and roundabouts, planted with multiple rows of Live Oak trees, lend an opportunity to restore the town to its roots (literally). All of these elements, beside creating aesthetic pleasure, will act to slow down traffic, but allow greater flow, making the experience better for both the walker and the driver.

The present Hancock Memorial Hospital is suggested as an anchor for a district of medical and other office, as well as various types of housing, including senior and assisted living. The emphasis on health would support retail uses for sports and outdoor supplies and could connect with the green space network.

HUD Housing - Pre -Katrina

Sketch of Potential HUD & FEMA Housing - Post -Katrina
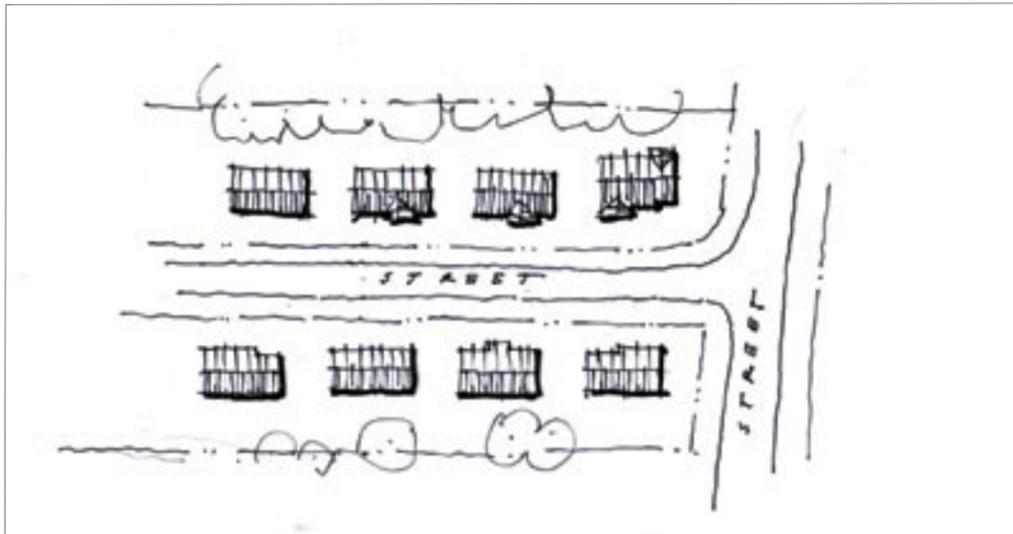
Plan of HUD Housing - Pre -Katrina
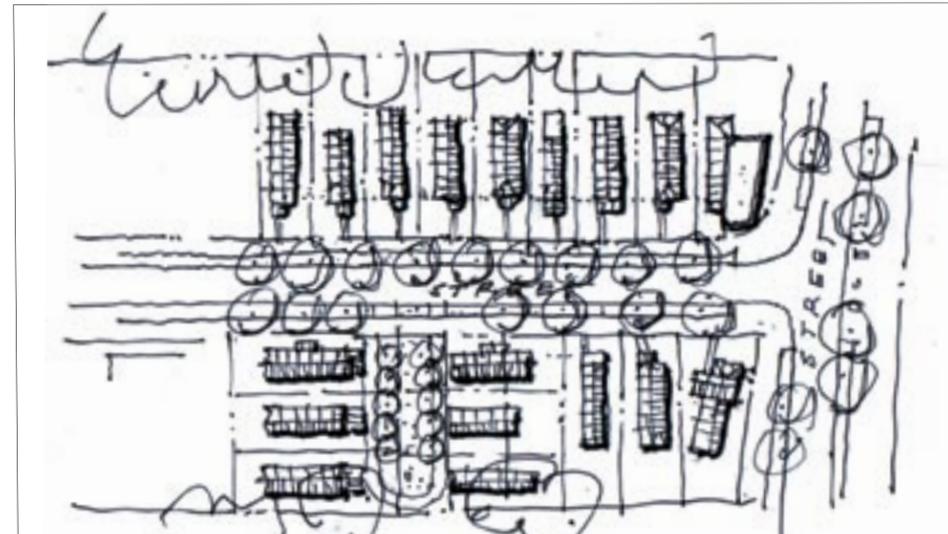
Plan of Potential HUD & FEMA Housing - Post -Katrina
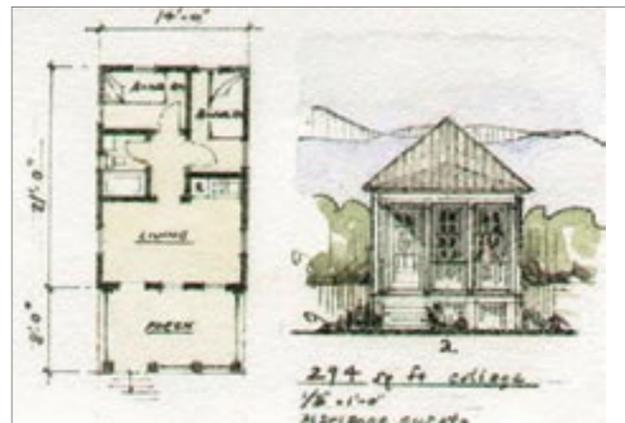
Affordable Emergency Housing
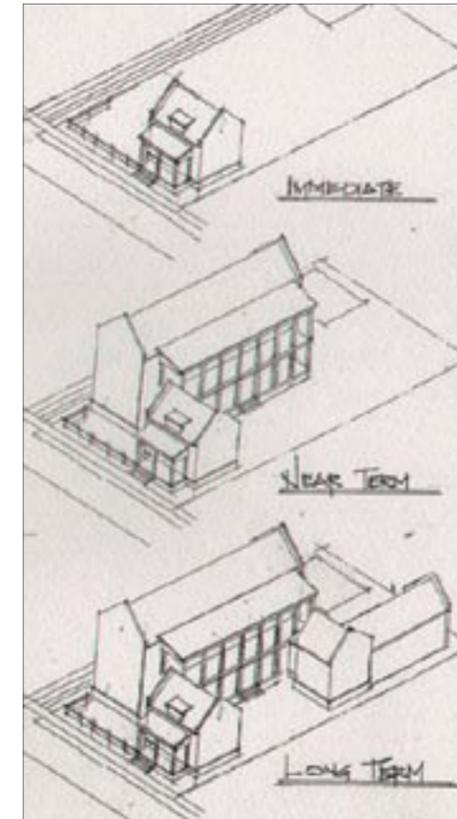
Transition to Permanence

Affordability of homes is a serious issue for all residents of Bay St. Louis as they re-build; those in subsidized housing face even greater obstacles. In October, HUD housing was bulldozed, leaving a site for housing but unclear plans for what's next. Temporary trailers and manufactured housing can be used, but it needs to be paced in a way that supports community, and a permanent, sustaining neighborhood over time. Residents who lived there should be brought back for social support, and community services and retail should be located at significant intersections. Tot lots, street trees, community gardens and pedestrian trails are all part of this infrastructure to provide an opportunity for those of us with the least resources.

Infill of Beach Boulevard

The plan to the left shows the pre-katrina location of the Murray house along Beach Boulevard. To the right shows an approach for infill that allows the house to be rebuilt, using funds from adding units to the rear of the house. This will help forestall the pressure for taller condominiums on the Beach Boulevard and restoring the rythym of the house forms, the traditional materials, and the varied ornament that is of this place.

MISSISSIPPI RENEWAL FORUM

Bay St. Louis

Place or Topic

DRAWING TYPE
X Analytical
X Proposal

TIMING
X Immediate
    Medium Term
    Long Term

URBAN SCALE
X Street, Blocks, Building
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    Region

IMPLEMENTATION THROUGH
X Design
X Policy
    Management

Infill Housing
Drawing Title

1 November 2005
Date

Bill Dennis
Name of Contact for Katrina Information

bill@bdennis.com
E-mail address

HOUSING TYPE:
    Temporary
    Mobile
X Modular
X Panelized
    Stock Plan
X Custom
    Commercial

NARRATIVE

Rebuilding the 'walls' of the town to restore the public 'rooms'

Former Historic Murray / Thompson House

The traditional houses of Bay St Louis and along Beach Boulevard in particular, contributed much to the character, history, and family ties to the town. Their loss is particularly dear, but will be compounded if what is put back is not up to the standard of what existed before. Highrise condos, midrise hotels and mega-mansions will all erase permanantly the memory of the uniqueness of this boulevard.

Therefore, it is proposed that the form (height, width and depth) of the previous homes be codified, with any additional density to happen to the rear of these homes; that materials, colors and details from Bay St. Louis' history form the basis of the rebuilding; and that a faithful reconstruction of any historic structure receive historic tax credits. Other styles of architecture should be allowed, but within a narrow window of form and material.

View of Reconstructed Murry/Thompson House with additional units to the rear

Cottage Court to rear of rebuilt Wagner House

PROPOSED
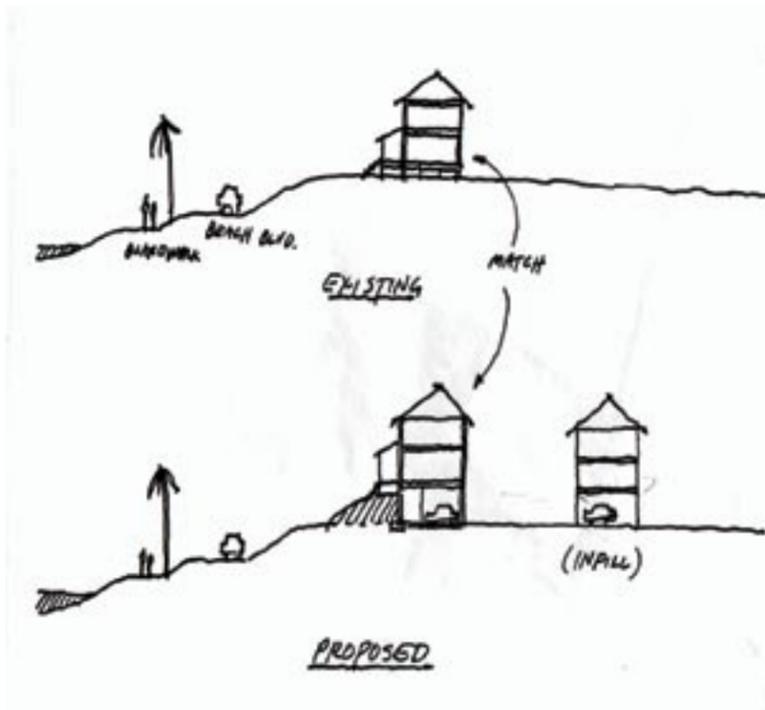
Raising houses with fill

While new FEMA regulations are not final. it is clear that for normal insurance purposes, the first floor of buildings will have to be raised from what it was. In the A zones, this can be achieved by adding fill in the front of the house (up to 8 feet) and rebuilding the historic house at that level. Behind would be at the previous grade with areas for parking and storage. This should be accomplished without disturbing existing oaks.

Long Blocks and Lots, legacy of the French survey unit called arpades, leave odd bits of land on many lots that can be used for certain types of infill. This 'Mother and Daughters" approach of raised cottages to the left is one such typology. Others might be court-yard housing, townhouses, granny flats, and mansion houses with multiple units.

All of these are important strategies to hold at bay the simplistic density and value increase that high rise buildings represent. Owners of houses lost in Bay St. Louis will be hard pressed to build back the homes they enjoyed unless there is a way to fund the additional costs of new, hurricane resistant construction. Added density on linear lots provides that opportunity to remake the community in its own image.
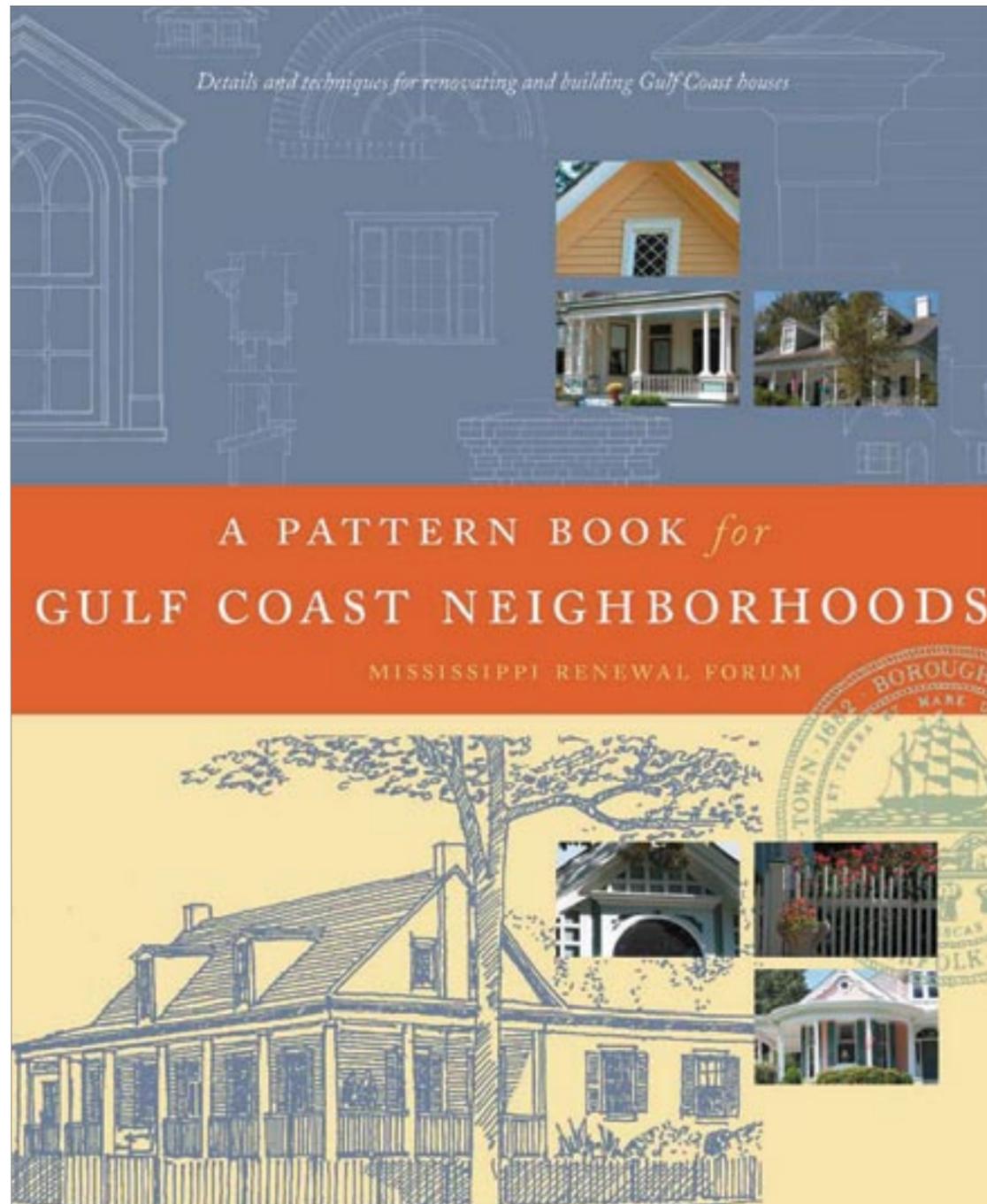
Pattern Book - shows how to do Traditional houses well

Explains clearly massing, siting, details, colors and more

Modern architecture is permissible.

But people can also rebuild their memories.

Architecture is half form, half treatment. The Smart-Code establishes the appropriate form for various buildings, defining the street. The clothes of a building (treatment) give it style. This can be of a modern expression as long as materials and techniques appropriate to this region and specific place are used.

However, the majority of new housing anywhere is typically some form of traditional architecture (often poorly designed). The danger is to not build back well. Pattern books can help give guidance for planners, architects, builders and citizens who wish to draw from the rich history of Bay St. Louis. There is certainly room for much invention within these traditions, appropriate to an Artist's community.

Some houses of remarkable character and history may be reconstructed; this is not only possible but is to be encouraged.

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

R U R A L |||||||||||||||||||||||||||||||||||||| U R B A N
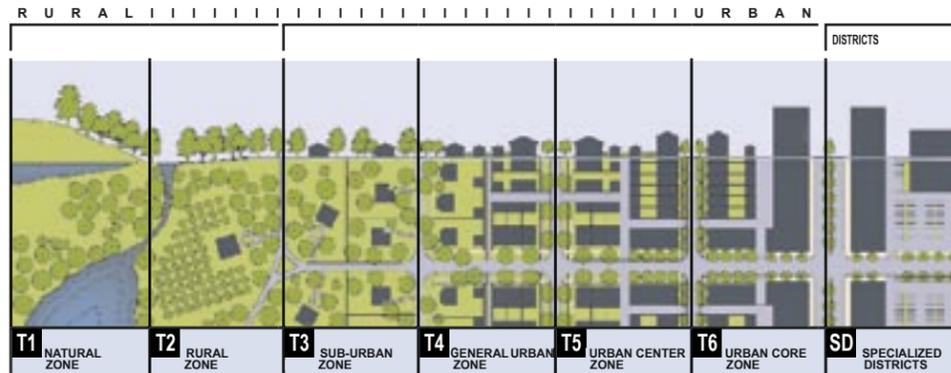
	T1 NATURAL ZONE	T2 RURAL ZONE	T3 SUB-URBAN ZONE	T4 GENERAL URBAN ZONE	T5 URBAN CENTER ZONE	T6 URBAN CORE ZONE	SD SPECIALIZED DISTRICTS
A. ALLOCATION OF ZONES (see Section 3.1 and Table 2)							(see Table 15)
CLD	no minimum	50% MIN	10 - 30%	20 - 40%	prohibited		
TND	no minimum		10 - 30%	30 - 60 %	10 - 30%	N/A	
RCD	no minimum		prohibited	10 - 30%	10 - 30%	N/A	
TOD	no minimum		prohibited	0 - 40%	40 - 100%	prohibited	
B. BASE RESIDENTIAL DENSITY (see Section 3.4)							
By Right	1 unit / 100 ac. avg.	1 unit / 20 ac. avg.	2 units / ac. gross	4 units / ac. gross	6 units / ac. gross	N/A	
By TDR	by exception		6 units / ac. gross	12 units / ac. gross	24 units / ac. gross	N/A	
Other Functions	by exception		10 - 20% min	20 - 30% min	30 - 50% min	N/A	
C. BLOCK SIZE							
Block Perimeter	no maximum		3000 ft. max	2400 ft. max	2000 ft. max	N/A	
D. PUBLIC FRONTAGES (see Table 2)							
HW & RR	permitted			prohibited			
BV	prohibited		permitted				
SR	prohibited		permitted		prohibited		
RS	prohibited		permitted		prohibited		
SS & AV	prohibited				permitted		
CS & AV	prohibited				permitted		
Rear Lane	permitted				prohibited		
Rear Alley	prohibited		permitted	required			
Path	permitted				prohibited		
Passage	prohibited		permitted				
Bicycle Trail	permitted			prohibited *			
Bicycle Lane	permitted				prohibited		
Bicycle Route	permitted						* permitted within Open Spaces
E. CIVIC SPACES (see Table 13)							
Park	permitted						
Green	prohibited		permitted		prohibited		
Square	prohibited			permitted			
Plaza	prohibited				permitted		
Playground	permitted						
F. LOT OCCUPATION							
Lot Width	by exception	by warrant	72 ft. min 120 ft. max	18 ft. min 96 ft. max	18 ft. min 180 ft. max	N/A	
Lot Coverage	by exception	by variance	60% max	70% max	80% max	N/A	
G. BUILDING SETBACK							
Front	by exception	30 ft. min	15 ft. min	6 ft. min 18 ft. max	0 ft. min 12 ft. max	N/A	
Side	by exception	96 ft. min	5 ft. min	0 ft. total min	0 ft. min 24 ft. max	N/A	
Rear	by exception	96 ft. min	5 ft. min	3 ft. min *	3 ft. min *	N/A	
H. BUILDING DISPOSITION (see Table 9)							* or 12 ft. from center line of alley
Edgeyard	permitted				prohibited		
Sideyard	prohibited			permitted	prohibited		
Rearyard	prohibited				permitted		
I. PRIVATE FRONTAGES (see Table 7)							
Common Yard	not applicable	permitted		prohibited			
Porch & Fence	not applicable	prohibited	permitted		prohibited		
Terrace or L.C.	not applicable	prohibited		permitted	prohibited		
Forecourt	not applicable	prohibited		permitted			
Stoop	not applicable	prohibited		permitted			
Shopfront & Awning	not applicable	prohibited		permitted			
Gallery	not applicable	prohibited		permitted			
Arcade	not applicable	prohibited			permitted		
J. BUILDING HEIGHT (see Table 8)							
Principal Building	not applicable	3 stories max		3 stories max	4.5 stories max, 2 min	N/A	
Outbuilding	not applicable	2 stories max		2 stories max	2 stories max	N/A	
K. BUILDING FUNCTION (see Table 10 &11)							
Residential	prohibited	restricted use		limited use	open use		
Lodging	prohibited	restricted use		limited use	open use		
Office	prohibited		restricted use	limited use	open use		
Retail	prohibited		restricted use	limited use	open use		

DISTRICTS

SECTION 5
SECTION 2, 3, 4

TRANSECT ZONES: BAY ST LOUIS, MS

T1-T5 Overlays are intended primarily for the focus areas identified for strategic action. These areas are identified on the Strategic Areas and Regulating Site Plan.

T1   NATURAL

The T1 zone consists of the natural and permanent open spaces approximating or reverting to a wilderness condition and intended for preservation. Theses include the wetlands area bounded by US 90, Dunbar, Felicity and 2nd Street. Additional wetlands areas are located north of Blakemore between Pine Tree and Pogo at Cedar Point, Cowand Point and the area north of the Casino. Also included is the sand beach along the Bay and Mississippi Sound.

T2   RURAL

The T2 zone consists of areas of Bay St. Louis that are in an open state that are sparsely settled, and should remain in that condition. This includes the Bridges Golf Course, Bay Waveland Yacht Club, Washington Street Pier, and the Lagoon.
Also included are any cemeteries, school playfields, and the open area north of Hancock Medical Center. This would also include some large individual estates located within or next to larger open areas.

T3   SUB-URBAN

The T3 zone consists of lower density suburban residential areas. This includes areas outside of designated neighborhoods and districts, exclusive of areas already identified as T1 or T2. Some of these areas include Washington Street between the Bookter neighborhood and the Hospital district including the streets south to the lagoon, west of the Felicity Neighborhood, and north and west of the Dunbar neighborhood.

T4   GENERAL URBAN

The T4 zone includes mixed use, primarily residential fabric focused on identifiable Neighborhood Centers. These include: Dunbar Neighborhood (at Julia), Felicity Neighborhood (at Dunbar), North Beach Neighborhood, Highland Neighborhood, Turner Neighborhood, Main and Old Spanish Trail, St. George Neighborhood, Bookter Neighborhood, Depot Neighborhood, Washington Pier Neighborhood and the Necaise/ St. Charles Neighborhood. Also, areas within the Neighborhoods and Districts along US 90 not designated T5 would be T4, as well as non-T5 areas in the Downtown District.

T5   URBAN CENTER

The T5 zone consists of higher density, mixed-use building types that accommodate retail, offices, and denser residential building types. The T5 zone applies to the areas around five (5) proposed new centers along US 90, including the area at Turner Street and US 90, around Hancock Medical Center, Main Street and US 90, Dunbar Street and US 90, and the Gateway at Beach Boulevard and US 90. Downtown between 2nd Street going east of Beach Boulevard is also included.

T6   URBAN CORE

Bay St. Louis at present contains no T6. To keep the character and scale of the town, T5 should be the highest level of development. The T6 zone is not applicable to Bay St. Louis for its foreseeable future.

SD   SPECIAL DISTRICTS

The SD zone identifies areas of the City where sites with existing specialized uses or unique community character require individualized development standards. The SD zone is applied to the following areas, each of which is intended to have development standards specific to the community's objectives for each.

> Hancock Medical Center
> The Gateway Center at US 90 and Beach / 2nd
> St Stanislaus District
> Arts District (from Depot to Main Street)
> Civic and Business 'Front Door' at US 90 and Main
> Casino District

Form Based Codes like the SmartCode are tools for making neighborhoods and towns in the manner that people would LIKE to see. One-size-fits-all codes of the past 50 years were concerned about prohibition and the separation of uses. Using that type of code, Bay St. Louis would be illegal. Form-based codes use an idea called the Transect, a range of urbanism from natural through rural to suburban to neighborhood and town center. Every zone is calibrated for the particular town and neighborhood, and encourages streets, blocks and buildings to be assembled in a way that adds up to special character of Bay St. Louis. Development becomes something that is positive, because it is based on the DNA of the place.

DESIGN ACTIONS

• **Rebuild** and enhance the downtown, Old Town and beachfront areas, with attractive new civic spaces and amenities.

• **Create** a network of walkable streets and greenspaces that ties together existing centers.

• **Rebuild** the existing historic beachfront homes in a more hurricane-resistant form, and build additional homes behind them.

• **Create** a new "front door" by reconfiguring the Hwy 90 approach, and adding a new civic space.

POLICY ACTIONS

• **Change** zoning and coding to build desirable new features, to enhance local character, and to enhance economic vitality.

• **Create** a new "Rebuilding Resource Center" that will distribute design, construction and finance information including historic construction information.

• **Develop** a long-term affordable housing strategy.

MANAGEMENT ACTIONS

• **Place** emergency shelter in the actual locations where residents will return, and in configurations suitable for the future

• **Provide** awards and funds to modest projects that add to the character of the street or public space.

*We look forward to returning to your wonderful town
with our families and friends
and eating a shrimp po-boy,
drinking beer on the pier,
buying some art
and having a great time with the quirky
and charming
people of Bay St. Louis.*

*It really is the people that make a community what it is,
as much as we hate to admit this as architects.*

*You were extremely fortunate to have a physical setting that
supported and encouraged your unique character,*

*and we sincerely believe that you will be able to
regenerate the vessel
that contained your ambitions and dreams
and share freely it with your children and the world.*