

LONG BEACH GULF COAST MISSISSIPPI

OCTOBER 2005

PREPARED BY
AYERS/SAINT/GROSS
ARCHITECTS + PLANNERS



POST HURRICANE KATRINA - LONG BEACH, MISSISSIPPI



THE MISSISSIPPI RENEWAL CHARRETTE

When Hurricane Katrina wiped out much of the southern coast of Mississippi, Governor Haley Barbour knew he would need outside assistance as he considered a path for rebuilding the affected communities. Along with Jim Barksdale, the head of the Commission for Recovery, Rebuilding and Renewal he assembled a forum of planners, architects and other specialists to collaborate on plans to re-shape communities along the Gulf Shore between Gautier and Waveland. This forum was led by Andrés Duany, founding principal of Duany Plater-Zyberk & Company (DPZ) and recognized leader of the New Urbanism, an international movement that seeks to end suburban sprawl and urban disinvestment.

A total of 250 professionals, community representatives and other support personnel joined together over six days from October 12-18. The Charrette, a term describing an intensive work effort by art and architecture students as they endeavor to complete their projects, consisted of 11 teams, each assigned to a community along the Gulf Shore. They surveyed devastated neighborhoods, reviewed previous physical conditions and collaborated with community representatives on recommend options for redevelopment.

The ballroom of Biloxi's Isle of Capri Casino Hotel provided a workspace for the professionals who volunteered their time to take part in this effort. The process relied heavily on public input to inform the participants who came from outside the region, about the original urban context, architectural vocabulary and other unique aspects of area. This forum was intended to be the first effort of an ongoing process to define models and guidelines for rebuilding and renewing the communities along the Mississippi Gulf Coast.



Haley Barbour, Governor of Mississippi



Architects and planners receive an overview of task on Day One



Public presentation on Day One



The Charrette workspace at the Isle of Capri Casio/Hotel Ballroom, a designated work area was assigned to each of the Charrette Teams



Andres Duany, Principal DPZ



Public presentation on the last day of the Charrette

THE LONG BEACH CHARRETTE TEAM



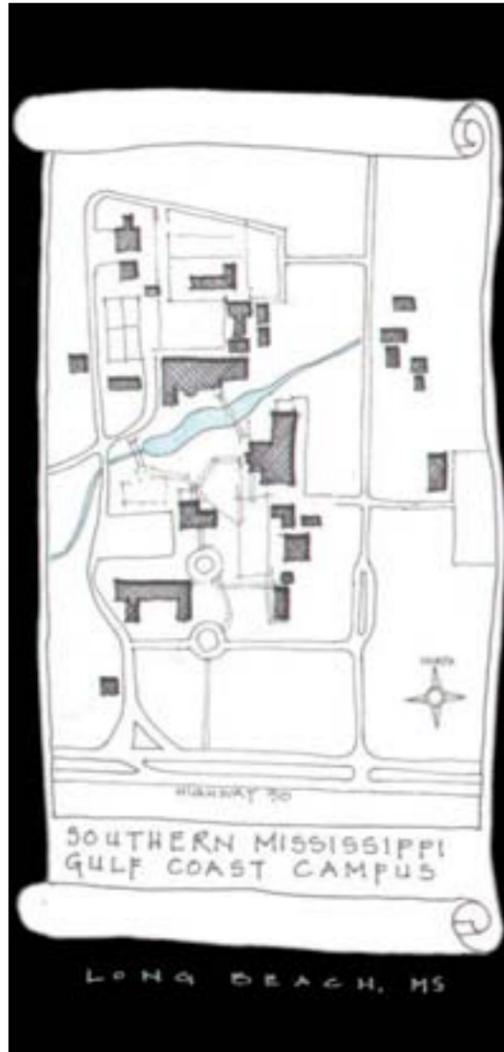
Team Leaders are introduced to charrette participants



Dhiru Thadani, team leader, discussing marina ideas for Long Beach



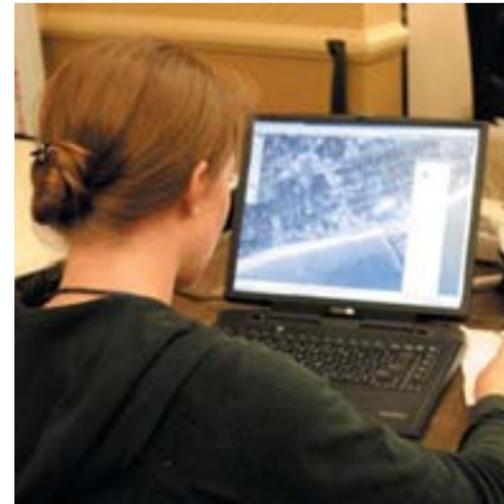
Long Beach Alderman/Architect Mark Lishen and Architect Lisa Herron



Sketch of the University of Southern Mississippi Gulf Coast - Gulf Park Campus



Architect Sarah Lewis takes notes at the public meeting



Planner Katie Poindexter reviews aerial image of Long Beach



Architect Marianne Cusato and Dhiru Thadani review proposed recommendations



Architects Bill Lennetz and Lisa Herron develop a neighborhood structure

The Long Beach Charrette Team was led by Dhiru Thadani, AIA, a principal with Ayers/Saint/Gross and Board Member of The Congress for the New Urbanism. This report documents the team's recommendations. The Charrette participants were:

Dhiru A. Thadani, AIA *Team Leader*
Principal
Ayers/Saint/Gross, Washington DC

Sarah Lewis, AIA
Associate
Ayers/Saint/Gross, Washington DC

Katie Poindexter
Planner
Ayers/Saint/Gross, Washington DC

Bill Lennetz
Executive Director
National Charrette Institute, Portland, OR

Marianne Cusato
Architect, New York City, NY

Mark Lishen, AIA
Partner
Guild Hardy Architects PA, Biloxi, MS

Lisa Herron
Interior Designer
LucidPlan, Inc. Long Beach, MS

Frank Burandt
Landscape Architect
Greg Cantrell & Associates, Biloxi, MS

Post-charrette work was completed by the Town Planning Studio of Ayers/Saint/Gross. Staff who contributed to this effort included:

Michael Aziz
Dany Loekman
Ana Montilla
Mary Anne Perkowski, AIA

LONG BEACH, GULF COAST, MISSISSIPPI

The City of Long Beach, located in Hancock County Mississippi was established in August 1905. It was as one of the fastest growing communities southwest of Biloxi. Today Long Beach is part of the Biloxi-Gulfport metro area. From the time of the original settlers, the 10.1 square miles of land has been known as “The Friendly City”. Today the estimated 17,300 residents continue to take pride in the giving “of themselves, their time and resources to work for a worthy cause or to help a neighbor in need.” The city is also noted as home to the Gulf Park Campus of the University of Southern Mississippi-Gulf Coast. Located on the front lawn of the University is a 500-year old oak

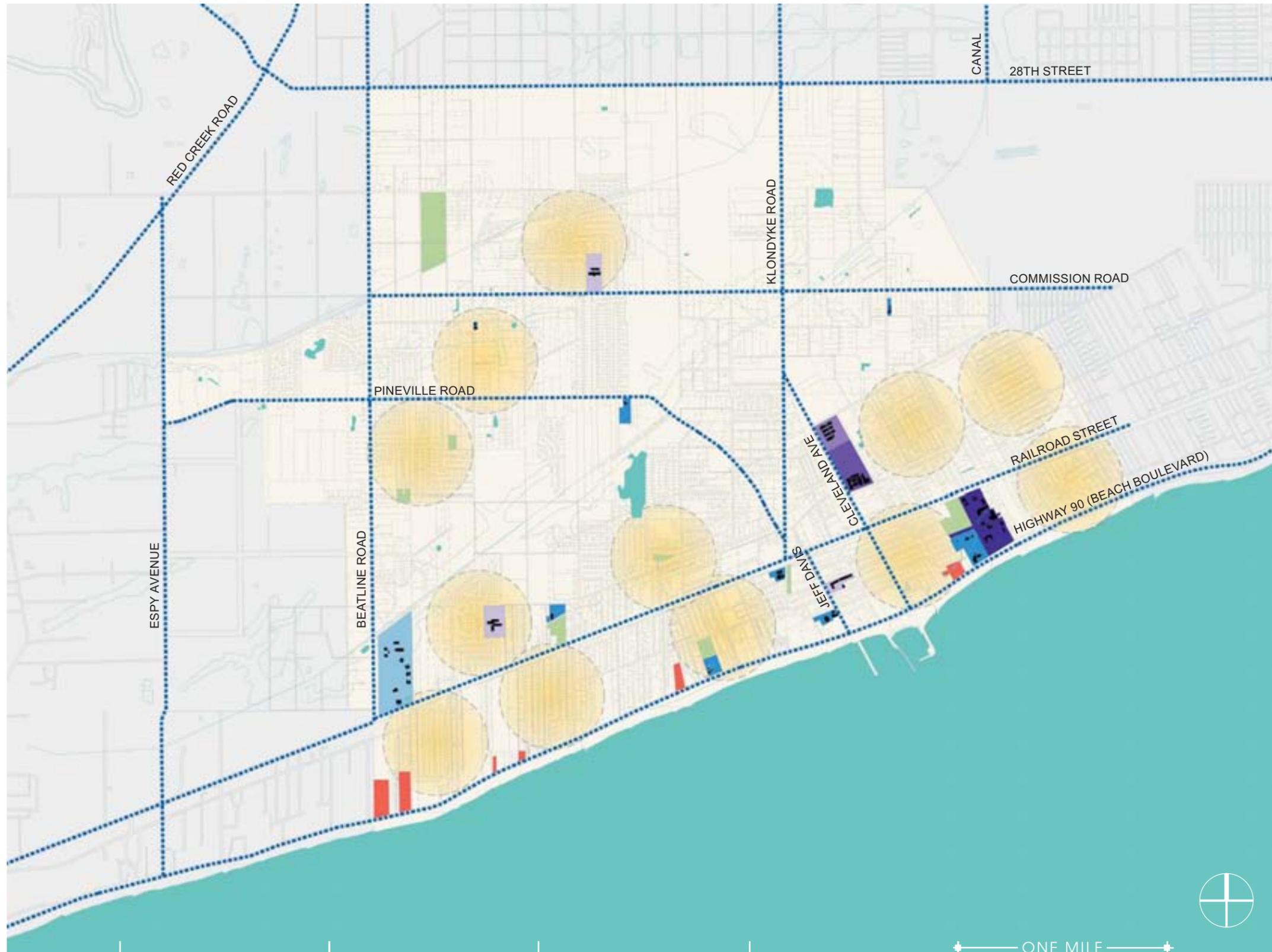
tree. The Historic Friendship Oak Tree survived Hurricane Katrina to continue as a landmark on this attractive 65-acre campus overlooking the Gulf of Mexico.

The people living in Long Beach are relatively young, with a median age of 35.7 years. The population is 86% White or Non-Hispanic, 7.4% Black, 2.3% Hispanic, and 2.4% of other races. The Friendly City is largely a bedroom community with residents commuting to the larger adjacent cities of Gulfport or Biloxi. Residents have a mean travel time of just over 20 minutes to their place of employment. Among individuals over 25,

86.3% have high school degree or higher, 24.3% a bachelor’s degree or higher, and 8.0% have a graduate or professional degree. Nearly 90% of the residents have a median household income of \$43,289.



PRE HURRICANE KATRINA - EXISTING CONDITIONS ANALYSIS & NEIGHBORHOODS



-  Primary Thoroughfare
-  Church
-  Hospital
-  Park
-  Elementary School
-  Middle School
-  High School
-  University of Southern Mississippi Gulf Coast - Gulf Park Campus
-  Condominium Project (Previously Approved)

POST HURRICANE KATRINA - LONG BEACH, MISSISSIPPI



View looking east towards Gulfport, along CSX Railroad corridor



View looking east towards Gulfport, along Highway 90 and the Gulf coastline



View looking towards the Long Beach marina



View looking south towards the Long Beach marina. Jeff Davis Street is seen in the center of the image, terminating at the beach pier

POST HURRICANE KATRINA - LONG BEACH, MISSISSIPPI



University of Southern Mississippi Gulf Coast - Gulf Park Campus along Highway 90, the remains of St. Thomas Church can be seen in the foreground



Destruction along Highway 90 along the western edge of town



View of school with Cleveland Street in the foreground, running east-west



Existing 'T' intersection of Jeff Davis and Railroad Street, with the adjacent CXS rail line.

NORTH-SOUTH STREETS - LONG BEACH, MISSISSIPPI

The first image on the right shows a typical street arrangement: the CSX railroad line that runs east-west bisects the town and interrupts many of the north-south streets. The proposed Master Plan suggests the removal of the railroad line and recommends that this existing right-of-way be used as an alternate to Highway 90 and that rapid transit be introduced along this route.

The second image on the right shows Klondyke Road (looking north). Klondyke is also interrupted before it can connect to Highway 90 (in the foreground.) The proposed plan recommends that Klondyke Road connects with Highway 90.

The third image on the right shows Jeff Davis Street (looking north) which terminates at Railroad Street. The proposed Master Plan recommends that Jeff Davis Street intersects with Klondyke and Pineville Roads at a civic plaza.

The fourth image on the right shows Cleveland Avenue (looking north). The proposed Master Plan suggests the creation of a gateway square at the intersection of Cleveland Avenue and Klondyke Road.

(See also: Proposed Gateways, page 18)



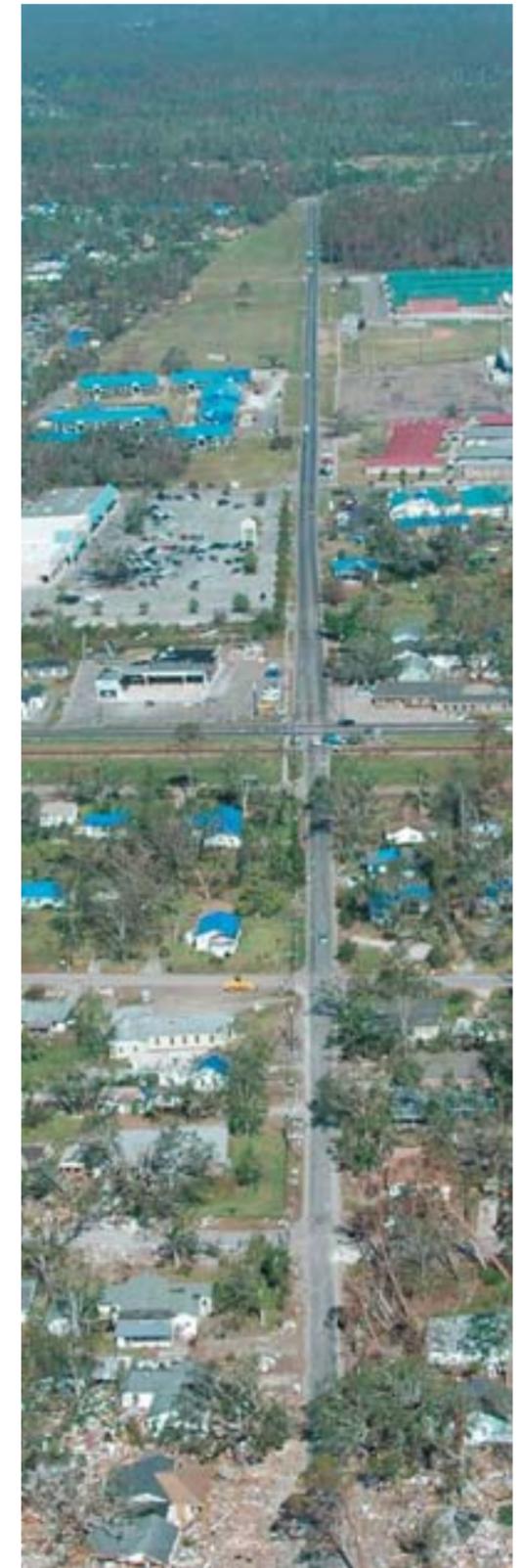
1. Alexander Road looking south towards the coastline



2. Klondyke Road looking inland, with Highway 90 in the foreground

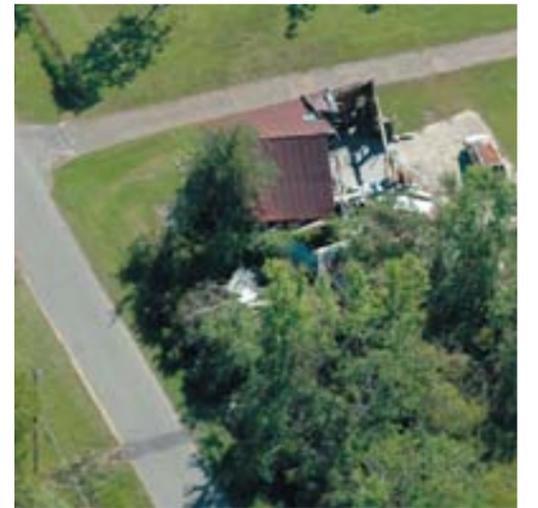


3. Jeff Davis Street looking inland



4. Cleveland Avenue looking inland

POST HURRICANE KATRINA - LONG BEACH, MISSISSIPPI



CITY OF LONG BEACH - PROPOSED MASTER PLAN

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

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

- Proposed Buildings
New and relocated footprints
- Existing Buildings
Undamaged or rebuilt on existing foundation
- Proposed Structured Parking
- Proposed Surface Parking
- Green Open Space / Landscaping



LONG BEACH WATERFRONT PARK AND MARINA



Long Beach marina post Hurricane Katrina

The triangular center of Long Beach, is defined by Cleveland Avenue to the east, Klondyke Road to the west and Highway 90 to the south. This aerial rendering illustrates recommended changes to the central area of Long Beach. The marina would be repaired and expanded, and Highway 90 would be realigned to form the scenic Beach Boulevard. The planning guidelines prescribe that mid-rise, high-density buildings (8 to 10 stories) be concentrated along the boulevard to form a distinguishable urban composition that defines the northern edge of a proposed 15-acre water front park: "Oak Park."

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

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

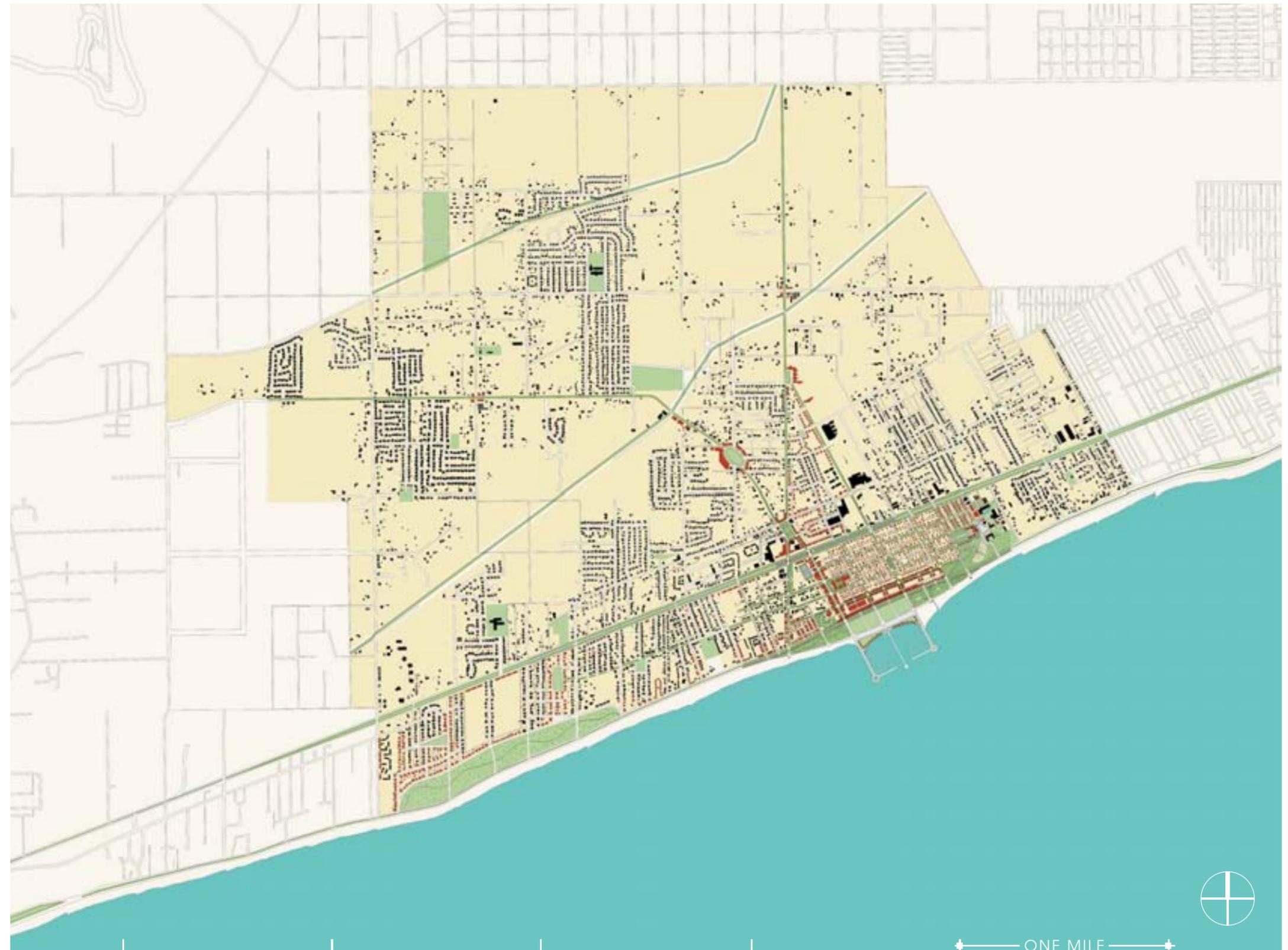
CITY OF LONG BEACH - PROPOSED REGIONAL MASTER PLAN



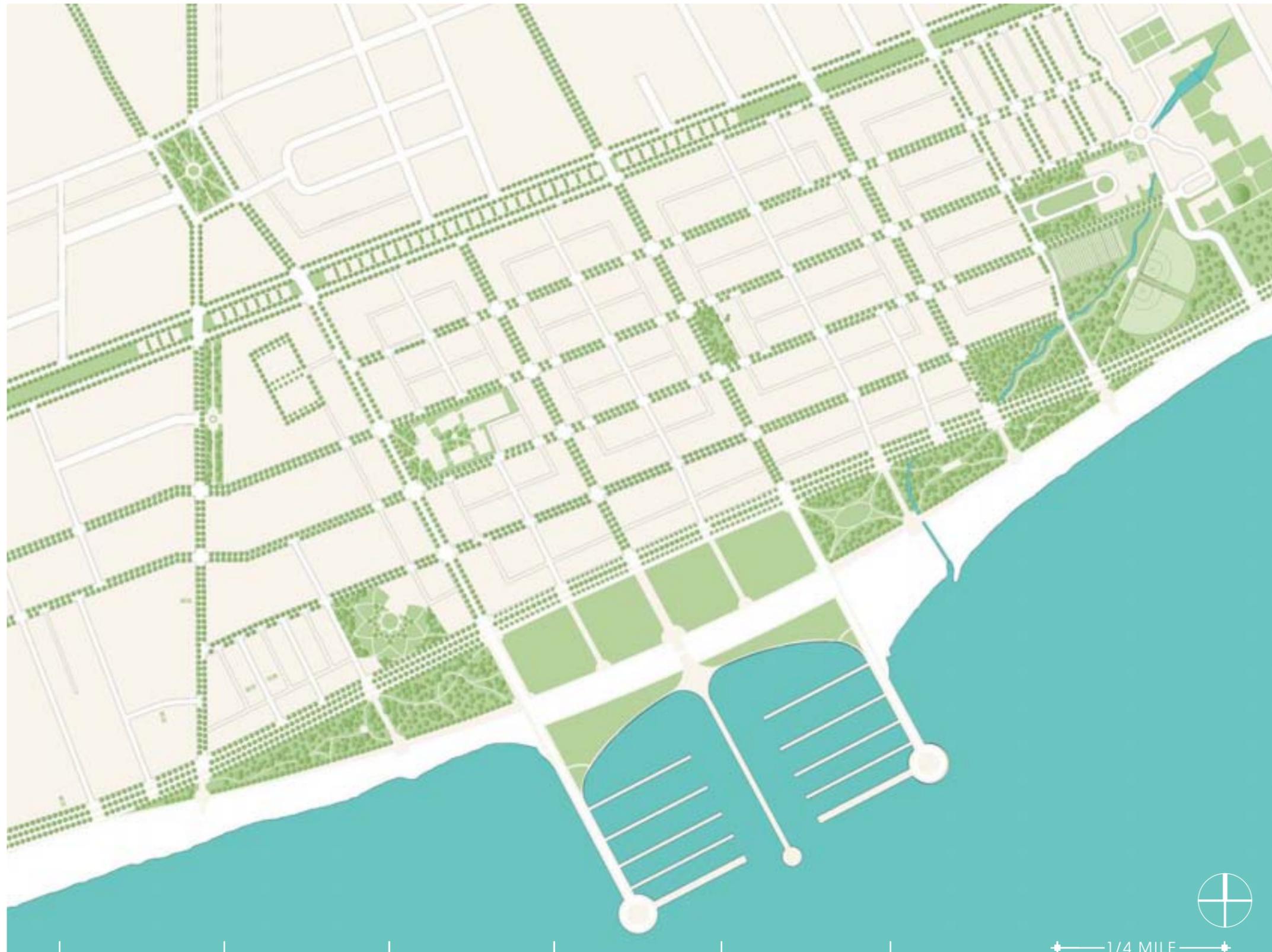
The week long charrette focused on the central area of Long Beach. The 'parti' diagram above identifies the triangular area enclosed by Klondyke Road, Cleveland Avenue, and Beach Boulevard (formerly Highway 90), that is intended to be reestablish as the heart of the community. The long term intent is that the remaining portion of town would be planned to connect to this central area.

As the diagram illustrates, there is a strong adjacent relationship between the public waterfront park and the identified triangular center, both supporting each other.

The Master Plan also proposes that the Pitcher Point and Boggsville neighborhoods to the southwest have a town green along the coast line. This park is a result of moving development further back from the waters edge in keeping with the FEMA Coast Zone Management Regulations. The resultant open space will be an asset for the City of Long Beach as a beautiful setting for recreational activities while reducing the risk for future damage.



PROPOSED OPEN SPACE NETWORK



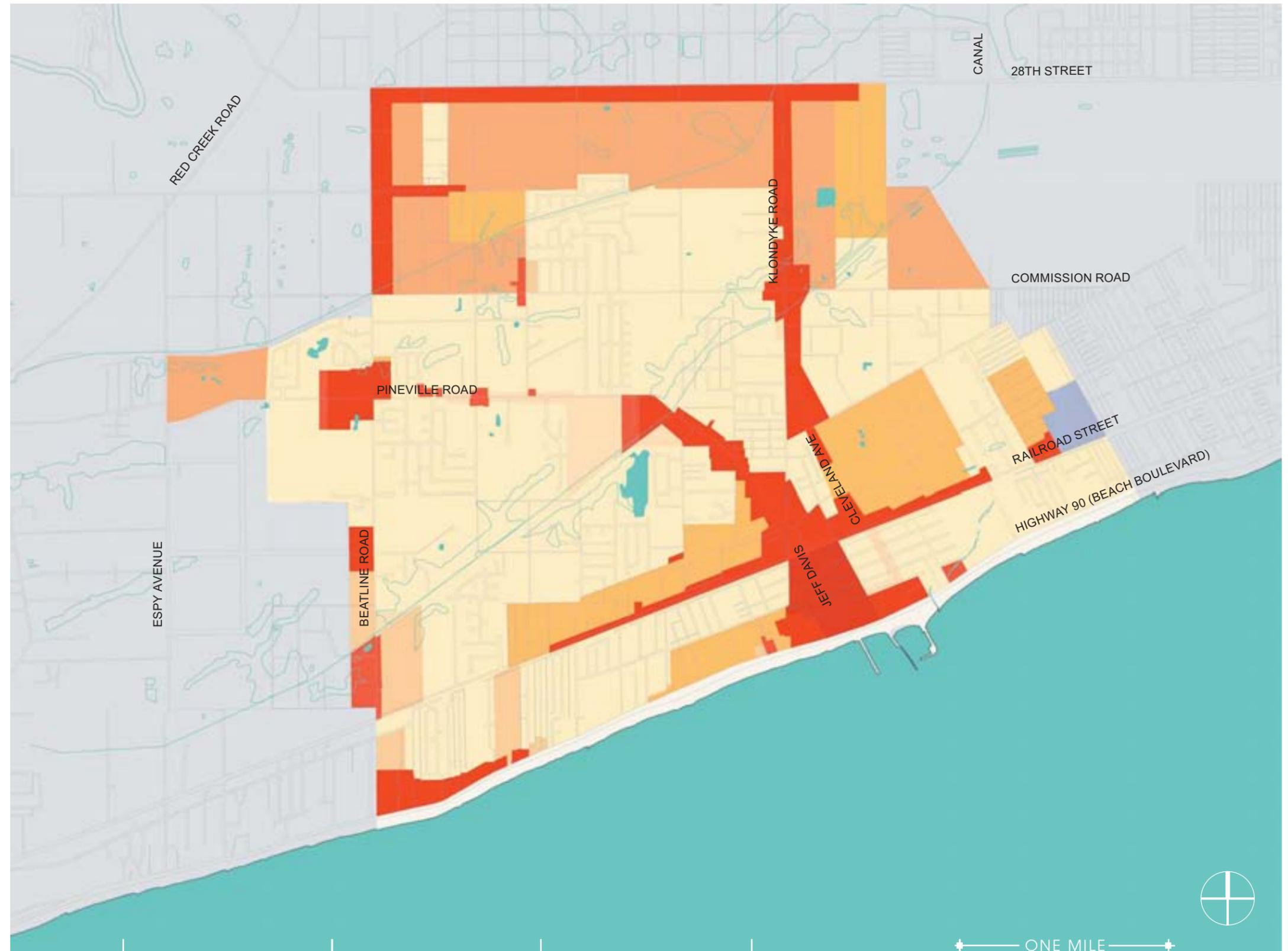
A city is experienced through its public realm; streets, sidewalks, and parks. Residents and visitors experience these spaces as they move through the city. This Master Plan gives spatial definition to the public realm and provides a variety of public spaces and streets to enhance the experience for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

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

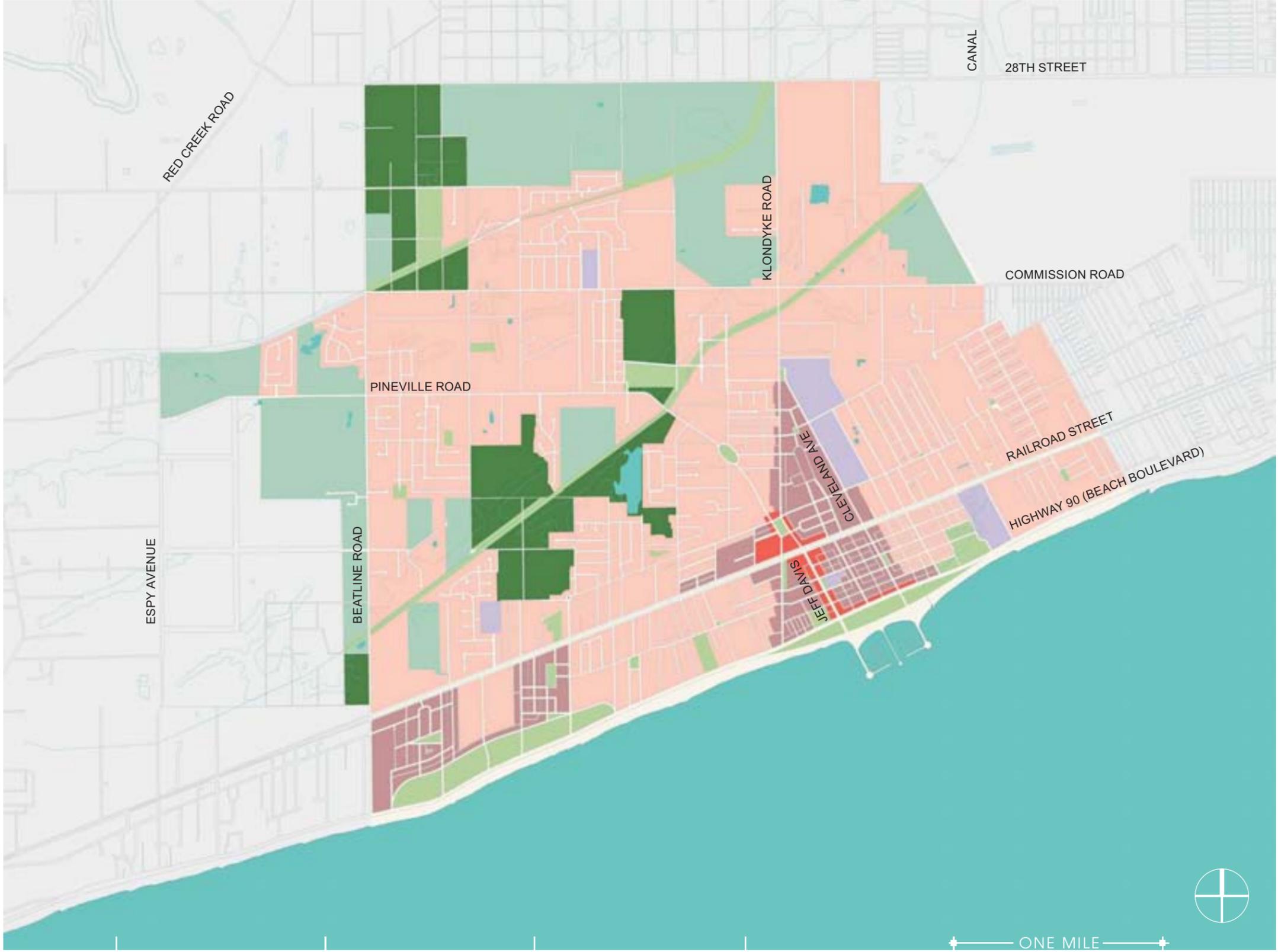
PRE HURRICANE KATRINA - EXISTING ZONING DIAGRAM

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

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



PROPOSED TRANSECT DIAGRAM



The Transect is a system of ordering human environments from the most natural to the most urban. Codes may be based upon six Transect Zones that describe the physical character of place at any scale, in the context of density and intensity of land use.

Transect Zones (T-Zone) are administratively similar to the land-use zones in conventional ordinances. Typical codes segregate requirements of building use, density, height, and setback requirements, whereas transect zones form mixed-use environments by eliminating the separation of use groups. Building massing (height and placement) is controlled with “build-to” lines and density in specific locations within a jurisdiction. This creates a consistent streetscape that is appropriate to the character of an area - for example, a town center that is different in scale to a residential neighborhood. The six T-Zones are: T1 Preserve / Natural, T2 Reserve / Rural, T3 Sub-Urban, T4 General Urban, T5 Urban Center, and T6 Urban Core.

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

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

CITY OF LONG BEACH - PROPOSED GATEWAYS

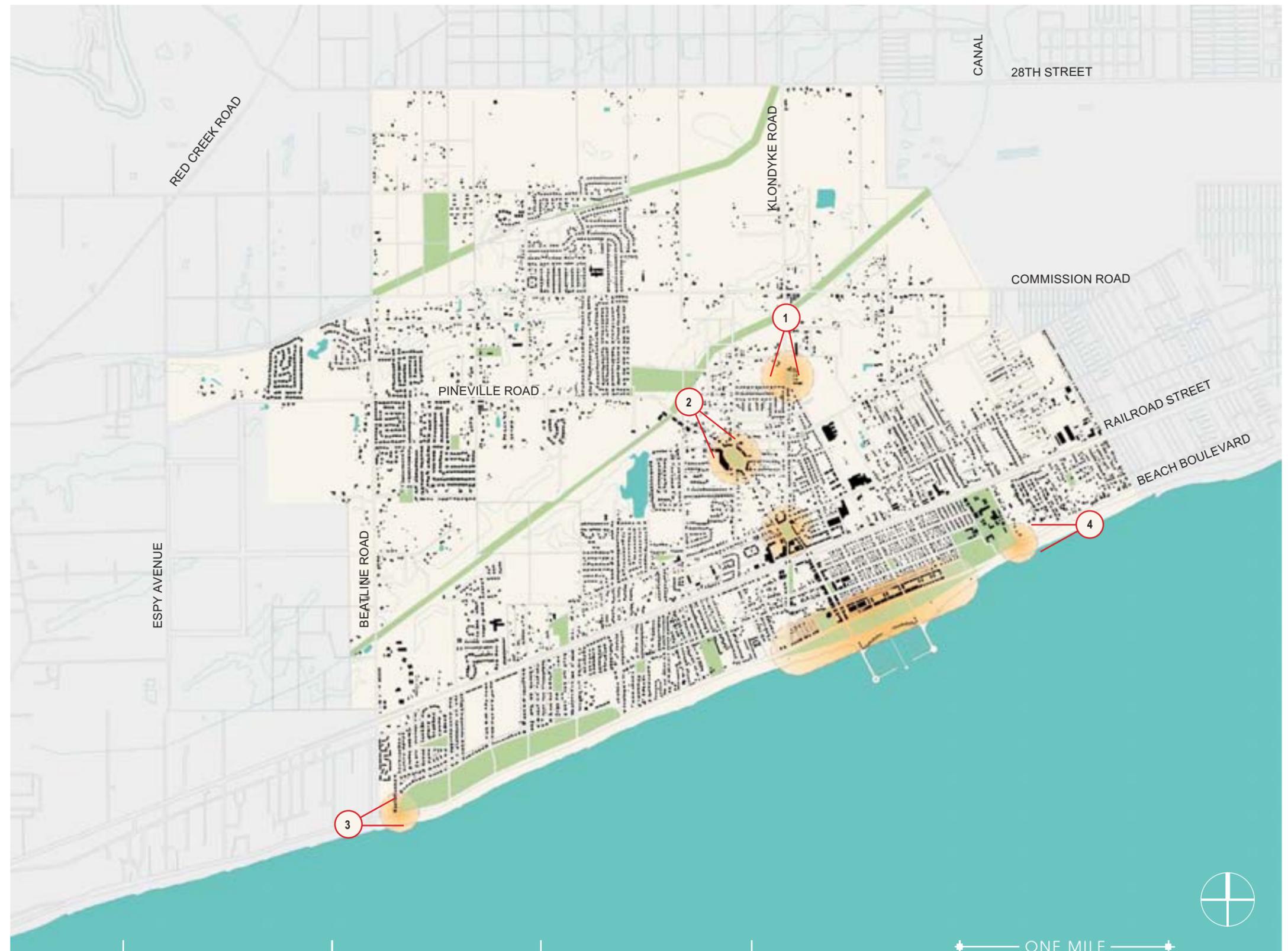
Cities that have distinctive visual attributes and public spaces are more memorable. Such attributes make cities identifiable, add positive value to the urban fabric, and provided a sense of place. It is important to be able to identify where one is in order to understand location and place. Thresholds to destinations provide visual cues to a location and place. As part of the Master Plan the gateways for Long Beach have been identified and strengthened.

Gateways can be created by:

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

Gateway moments identified in the Master Plan:

1. Arrival from the north on Klondyke Road: an open green space is proposed at the intersection of Cleveland Avenue. Buildings defining this space may include a school and other civic institutions.
2. Arrival from the northwest along Pineville: an oval space defined by retail and commercial buildings is proposed.
3. Arrival from the west along Beach Boulevard (Highway 90): the gateway into the city is announced by a large green common, five blocks long. This gracious gesture is the result of relocating development several hundred feet back from the edge of the coastline in keeping with coast zone management regulations.
4. Arrival from the east along each Beach Boulevard (Highway 90): The landscaped forecourt of the University of Southern Mississippi Gulf Coast - Gulf Park Campus announces the institution's presence and serves as a gateway to the city.



PROPOSED NORTHERN GATEWAY INTO LONG BEACH ALONG KLONDYKE ROAD



The aerial photograph above shows the existing condition at the intersection of Cleveland Avenue and Klondyke Road.

The rendering to the left illustrates the proposed reconfiguration of this intersection as an identifiable gateway into Long Beach. The confined space of the roadway would open to the public space announcing an entrance to the town. The space is defined on three sides by civic buildings that will act as the first visual marker when entering the City of Long Beach.

PROPOSED PEDESTRIAN SHEDS & THOROUGHFARE FRAMEWORK

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

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

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



INTERSECTION OF JEFF DAVIS AND RAILROAD STREETS



The aerial photograph above shows the existing condition of the intersection of Jeff Davis Street and Railroad Street. The street loses edge definition as it gets closer to the railroad line.

The rendering assumes the relocation of the CSX railroad line and illustrates how Jeff Davis Street would be transformed into the 'Main Street' of Long Beach. New low-rise, mixed-use buildings front the street. Continuous sidewalks and street trees encourage walking along Jeff Davis from Railroad Street to the new Beach Boulevard. To increase connectivity to the town and coastline, Klondyke Road no longer terminates at the railroad

line; instead it is shown crossing the railroad tracks and extending southward to intersect with the proposed Beach Boulevard (Highway 90).

The space currently occupied by the railroad would become a new thoroughfare with the possibility of a rapid transit (bus or trolley) connection to other coastal communities. The street width allows for a very large median which would be heavily greened. However, in the central area of Long Beach the median within this street could be used for surface commuter parking as shown in the illustration.

CITY OF LONG BEACH - POST HURRICANE KATRINA DAMAGE ASSESSMENT



The diagram on the right, is a graphic illustration of the assessed damage caused by Hurricane Katrina. The information shown is a combination of the City of Long Beach's Parcel Damage Assessment Map and post Katrina aerial photographs.

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

CITY OF LONG BEACH - PROPOSED FIGURE / GROUND



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

Buildings along Jeff Davis (Main Street) are closely grouped together to help define an enclosed public realm. Buildings along Beach Boulevard (Highway 90) facing the Gulf are also grouped to form a shallow curve that relates to the waterfront park and the marina. Buildings around the civic squares also work together to define outdoor public rooms.

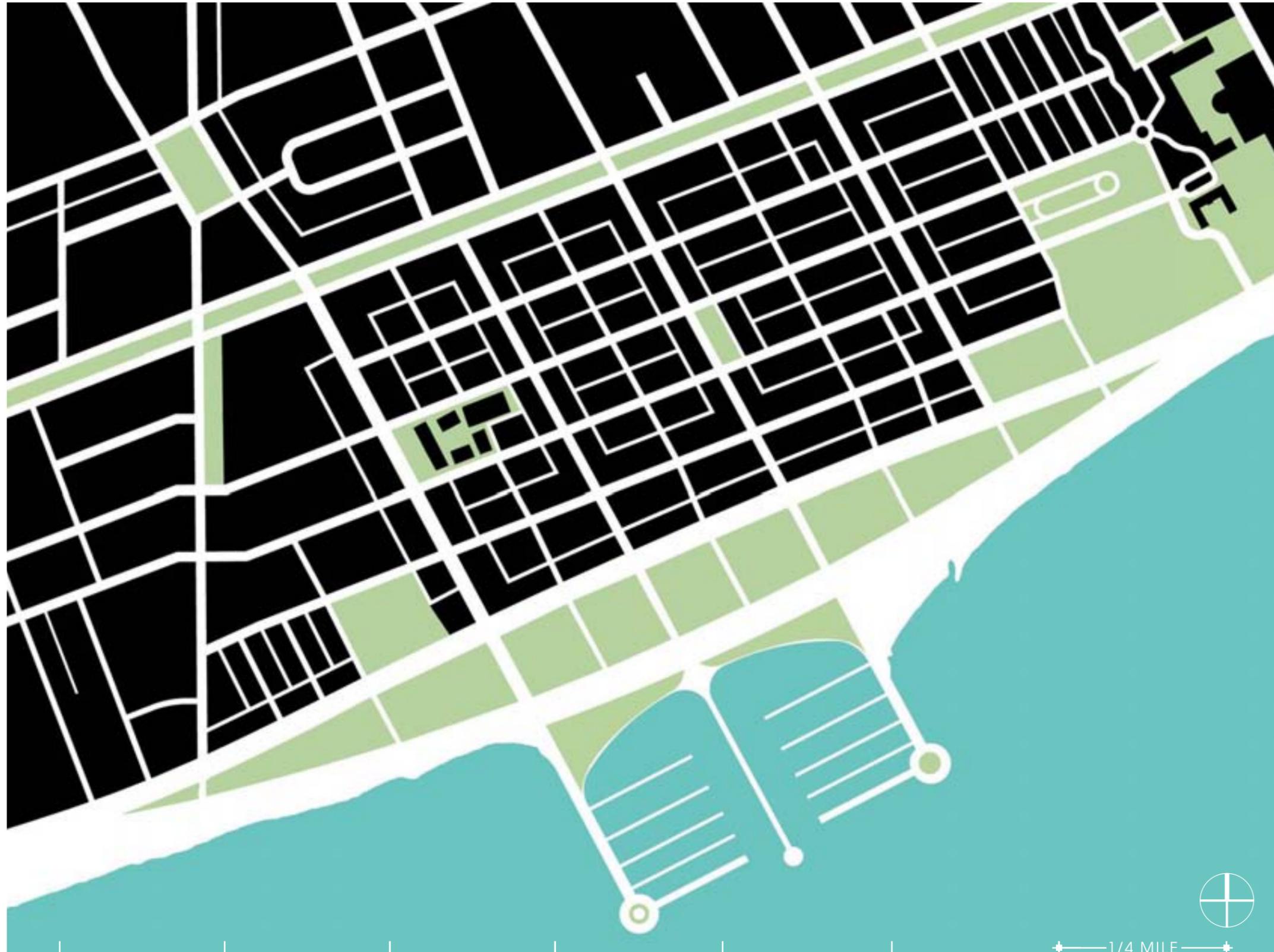
The diagram on the left illustrates the recommended Master Plan with all buildings, proposed, existing, and rebuilt, shown in black.

CITY OF LONG BEACH - EXISTING BLOCK STRUCTURE

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



CITY OF LONG BEACH - PROPOSED BLOCK STRUCTURE



The Master Plan provides a maximum block dimension of 250' deep by 600' long. This size creates a pedestrian-friendly, "walkable" community

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

1. Create a scenic Beach Boulevard by realigning Highway 90 to the north to accommodate Coast Zone Management Regulations.
2. Extend Jeff Davis Street to the north past Railroad Street to intersect with Klondyke Road. Terminate this street at a civic square.
3. Extend Klondyke Road south to intersect with Highway 90.
4. Transform Railroad Street to a parkway with a wide, landscaped median.
5. Insert several north-south residential streets to subdivide the elongated blocks and increase connectivity to the Gulf coastline.
6. Incorporate a system of alleys to provide a right-of-way for utilities and access for service vehicles and garages.
7. Incorporate several street crossings across Railroad Street to increase connectivity from the north side of the tracks to the Gulf coastline.

REALIGNMENT OF HIGHWAY 90 (BASED ON FEMA ZONES)

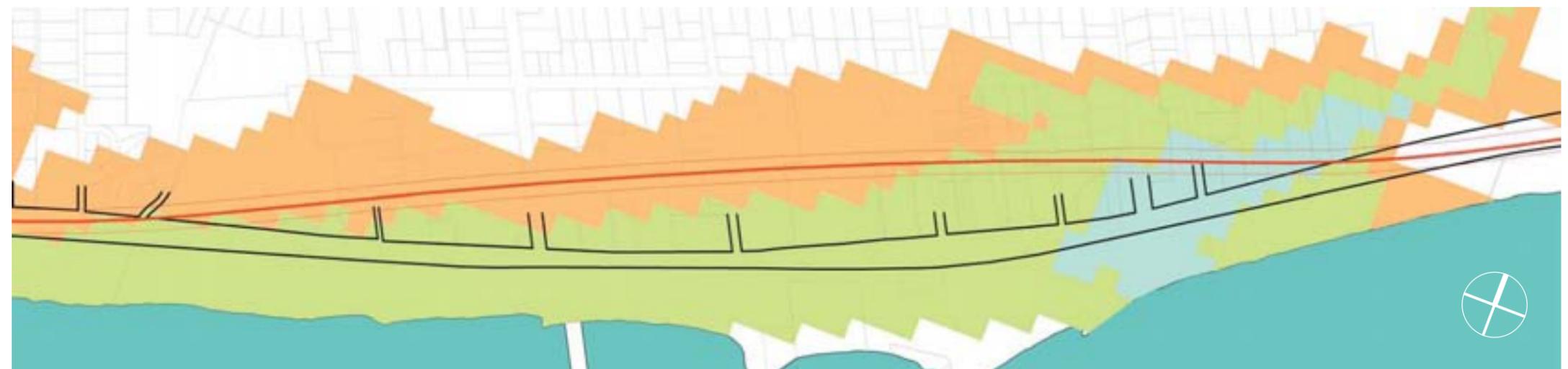
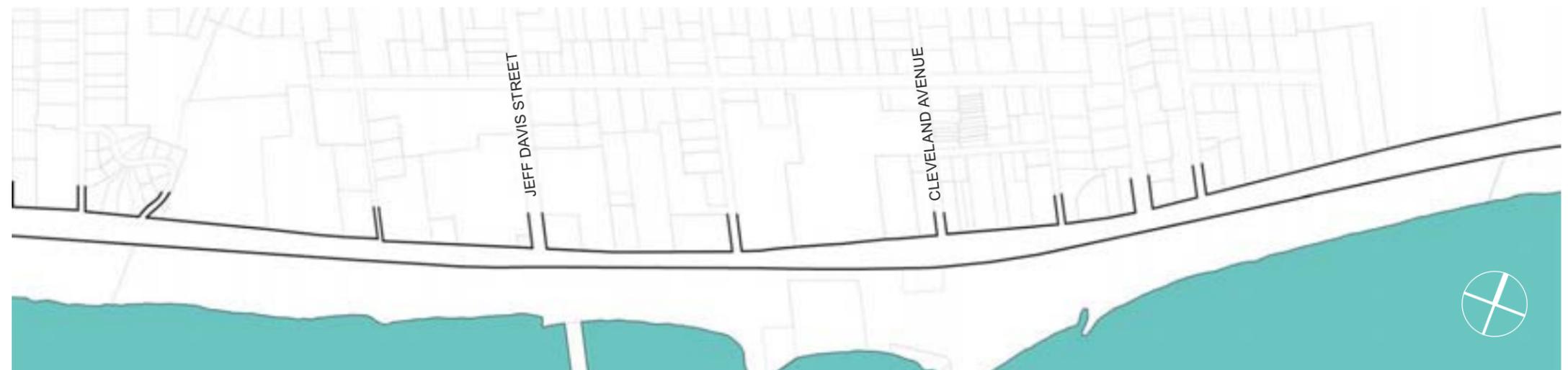
The top image shows the existing alignment of Highway 90. Currently Highway 90 passes along the edge of southern edge of Long Beach.

The middle image shows the preliminary FEMA zones overlaid on the City of Long Beach coastline.

The bottom image shows the proposed realignment of Highway 90, to the north, away from the coastline. This realignment would allow street level retail to be developed along this roadway. This would introduce an urban character which would not be permitted if the existing alignment were to remain. Highway 90 would be renamed Beach Boulevard.

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

Coastal A-Zone (Orange): the portion of the SFHA landward of a V-Zone in which the principal source of flooding is storm surge, not riverine sources. Coastal A-Zone may therefore be subject to wave effects, velocity flows, erosion, scour or combinations of these forces. The forces in Coastal A-Zone are not as severe as those in V-Zone, however are still capable of damaging or destroying buildings or inadequate foundations. A-Zone areas are subject to breaking waves within heights less than 3' and wave run-up with depths less than 3'. It is important to note that Flood Insurance Rate Maps (FIRMs) use Zones AE, A130, AO and A to designate both coastal and non-coastal SFHAs.



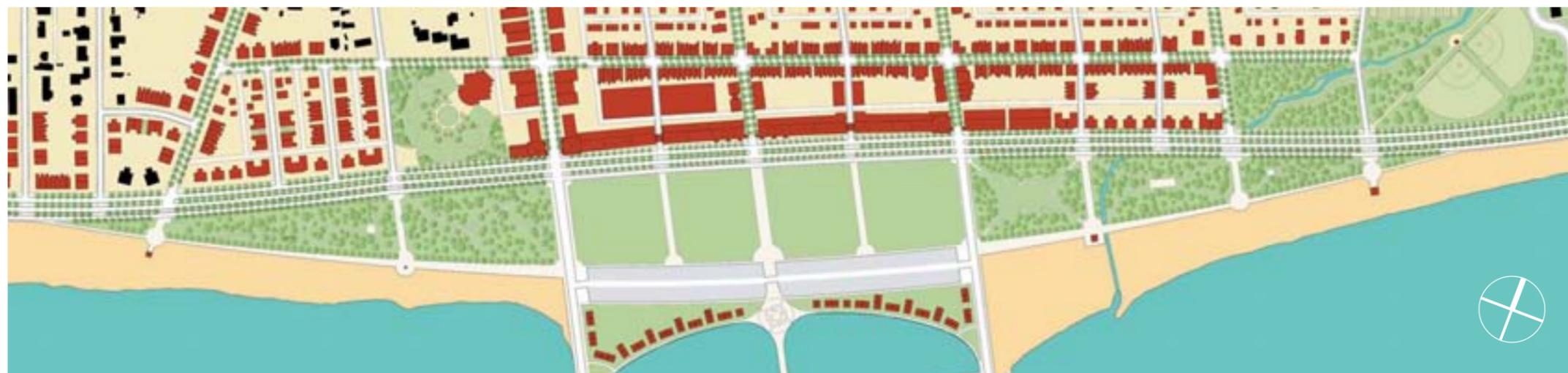
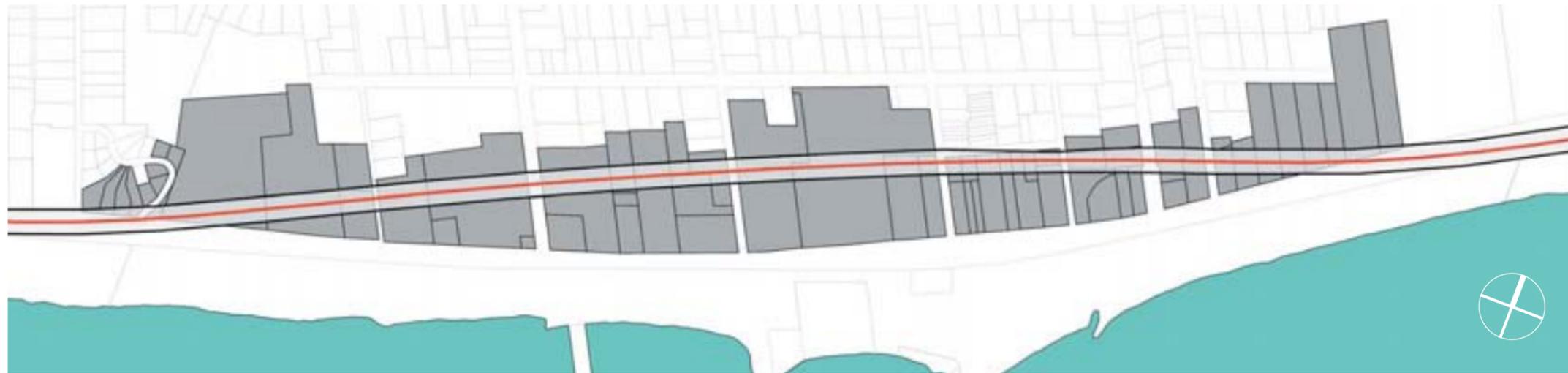
REALIGNMENT OF HIGHWAY 90 (BEACH BOULEVARD)



The top image shows the existing alignment of Highway 90. Currently Highway 90 passes along the edge of southern edge of Long Beach.

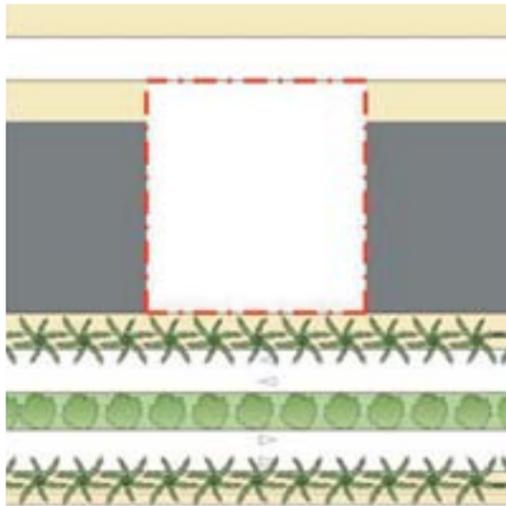
The middle image shows the existing properties affected by the proposed realignment.

The bottom image illustrates how the realignment of the highway could be developed as a scenic route, "Beach Boulevard". Improvement would include a tree-lined median, trolley service that connects to other coastal destinations, and a 15-acre public park located adjacent to the marina.



PROPOSED GUIDELINES FOR MIXED-USE BUILDINGS ON BEACH BOULEVARD

PROPERTY

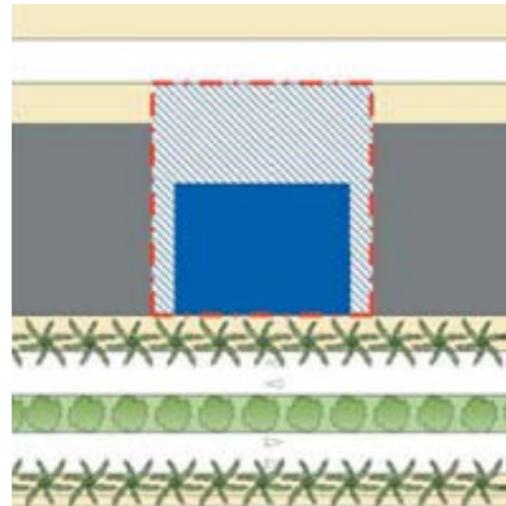


The diagram on the left depicts a typical property along Highway 90 (Beach Boulevard). Properties are typically 100' deep with an alley at the rear for service access and utilities.

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

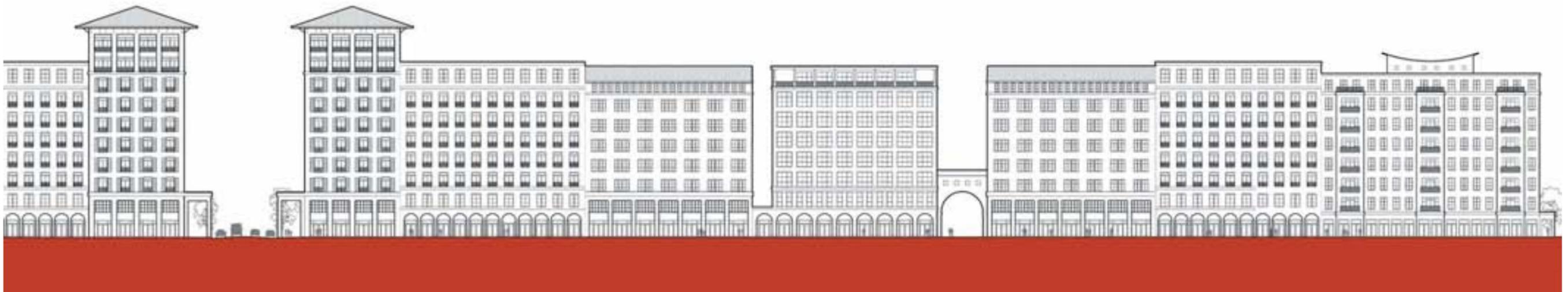
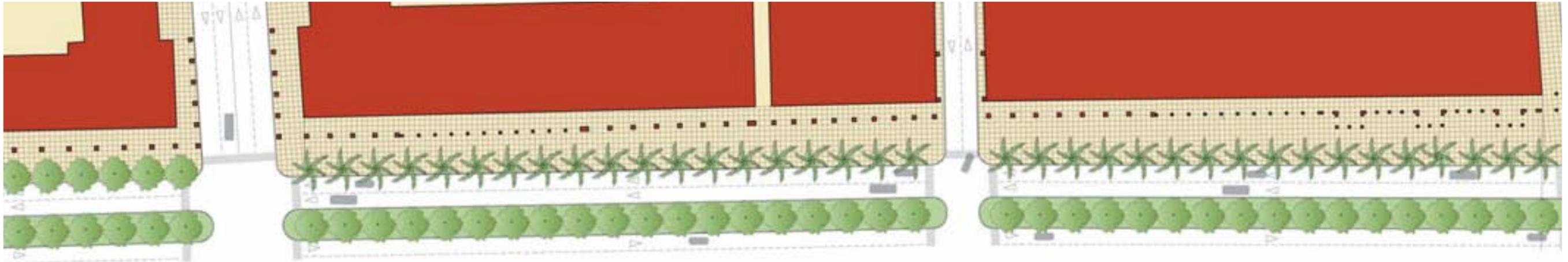
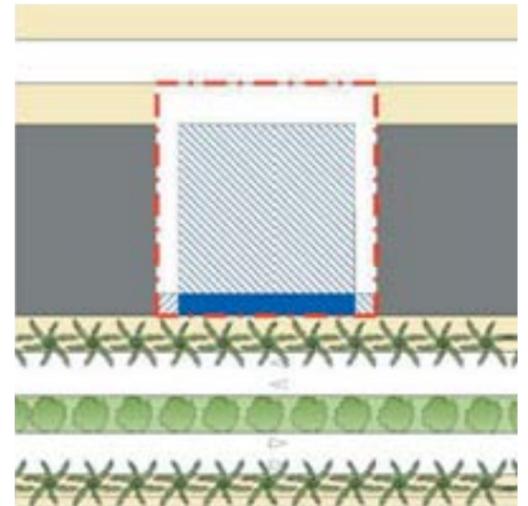
These guidelines apply to the buildings between Jeff Davis and Cleveland Avenue shown in the elevation and plan drawing below.

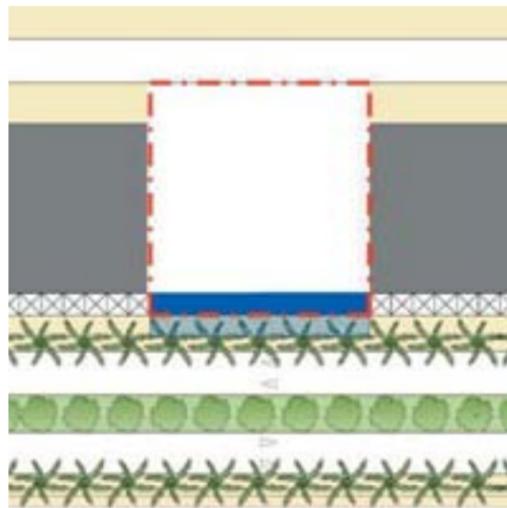
LOT COVERAGE



The diagram on the left illustrates a building footprint. Lot coverage would be a minimum of 50% and a maximum of 100%. A build-to-line would be established along Beach Boulevard. No set backs at street level would be permitted; all buildings developed on the Boulevard must front directly on this build-to-line.

The diagram on the right illustrates frontage of building area located above the street level. Frontage width of the building would be a minimum of 80% and a maximum of 100%.

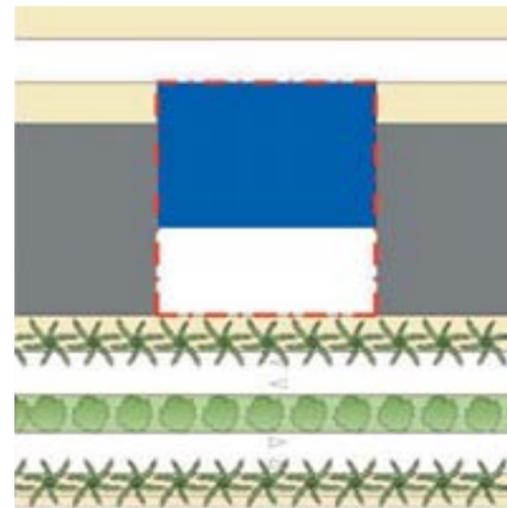




ARCADES / ENCROACHMENT

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

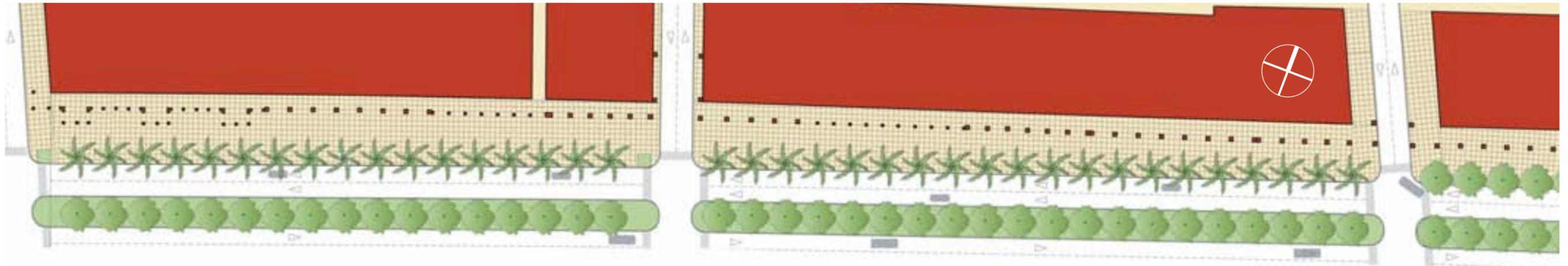
The diagram on the left illustrates an 8' maximum zone beyond the property line in which building projections, balconies, or awnings may encroach.



PARKING / HEIGHT

The diagram on the left illustrates where off-street parking would be permitted. Parking shall not occur within 40' of Beach Boulevard. Curb cuts would not be permitted anywhere along on Beach Boulevard. Service and other vehicular access, and utilities would be from the rear alley.

The maximum height for buildings on Beach Boulevard would be 100', except at the corners of Jeff Davis Street and Cleveland Avenue where a height of 125' would be permitted.

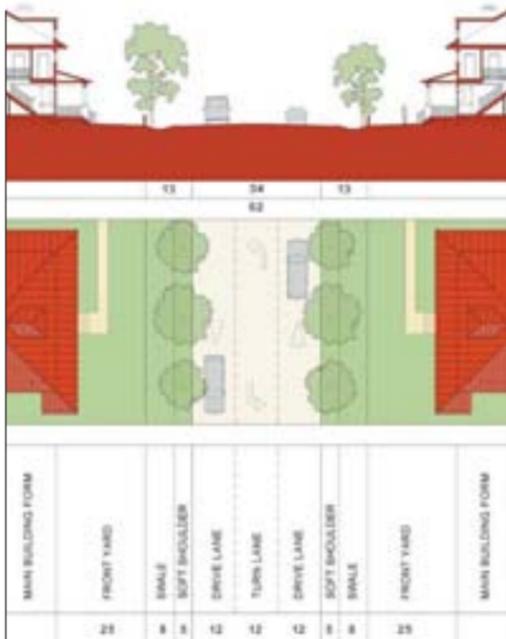


PROPOSED THOROUGHFARE TYPES



KLONDYKE ROAD

Klondyke Road is viewed as a major north-south link and gateway street into the city. It connects downtown Long Beach to 28th Street. In turn, Klondyke Road connects to Canal and Beatline Roads, which leads to Interstate 10. The 3-lane section shown is only proposed north of the Cleveland Avenue intersection. South of this intersection the road would be 2-lanes. This section could also be used to Beatline Road at the western edge of city.



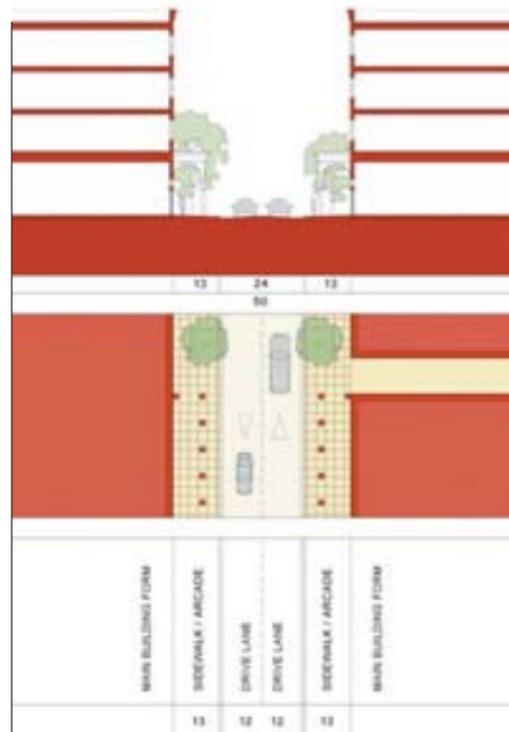
JEFF DAVIS STREET

Jeff Davis Street is Long Beach's 'Main Street'. The proposed street section suggests a 4-lane width, where the two outside lanes would be used for parallel parking at non-peak hours. Buildings would be a maximum of four stories, except for the southern blocks at the intersection of Highway 90 where ten stories would be permitted. *See page 29 for more information on height.*



CLEVELAND AVENUE

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



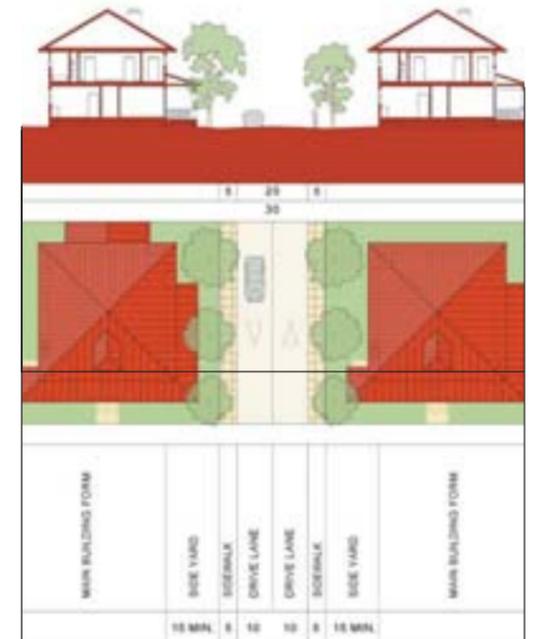
TYPICAL RESIDENTIAL STREET

A two-lane thoroughfare with a 50' right-of-way is proposed for residential streets. Parallel parking would be permitted on both sides of the street. There would be 8' wide sidewalks with street trees would also occur on both sides. Residential construction would begin after a 25' setback.

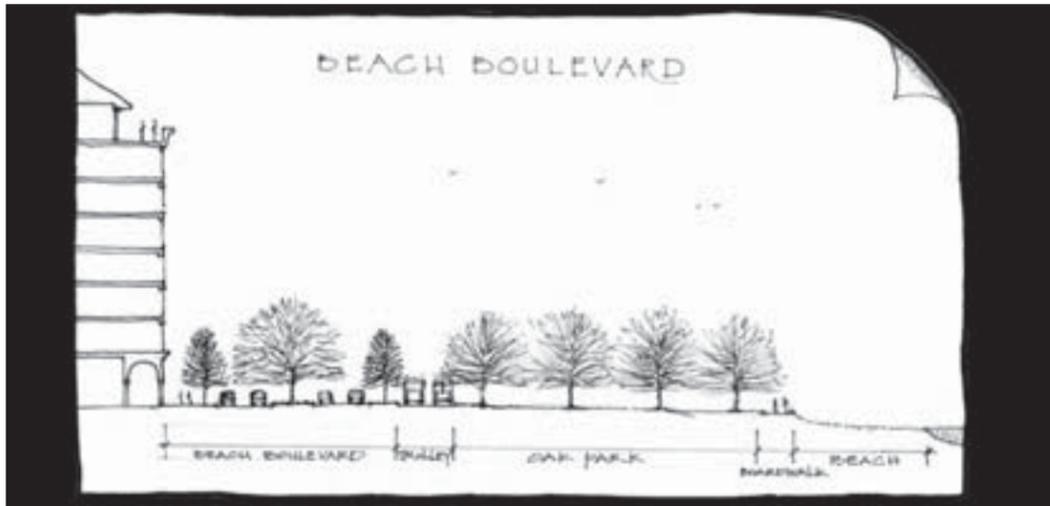


SECONDARY STREET

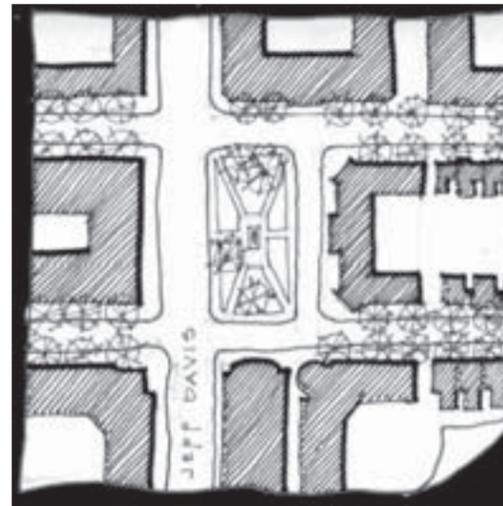
The existing block structure of Long Beach consists of extremely long blocks, approximately 800' in length. This condition is inconvenient for pedestrians and those who may wish to access the coastline. The proposed plan suggests inserting a minor thoroughfare with a 30' right-of-way. This would subdivide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



DRAWINGS PRODUCED AT THE CHARRETTE



Proposed section for Highway 90 as scenic Beach Boulevard



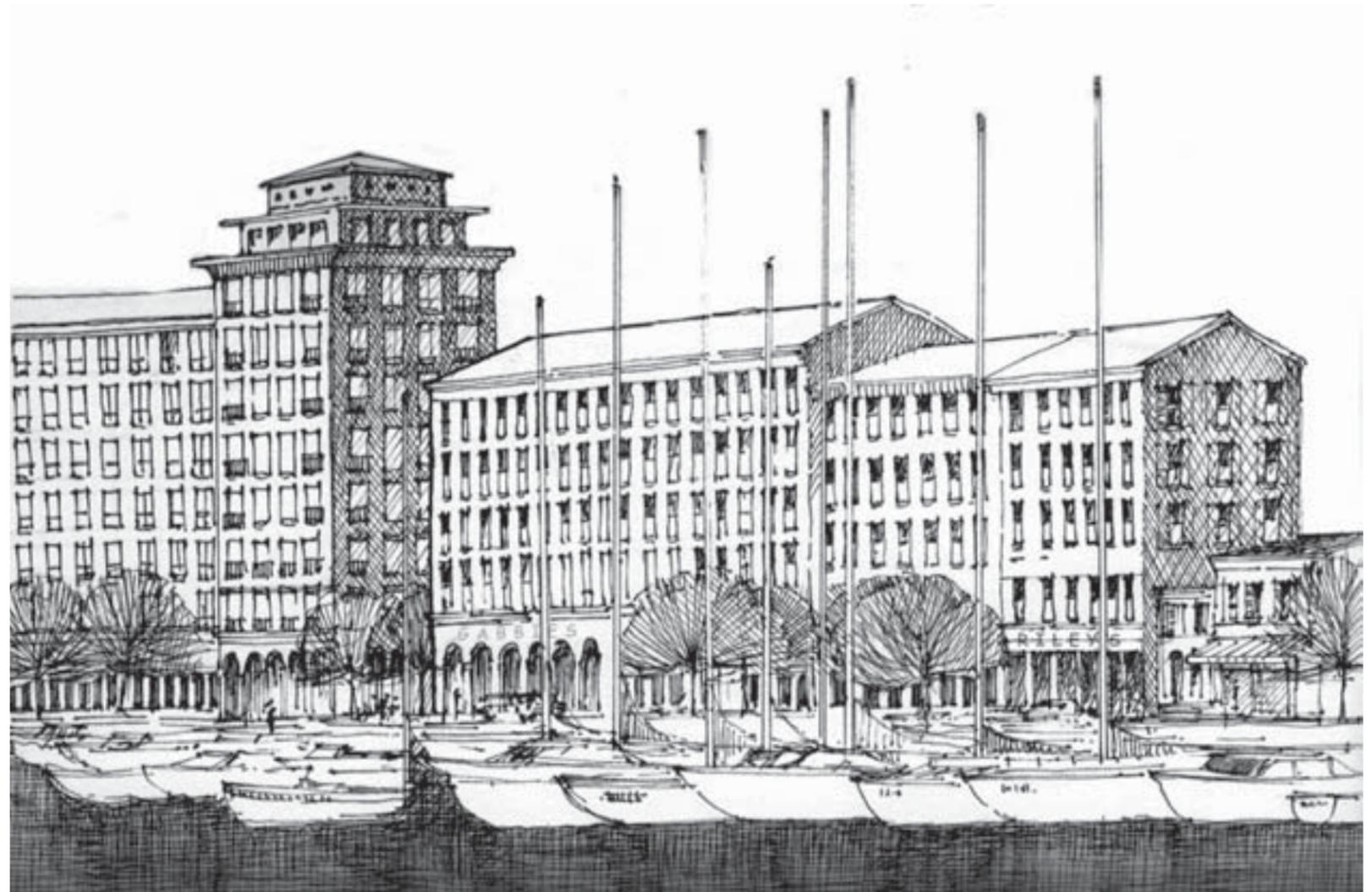
Remembrance Square on Jeff Davis Street in front of the school



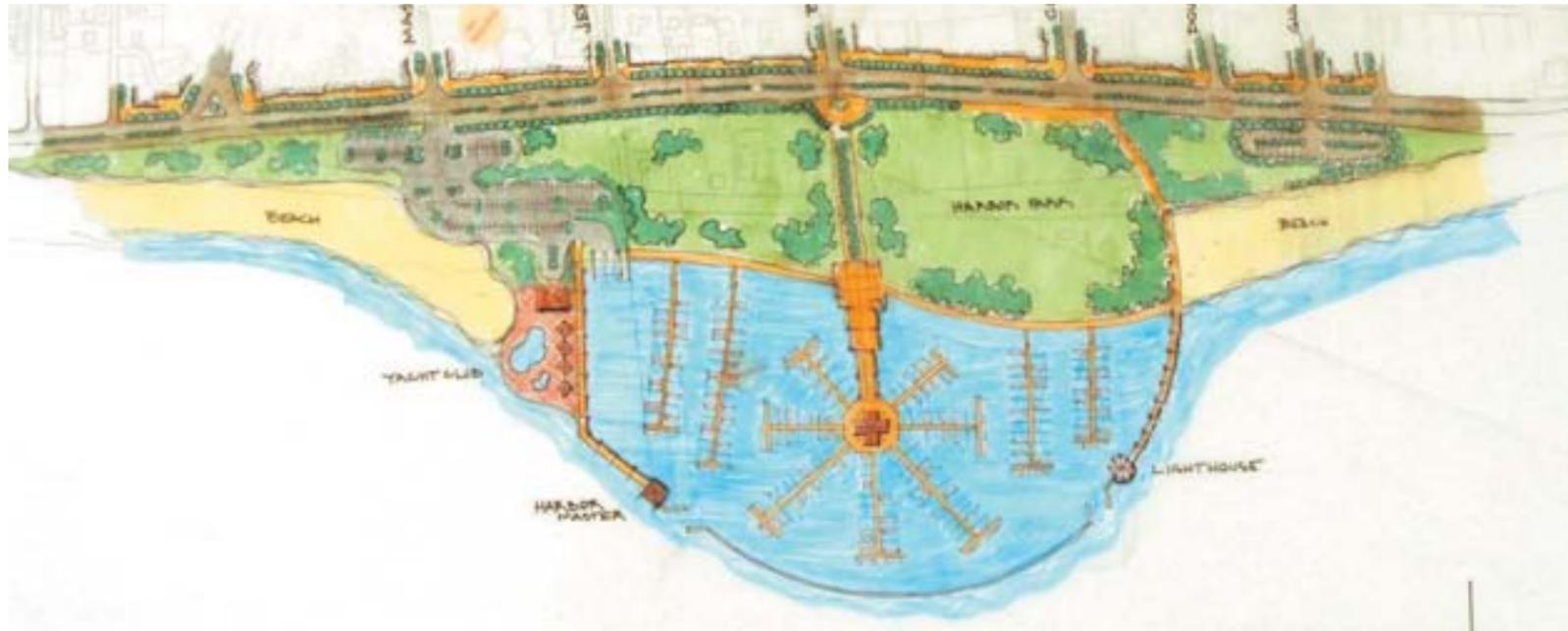
Sketch of Jeff Davis Street 'Main Street'



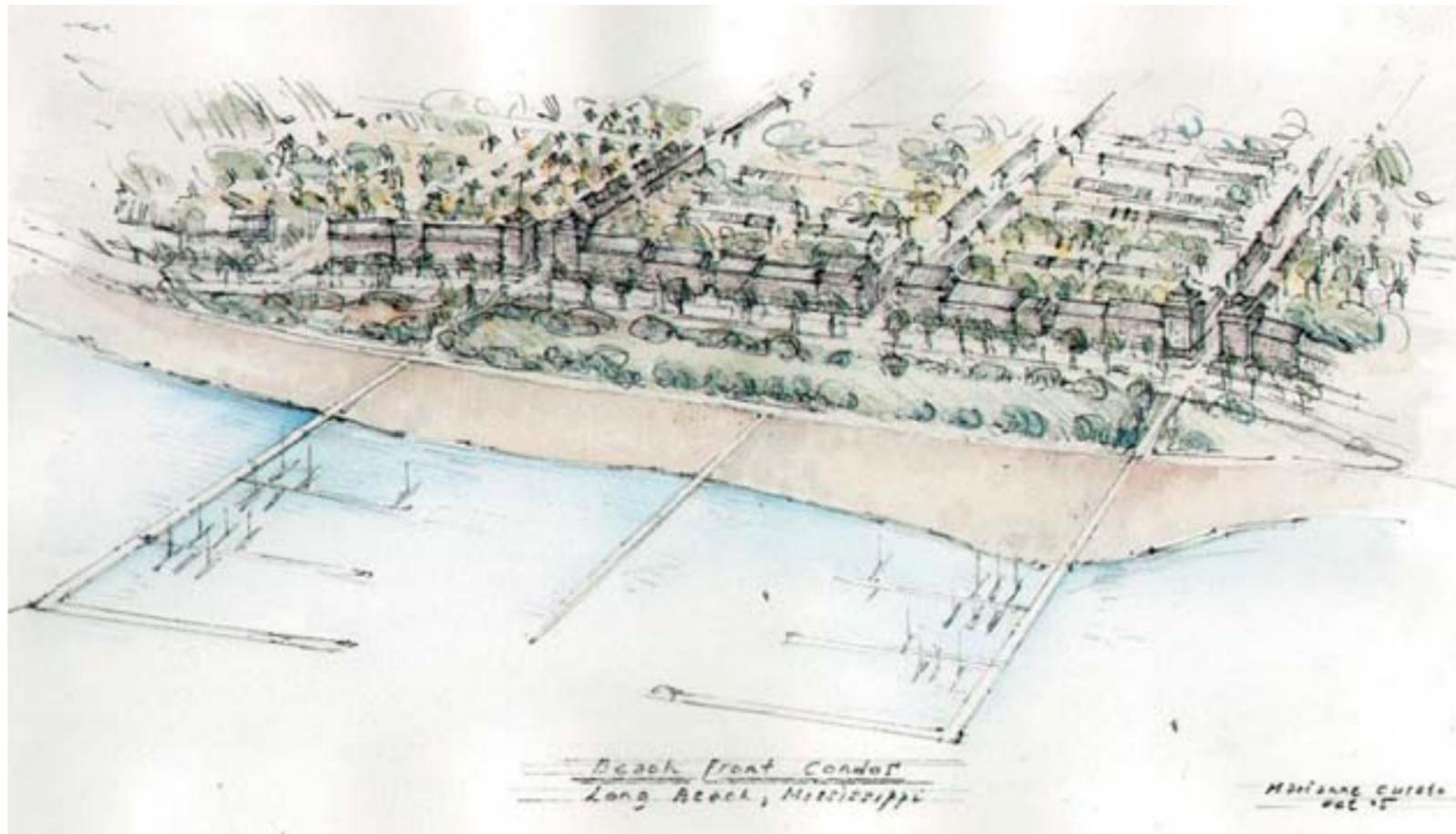
Bill Lennertz's plan for one of many neighborhood parks proposed in the Master Plan



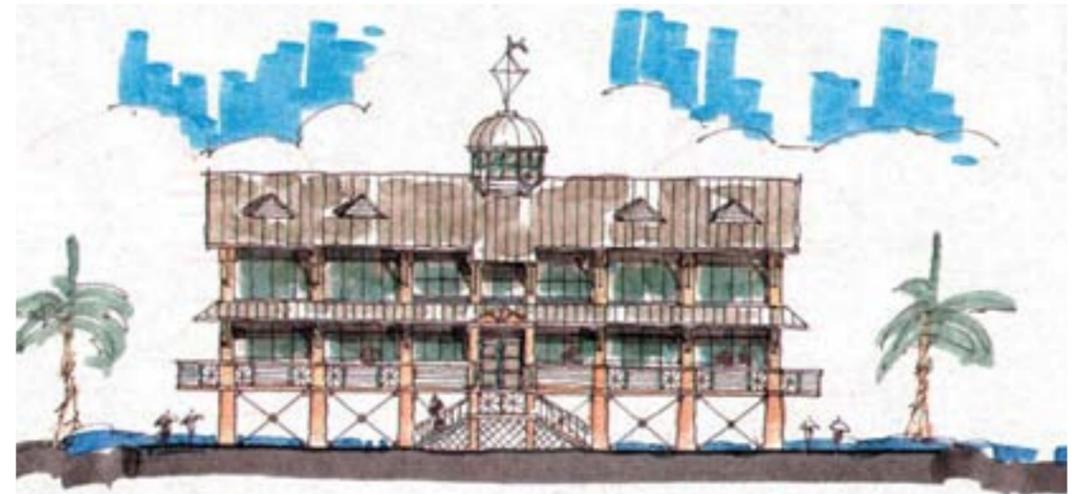
Sketch of the marina and mixed use building facing the waterfront



Frank Burandt's proposal for the Long Beach marina, made at the charrette



Marianne Cusato's aerial perspective view of the marina and waterfront park



Mark Lishen's proposal for the Yacht Club at the Long Beach marina



Mark Lishen's aerial axon of a proposed neighborhood park

