PASCAGOULA

THE FLAGSHIP CITY RENEWED

WRT | SOLOMON ★ E.T.C.

MISSISSIPPI RENEWAL FORUM
GOVERNOR'S COMMISSION | CNU

ACKNOWLEDGEMENTS

CONTENTS

Preface

This report is the product of a week long design charrette held in Biloxi in early October 2005. It was sponsored by the Mississippi Renewal Forum authorized by Governor Haley Barbour and lead by Jim Barksdale, former CEO of Netscape, and Andres Duany, architect and town planner, and the Congress for the New Urbanism.

The charrette commenced with a valuable meeting with members of Pascagoula's city government and other civic leaders. This was followed by an extensive tour of the city to see the extent of the damage caused by Hurricane Katrina as well as the opportunity sites for civic improvement. We had the opportunity for meetings with members of the local business community as well as individual residents and to learn of their concerns, hopes and aspirations.

There followed several days of intense design work at the Isle of Capri Hotel in Biloxi culminating in a series of presentations to members of the public and the local and national media.

The design team was lead by WRT/Solomon E.T.C. from San Francisco, supplemented by participants from Archive Design Studio, Detroit, and Parametrix of Portland, Oregon. Local assistance was provided by the architectural firm of Allred / McNabb.

This document is the result of an additional two weeks of work coordinating and editing the initial ideas and developing them further. It is intended to be a guide to both short term needs and a long term vision for the city.

The work is also an outgrowth of Pascagoula's own Comprehensive Plan and the 2004 Community Vision and Strategic Plan, whose goals and objectives have been incorporated.
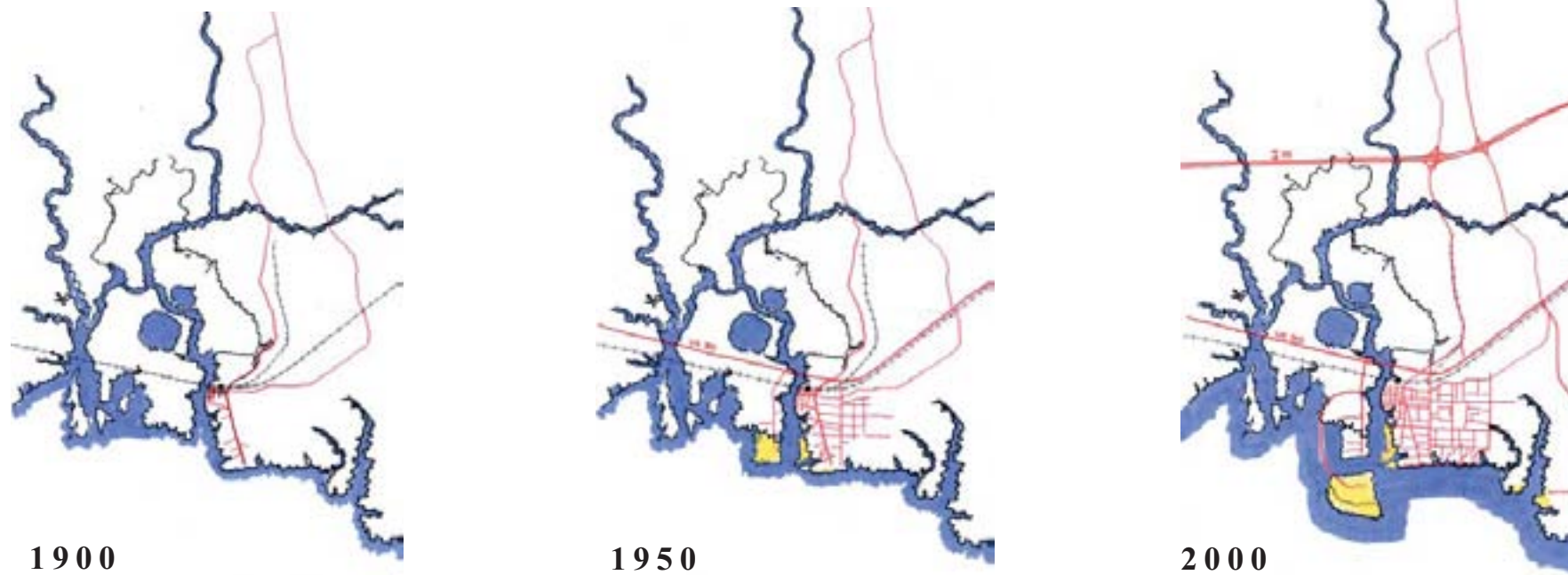
October, 2005

Executive Summary

The report makes the following recommendations for the repair and revitalization of the city:

- Strengthen Pascagoula's economic recovery by creating new housing opportunities to attract a more diverse population.

- Build new housing on infill sites within the city, close to Downtown and neighborhood centers in order to benefit local businesses and create compact, walk-able communities.

- Revitalize existing districts and neighborhoods such as Krebs Avenue, the former Belair Shopping Center, Live-Oaks and Carver Village by building new housing on these sites. As many as 1,000 new dwellings could be accommodated in this manner

- Rebuild low-lying, repetitive-loss areas such as the Chipley District with new homes at a higher elevation

- Enhance the Riverfront with new piers, marinas, improved access and mixed-use development.

- Revitalize downtown by building a new Magnolia Square and locating the proposed Performing Arts/Community Center there.

- Provide a local transit bus loop service serving the local neighborhoods, downtown and other major destinations.

- Improve the safety and appearance of the beachfront sea wall with a new pedestrian promenade and wetlands/beach. Build a new park and pier at the end of Market Street.

- Plan long-term clean-up and reuse of the Ingalls Shipyards as a mixed-use neighborhood with improved access and new waterfront parks.

- Consider building a new 18-hole golf course near the existing soccer fields and redevelop the existing 9-hole Country Club course for a new park and high-end housing.

1900   **1950**   **2000**

Growth of the Town

PASCAGOULA
Place or Topic

INFORMATION TYPE
___ Design
___ Policy
___ Management

TIMING
___ Immediate
___ Short Term
___ Long Term

URBAN SCALE
___ Building
___ Neighborhood
X   Region

DRAWING TYPE
X   Analytical
___ Process
___ Proposal

Regional & Historic Context
Drawing Title

October 31, 2005
Date

John Ellis, AIA, RIBA
Name of Contact for Additional Information

jellis@solomonetc-wrt.com
E-mail address

Statewide Context / Location Map

© www.mapquest.com

The City of Pascagoula was founded in 1838 on the banks of the Pascagoula River. It was originally a small fishing community and the original settlement was on higher ground overlooking the river. A Spanish Fort dating from 1781 was built guarding the entry to the river and it can still be seen today. Settlements occurred along the coast as well as along the various bayou inlets from the Gulf.

The arrival of the New Orleans, Mobile and Chattanooga Railroad along the coast in 1870 established a town center around the railroad depot and with it access to riverfront industries on both sides of the Pascagoula River. This railroad based community was originally called Scranton, after one of the original settlers. In 1904 it was renamed Pascagoula.

The oldest buildings in Pascagoula are to be found around downtown and along the Pascagoula Road leading to the shore. From the earliest days Pascagoula was considered a desirable place to live for families of wealth and distinction and several substantial dwellings were constructed along Beach Boulevard, including homes inhabited by Longfellow, William Faulkner and President Zachary Taylor.

The construction of US Highway 90 during the 1930's paralleled the railroad and brought about further growth to the town. This coincided with the opening of ship-build-

ing yards on the east side of the river, originally operated by Ingalls and currently by Northrop Grumman.

As the river was dredged to allow ships to enter the port, spoil material was used to create new land along the riverfronts including the Ingalls Yard site to the east and the Northrop Grumman yard and the man-made Singing River Naval Island to the west.

In the 1960's the Interstate 10 freeway was built a few miles to the north with access via Moss Point as well as a second exit serving the Industrial Parkway and Chevron sites to the east.

Today Pascagoula is Mississippi's 8th largest city with a population of nearly 30,000. It is the state's busiest port. Northrop Grumman ship yard is the state's largest employer. Other industries include the Chevron Refinery, Signal International, First Chemical Corporation and Mississippi Phosphates.

Wind Damage

Severe Damage

Total Destruction

PASCAGOULA
Place or Topic

INFORMATION TYPE
___ Design
___ Policy
___ Management

TIMING
___ Immediate
___ Short Term
___ Long Term

URBAN SCALE
___ Building
___ Neighborhood
X Region

DRAWING TYPE
X Analytical
___ Process
___ Proposal

Hurricane & Flood Damage Map
Drawing Title

October 31, 2005
Date

John Ellis, AIA, RIBA
Name of Contact for Additional Information

jellis@solomonetc-wrt.com
E-mail address

Hurricane and Flood Damage Map

The red zone shows the areas which suffered the most severe damage, caused by the impact of hurricane force winds as well as the 14 foot high tidal surge that inundated the town. Buildings within this zone suffered major damage depending on their construction type and location. Many buildings in this zone were completely destroyed; others had their lower floor walls washed out while the structural frame maintained the stability of the upper floors.

The orange zone indicates the parts of the town that were damaged by flooding. About 80% of Pascagoula was flooded to a depth of several feet depending upon elevation above sea level. Many buildings are a total loss because of water damage and mold.

The yellow zone indicates parts of the town that were impacted by high winds and heavy rainfall. Many had roofs torn off or windows blown in.

Total destruction, only roof remains.

Trailer home adjacent to damaged house.

Trees protected house from major damage.

Major damage.

Total destruction by tidal surge.

1st floor break-away walls leave upper floor intact.

Condominium housing swept from concrete columns.

House swept from its slab, completely demolished.

Lower floor walls swept away by flooding.

PASCAGOULA
Place or Topic

INFORMATION TYPE
___ Design
___ Policy
___ Management

TIMING
___ Immediate
___ Short Term
___ Long Term

URBAN SCALE
__X__ Building
___ Neighborhood
___ Region

DRAWING TYPE
___ Analytical
___ Process
___ Proposal

Photogrpahic Damage Survey
Drawing Title

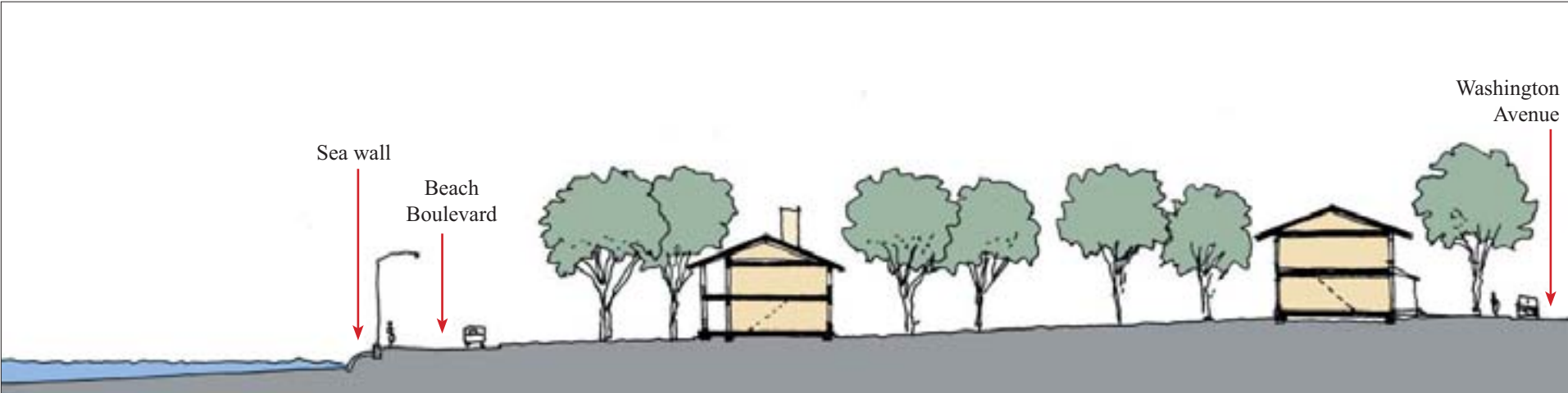October 31, 2005
Date

John Ellis, AIA, RIBA
Name of Contact for Additional Information

jellis@solomonetc-wrt.com
E-mail address

Section 1 shows the condition Pre-Katrina with a minimal sea wall protection along Beach Boulevard, and homes built on grade on both Beach Boulevard and Washington Avenue.
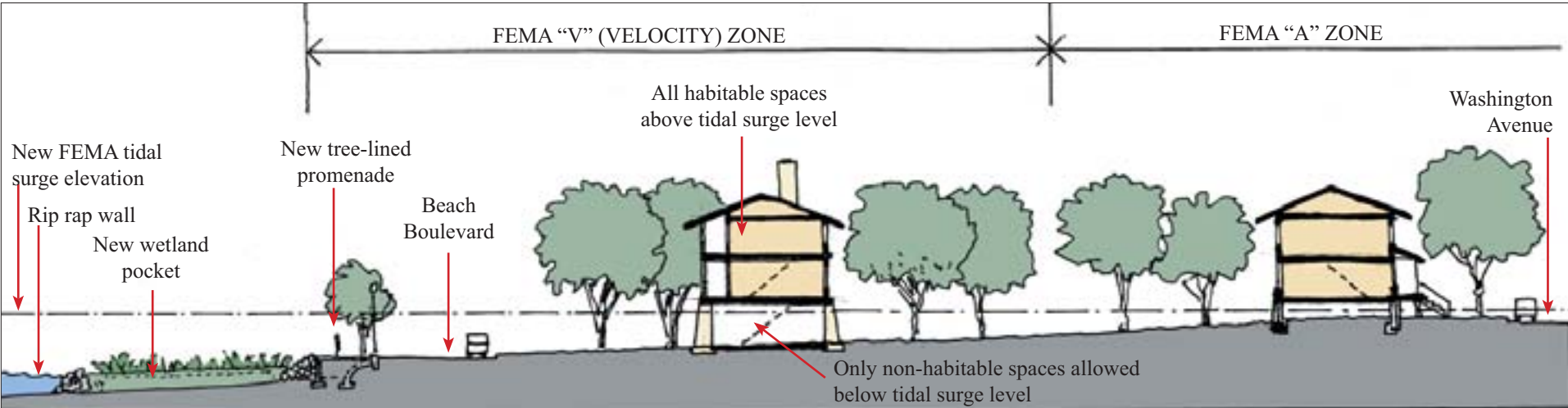

Washington Avenue

Sea wall

Beach Boulevard

1. Pascagoula beachfront prior to Hurricane Katrina.

Section 2 shows the impact of the Hurricane Katrina tidal surge as it passed over the sea wall and swept ashore. Many of the homes facing Beach Boulevard were completely destroyed, while those on Washington Avenue suffered severe damage.

House completely destroyed by tidal surge

Lower floor badly damaged

Washington Avenue

Tidal surge

Beach Boulevard
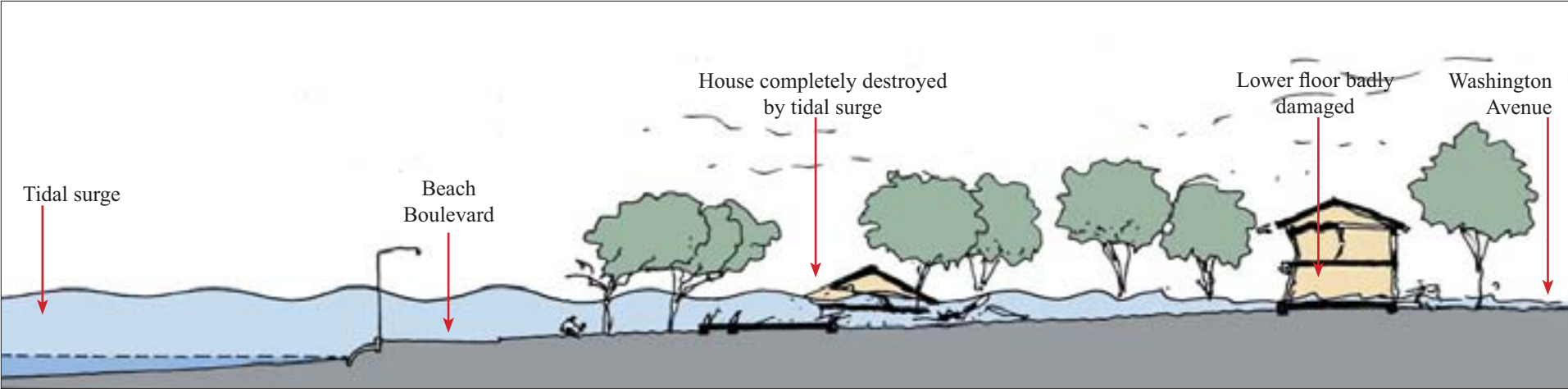
2. Diagrammatic Effect of tidal surge during hurricane.

Section 3 shows the proposed FEMA requirements for the different zones; 'V' Zones and 'A' Zones. In 'V' Zones, which are subject to tidal action, the underside of any structure of a habitable space must be a specified level above the new tidal surge flood zone depending on location. In 'A' Zones, which are not subject to tidal action, the buildings must be anchored to their foundations and are allowed to flood.

FEMA "V" (VELOCITY) ZONE

FEMA "A" ZONE

All habitable spaces above tidal surge level

Washington Avenue

New FEMA tidal surge elevation

Rip rap wall

New tree-lined promenade

New wetland pocket

Beach Boulevard

Only non-habitable spaces allowed below tidal surge level

3. Proposed rebuilding scenario with new structures built in accordance with new FEMA guidelines.

PASCAGOULA
Place or Topic

INFORMATION TYPE
X Design
X Policy
— Management

TIMING
— Immediate
X Short Term
— Long Term

URBAN SCALE
X Building
— Neighborhood
— Region

DRAWING TYPE
— Analytical
— Process
X Proposal

Sections along shore showing Pre-Katrina and proposed Post-Katrina conditions
Drawing Title

October 31, 2005
Date

John Ellis, AIA, RIBA
Name of Contact for Additional Information

jellis@solomonetc-wrt.com
E-mail address

Key Plan

0   1   2   3 miles

PASCAGOULA
Place or Topic

INFORMATION TYPE
___ Design
_X_ Policy
___ Management

TIMING
_X_ Immediate
___ Short Term
___ Long Term

URBAN SCALE
___ Building
_X_ Neighborhood
___ Region

DRAWING TYPE
_X_ Analytical
___ Process
___ Proposal

Post-Hurricane Katrina Coastal Elevation
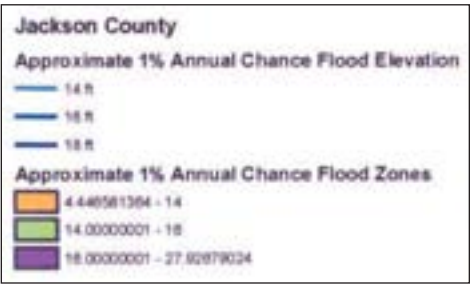Flood Advisory Maps - 29 & 32
Drawing Title
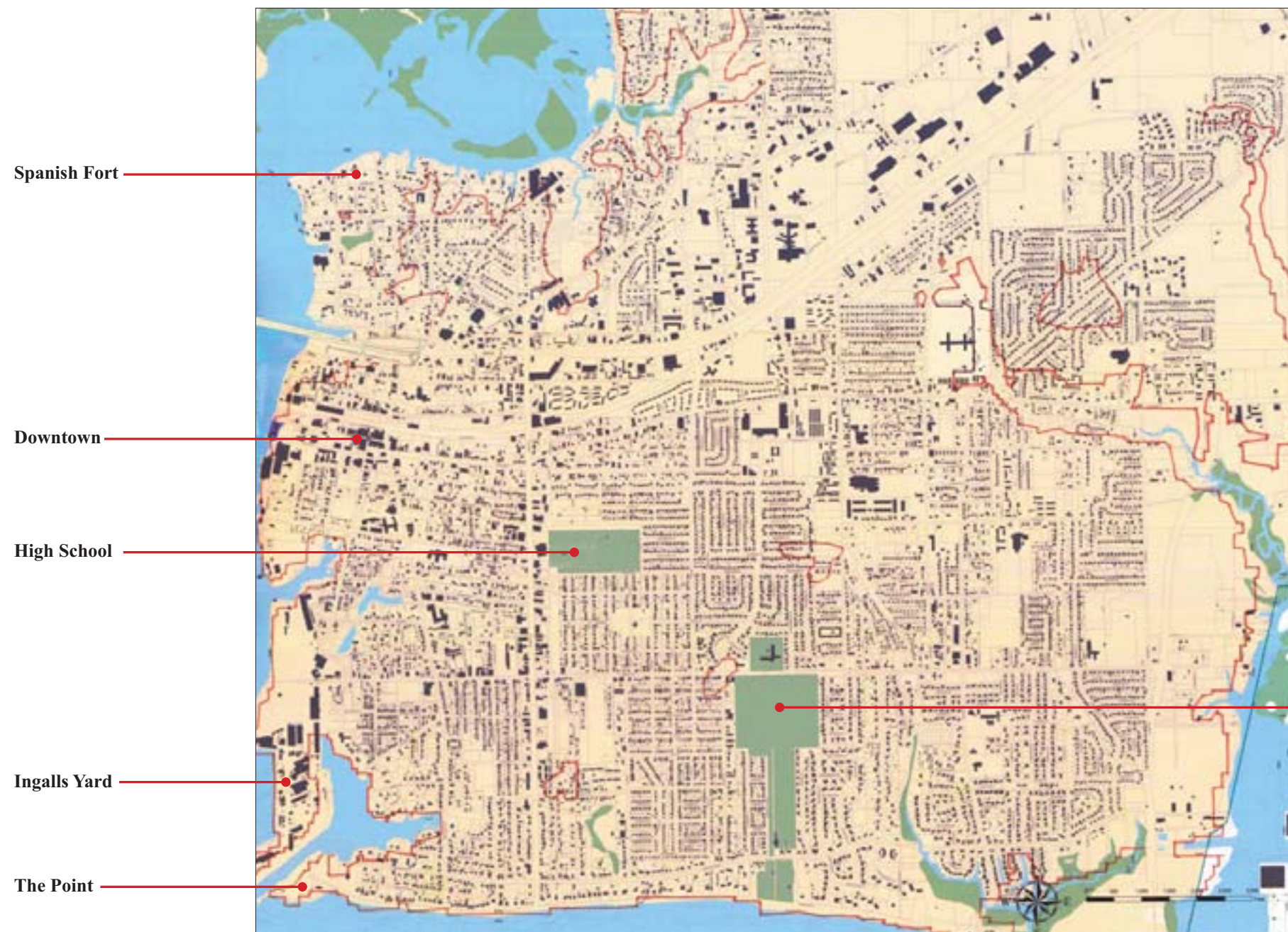
October 31, 2005
Date

John Ellis, AIA, RIBA
Name of Contact for Additional Information

jellis@solomonetc-wrt.com
E-mail address
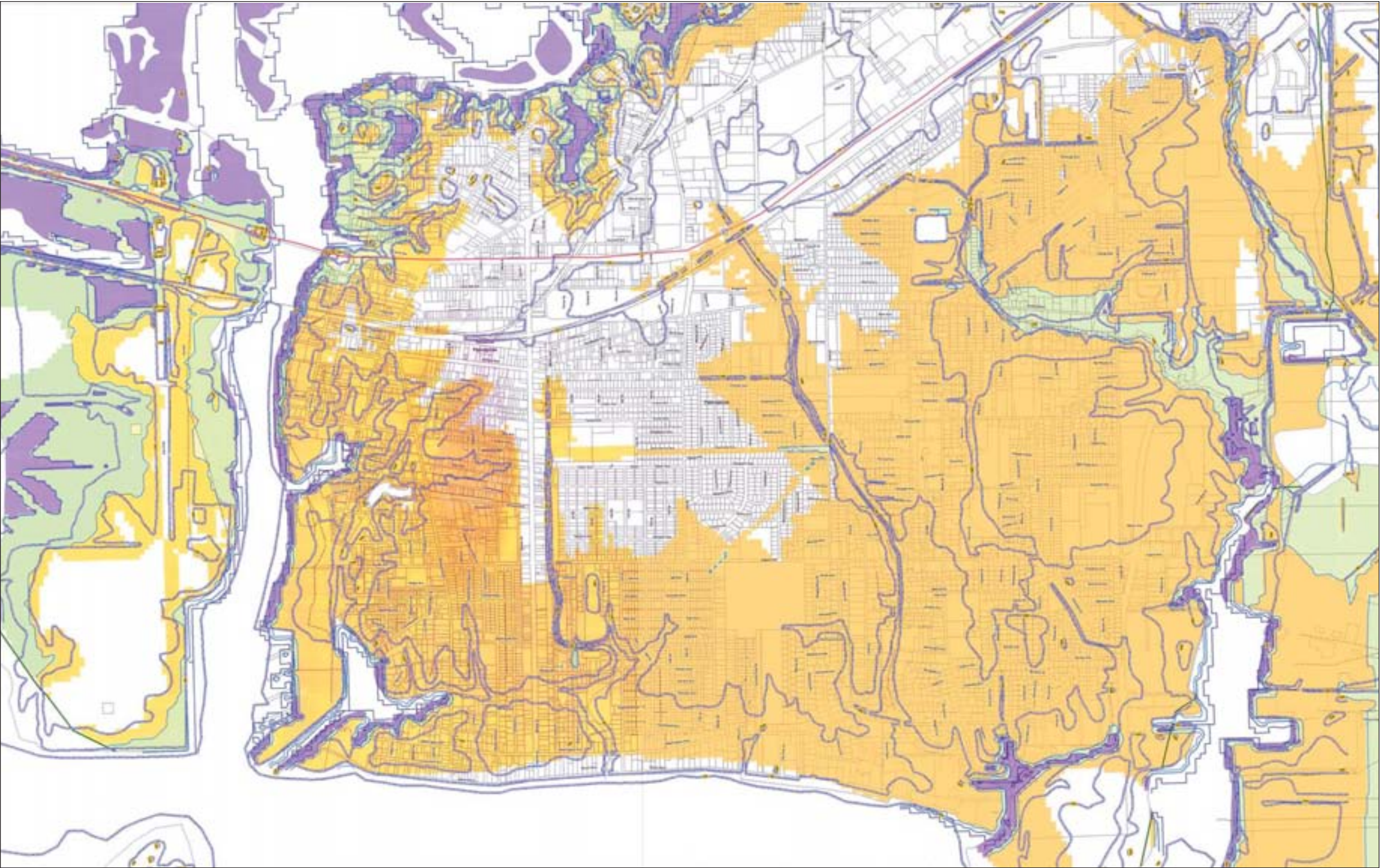
Draft FEMA Post Katrina Coastal Elevation Flood Advisory Map of Pascagoula

The draft map shows the proposed new Flood Advisory zones. The map is a tentative document and is subject to further revision. The final designation along Beach Boulevard has not yet been drafted and is shown with-out color-coding on this map. Definitive Flood Adsvisory Maps were notissued by FEMA at the time of the preparation of this document. Please visit http://www.fema.gov/fhm/ for the most up-to-date information.

On this map:
• 'V' (Velocity) Zones - in purple and green - are within a 1% annual chance floodplain and are subject to storm waves
• 'A' Zones - in ornage - are within a 1% annual chance floodplain, and not subject to tidal action.

Jackson County

Approximate 1% Annual Chance Flood Elevation
— 14 ft
— 16 ft
— 18 ft
Approximate 1% Annual Chance Flood Zones
■ 4.446561364 - 14
■ 14.00000001 - 16
■ 16.00000001 - 27.92879024

Spanish Fort

Downtown

High School

Ingalls Yard

The Point

Country Club / Golf Course

Plan of the City of Pascagoula

Wetlands bordering a bayou

Large house on Front Street

A residential street

Highway 90

Delmas Avenue, Downtown

City Frameworks: Existing City Figure-Ground Plan

6
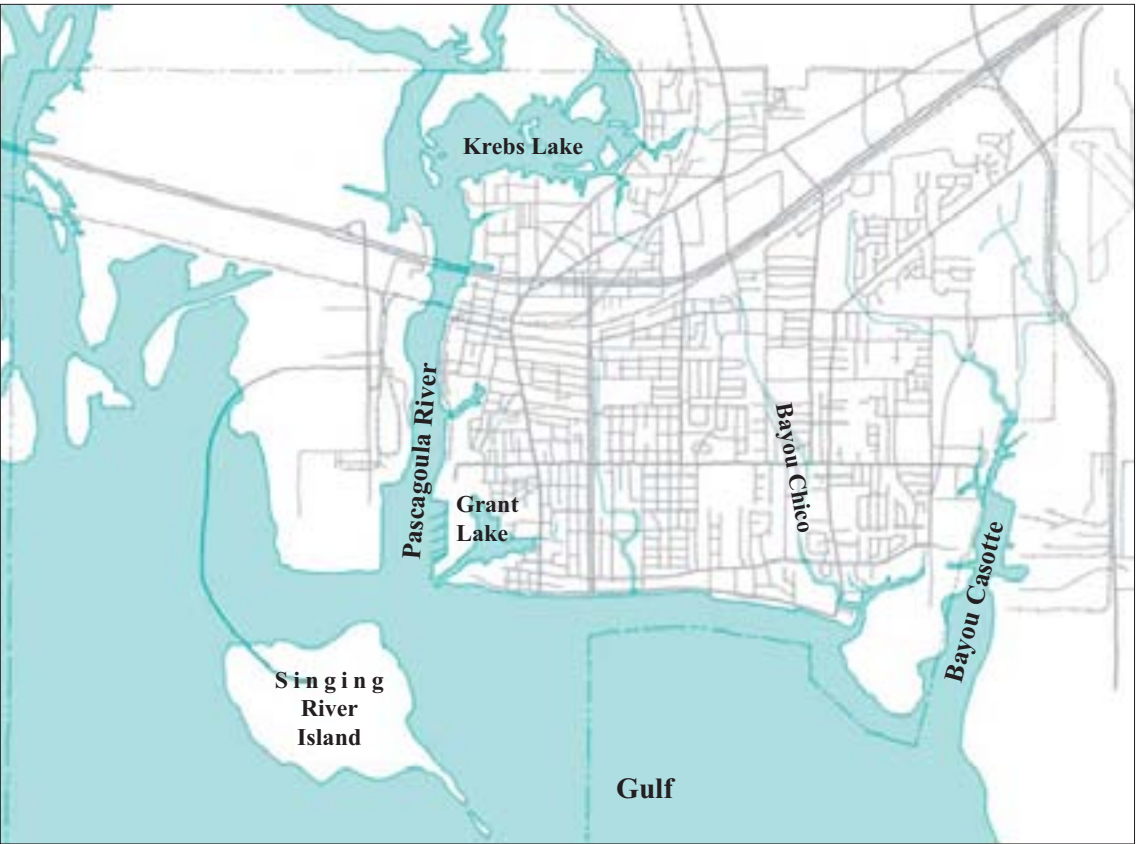
Hydrology

Parks & Open Space

The Point

Golf Course

Yacht Harbor

Krebs Lake

Pascagoula River

Grant Lake

Bayou Chico

Bayou Casotte

Singing River Island

Gulf
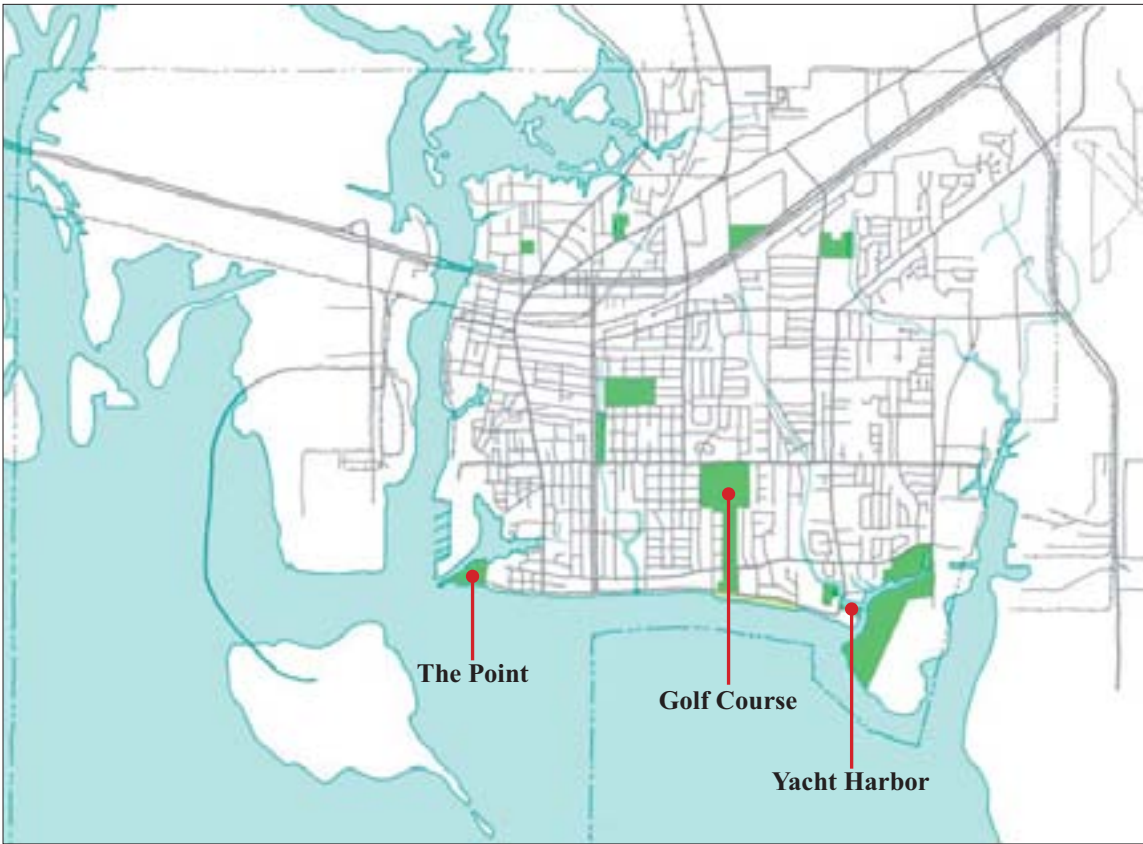
Street & Transit Network

├─┼─┼─┼─┼─┼─┤ CSX Rail Line
─ · ─ · ─ · ─ Bus Route
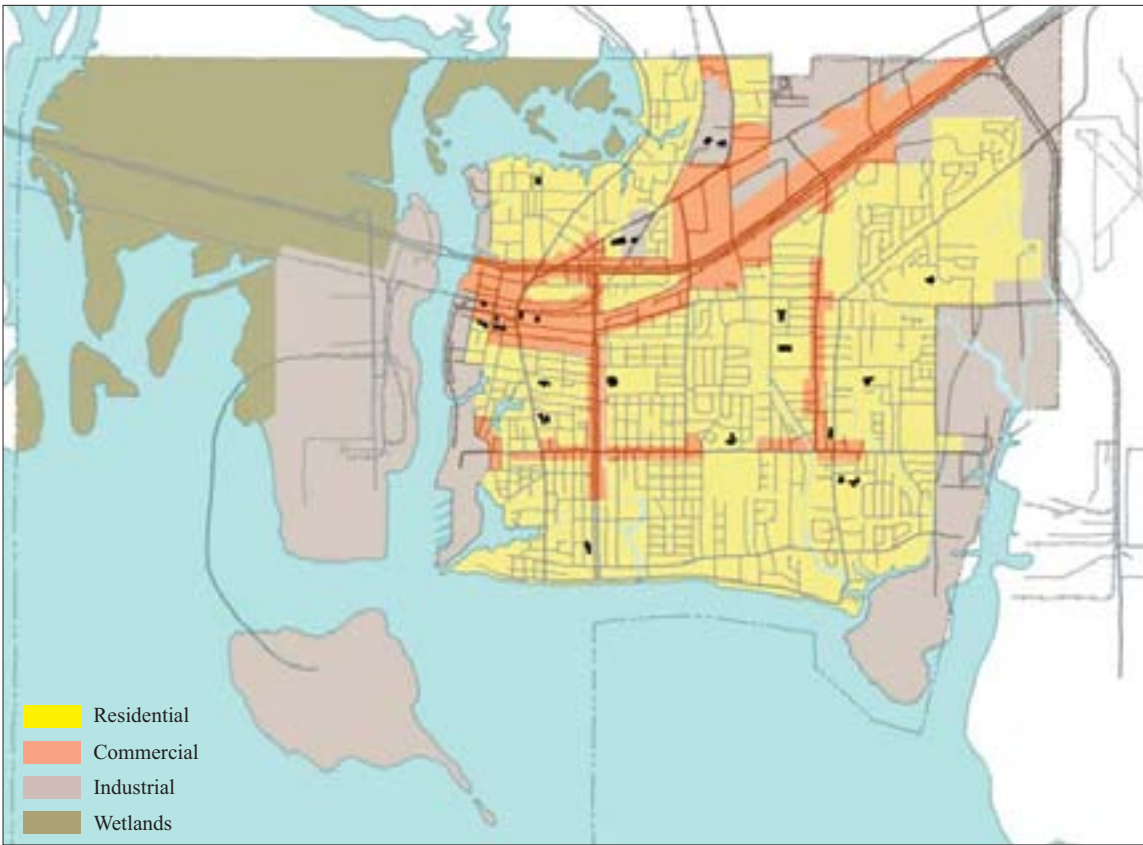
Land Use Zones and Public Buildings

Residential
Commercial
Industrial
Wetlands

City Frameworks: Existing Conditions

7

Downtown

Proposed Golf Course

Ingalls Yard

Beachfront

Chipley Site

Country Club Site

• The circles represent the ¼ mile radius from downtown and the 16 neighborhoods throughout the city. That distance represents an approximate 5 minute walking distance, suitable for a compact neighborhood center as well as a downtown district.

• The plan shows the proposed transit network linking the different neighborhoods. This is centered on existing streets such as Market Street running north/south and Ingalls Avenue running east west.

• The pink shaded areas are those districts where more detailed proposals are illustrated elsewhere in this report. These include Downtown, the Riverfront, the possible reuse of the Ingalls Shipyard, the shore line along Beach Boulevard, redevelopment of the Chipley site, the Belair site and the Krebs Avenue district as new residential neighborhoods within the city.

• In addition a new 18 hole golf course is proposed on empty land close to Industrial Parkway and if this were accomplished the existing 9 hole golf course could be transformed into a new panhandle park linking Ingalls Avenue and the beach with new residential development on either side.
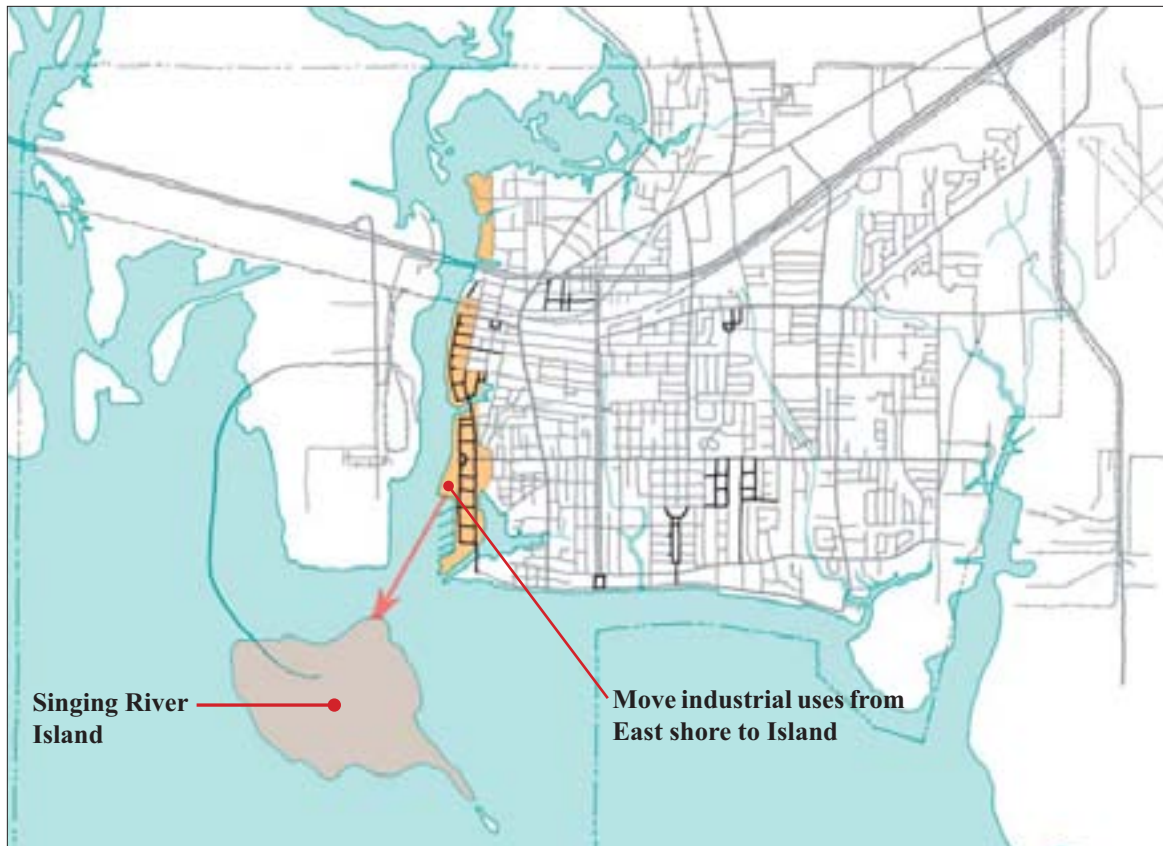
Long-Term Land Use: Transition of Industrial Areas from Waterfront to Naval Station Pascagoula

Singing River Island

Move industrial uses from East shore to Island

Proposed Parks & Open Space Network

Proposed Golf Course

The Point

Panhandle Park

Local Transit
Commuter Rail
Bus Rapid Transit

Street & Proposed Transit Network

Specail District
T5 - Urban Center Zone (Highest Intensity)
T4 - General Urban Zone
T3 - Sub-urban Zone (Medium Intensity)
T2 - Rural Zone
T1 - Natural Zone (Lowest Intensity)
Water
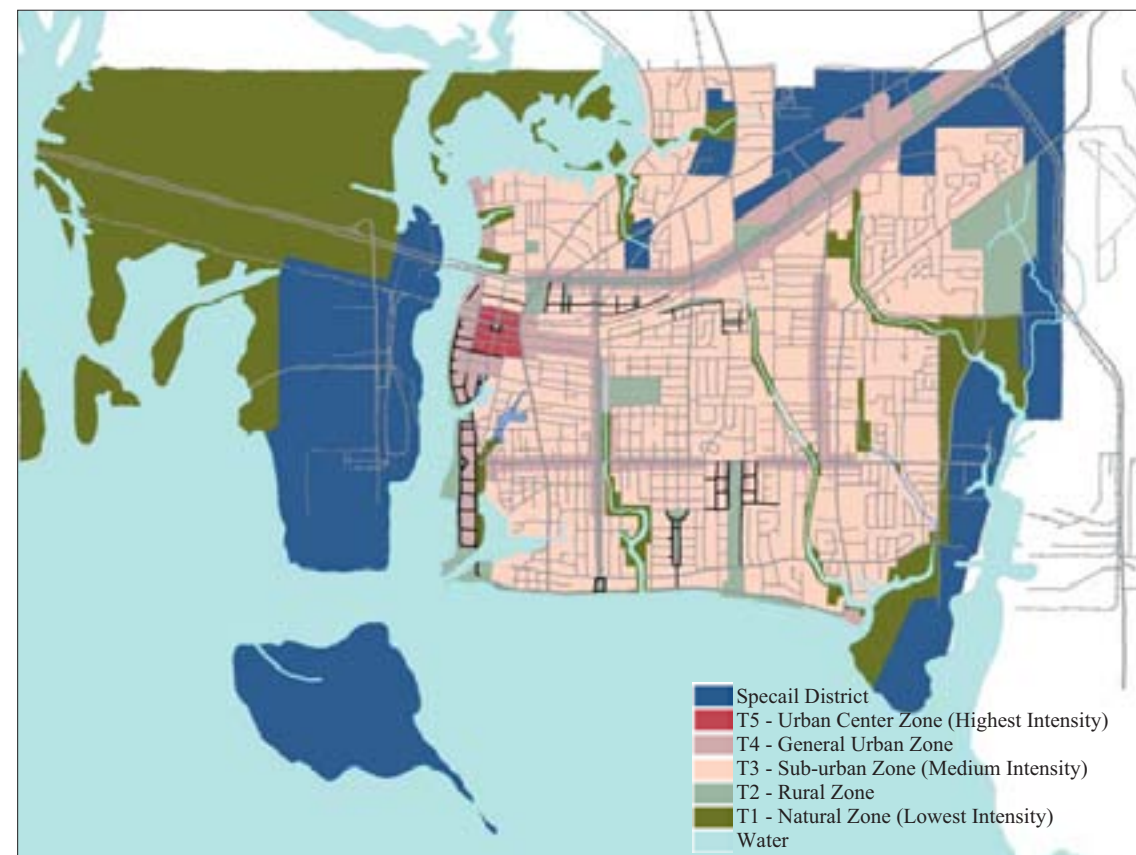
Propsoed Transect Zones (to replace Land-Use Zoning)
See Appendix for details

MISSISSIPPI RENEWAL FORUM

GOVERNOR'S COMMISSION
RECOVERY, REBUILDING, RENEWAL

CNU

PASCAGOULA
Place or Topic

INFORMATION TYPE
X Design
X Policy
__ Management

TIMING
__ Immediate
__ Short Term
X Long Term

URBAN SCALE
__ Building
X Neighborhood
__ Region

DRAWING TYPE
__ Analytical
__ Process
X Proposal

Revised Framework Plans
Drawing Title

October 31, 2005
Date

John Ellis, AIA, RIBA
Name of Contact for Additional Information

jellis@solomonetc-wrt.com
E-mail address

1

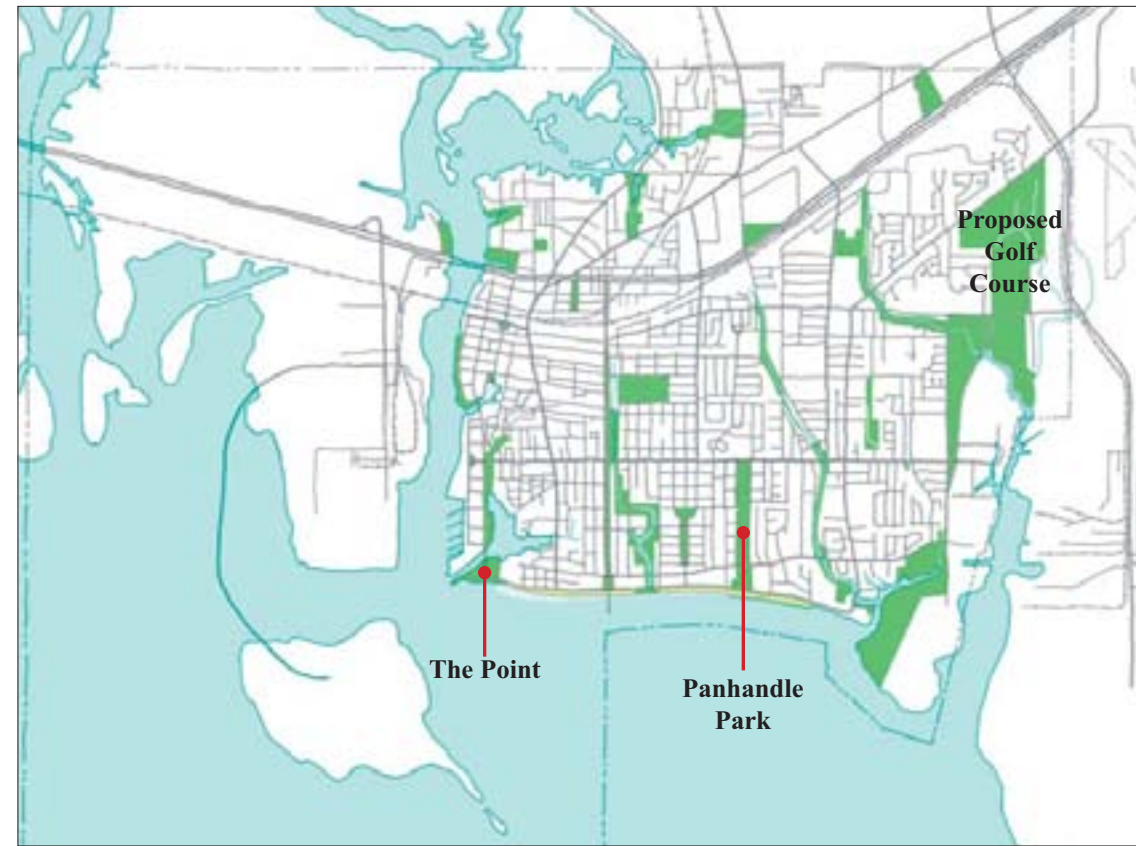Downtown / Krebs Avenue / Carver Village (370 Dwellings)

2

Belair / Live Oak (225 Dwellings)

3

Chipley Site
(275 Dwellings)

4

Golf Course Site
(110 Dwellings)

1. Krebs Avenue Site

2. Belair/Live Oaks Site

1. Downtown

4. Golf Course Site

Ingalls Parking Lot Site

3. Chipley Site
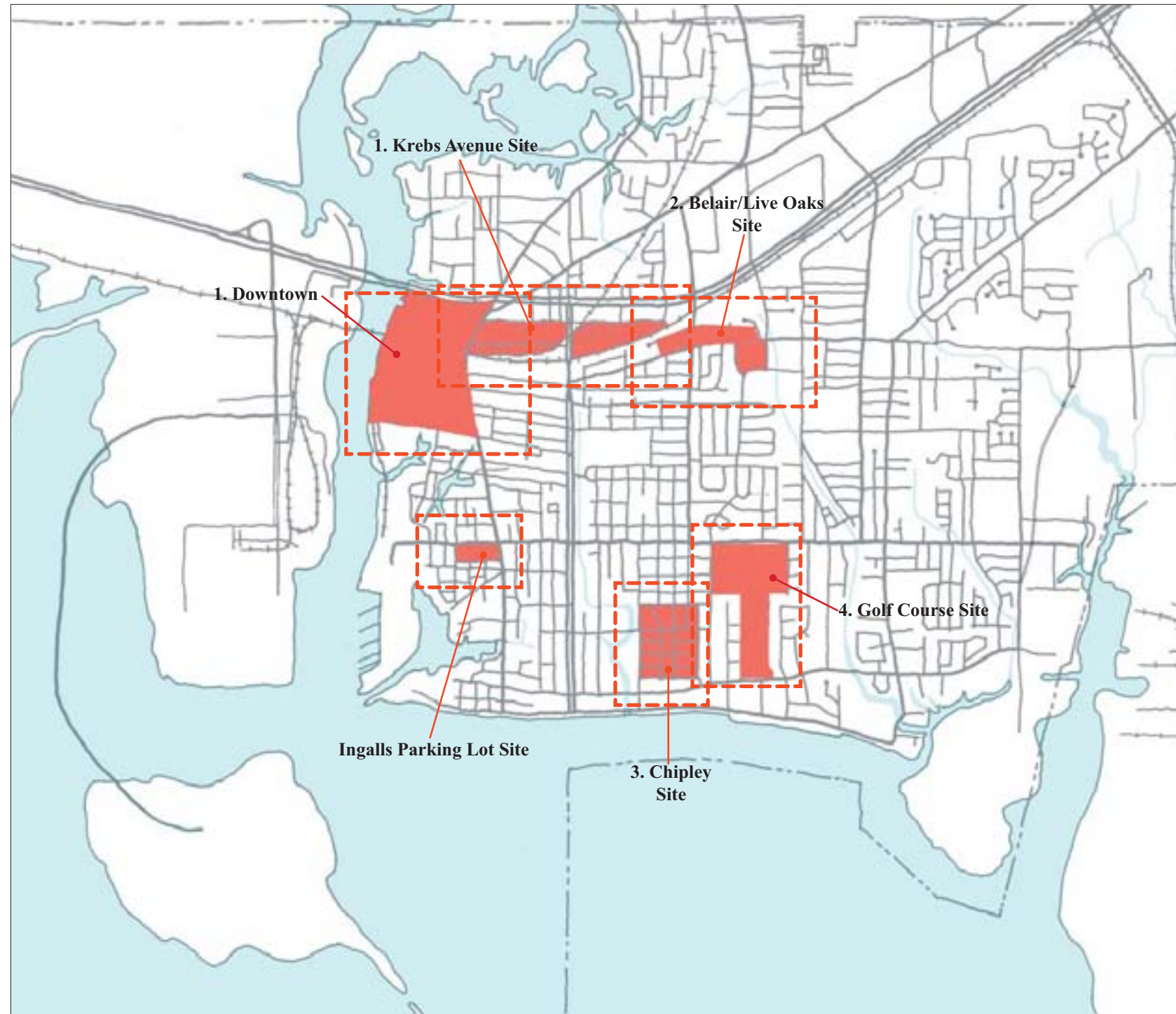
Potential New Replacement Housing Sites

There are several potential housing sites within the city boundaries that could be used for temporary housing. These include the Ingalls Avenue parking lot at Ingalls and Pascagoula, which is currently being prepared for temporary use with FEMA sponsored trailers.

Other sites could be used as part of a plan to bring new housing closer into the center of the city within easy distance of either downtown or the existing commercial corridor along Market Street.

These sites include the Krebs Avenue and Live Oak areas which are currently under-utilized and are considered blighted. Another potential site is the former Belair Shopping center and the adjacent public housing site across Old Mobile Highway. The latter could be redeveloped as part of a public/private-financed project to incorporate both public housing and market rate housing.

Existing

Full Build-out

**Downtown
(160 Dwellings)**

**Krebs Avenue
(125 dwellings)**

**Carver Village
(85 Dwellings)**

Krebs Avenue

Carver Village

**Proposed Krebs Avenue / Live Oak
Development**

Krebs Avenue and Live Oak Avenue offer excellent
opportunities for new housing close to Downtown
and other neighborhood amenities. The existing sites
are under-utilized with either vacant lots or disused
or abandoned buildings. They could be planned to
accommodate a variety of house types including
25 foot wide row-houses closer to downtown and
single family dwellings on other sites. Much of the
development could be in the form of in-filling the
existing street and block pattern. New streets could
be built within some of the existing blocks to create
a denser transit and pedestrian oriented community.

A new park is proposed at the gateway to Pascagoula
where Highway 90 meets Pascagoula Road,
Telephone Road and River Road. It could enhance
the experience of identity for the city as well as
provide a new amenity for the community.

Existing View of Krebs Avenue

Proposed View of Krebs Avenue

Key Projects: Downtown / Krebs Avenue / Carver Village

Existing view along Old Mobile Highway

Phase 2   **Phase 1**
              Belair Shopping Center

Existing

The existing 12.5 acre Belair Shopping Center site on Old Mobile Highway is an excellent opportunity for a new housing site. The Phase 1 plan shows how 72 new dwellings could be built on the site arranged in blocks surrounding a new neighborhood park. Typical parcels are 50 feet wide x 100 feet deep, with a 30 foot wide mid-block alley behind. The new park is designed to lead to a larger park along the creek to the east.

A second phase could rebuild the Live Oak site on the other side of the Old Mobile Highway. Here existing semi-detached cottages could be replaced with regular homes on standard 50 foot x 100 foot lots. 150 dwellings could be built on this site. These new dwellings are shown fronting onto a continuous green space that links the two parts of the site under the 14th Avenue overpass.

A new 6,500 sf neighborhood retail center is shown at the intersection of Old Mobile Highway and 14th Avenue, and some stacked flats are shown on the parcels behind overlooking the park strip.

Phase 1 Belair

Proposed Build-out

Existing Plan

Permanant Full Build Out Plan of Neighborhood

Craftsman Bungalow

Farmhouse Type

Typical block pattern

Historically the Chipley District was built as naval rental housing after World War II. The district is a relatively low lying one adjacent to one of the creeks that lead to the gulf. The slab-on-grade homes have been repeatedly flooded and the district has been designated a repetitive loss one. Consequently the city has recommended that the whole neighborhood should be rebuilt and the residents relocated elsewhere while this occurs.

The plan shows how a new neighborhood could be designed to accommodate the same number of dwellings (275) and in addition create a new park serving the neighborhood and the surrounding city. The new block pattern shows a variety of parcel sizes ranging from 65 ft x 100 ft along the park to 50 ft x 100 ft along the side streets. Most blocks are served by rear alleys to access garages and accommodate utilities.

The new dwellings would be built at a higher elevation than the existing to prevent future flooding.

Exisiting

Proposed

One of the proposals put forward in this report is to relocate the existing 9-hole Golf Course from its present location between Ingalls Avenue and Washington Avenue to a new location near the Bayou Cassote, adjacent to the city's existing soccer fields, where an 18-hole course could be built. This suggestion was put forward by members of the city in the discussions about a vision for the city's future.

If this were to occur, the existing site could be transformed into a new neighborhood park with additional high-end housing along its perimeter. The drawings show how a new Panhandle Park could extend from the existing Beach Park half a mile inland as far as Ingalls Avenue. Single family dwellings on wide lots could line the park on both sides.

2 Story house, raised above grade.

Typical mid-century single family home.

Simple cabin style house with front porch.

Craftsman-Style Bungalow.

Slab-on-grade house type.

Two-story house with raised main level.

Two story house with side additions.

The Brambles

Two-story house with double story porch.

Craftsman Bungalow Type
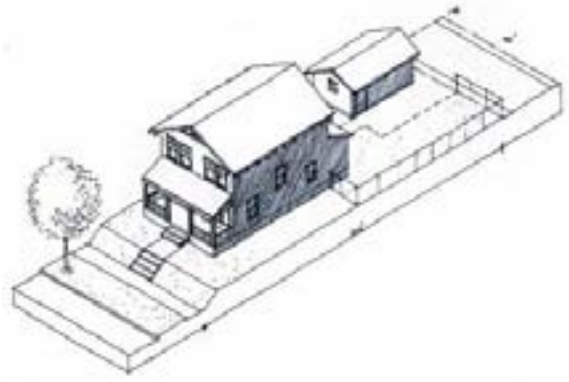
Farmhouse Type

Corner lot with Secondary Unit at rear
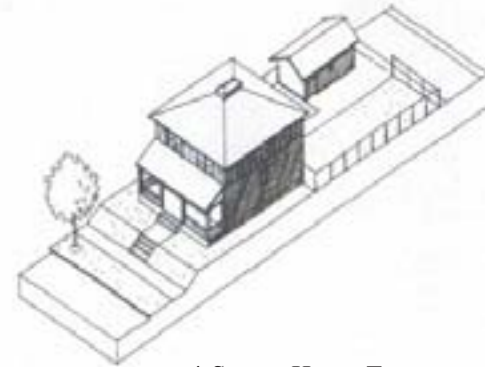
4-Square House Type
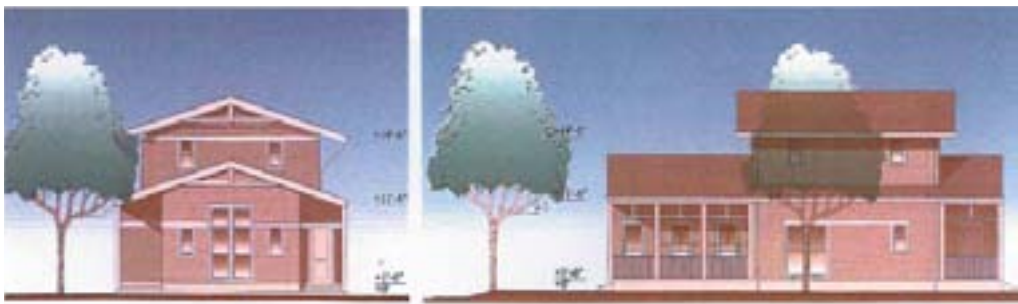
Corner lot with secondary unit at rear.

Typical Block Pattern, assembled
with pictured house types

© Apex Homes

© Apex Homes

© Factory Expo Homes

© Apex Homes
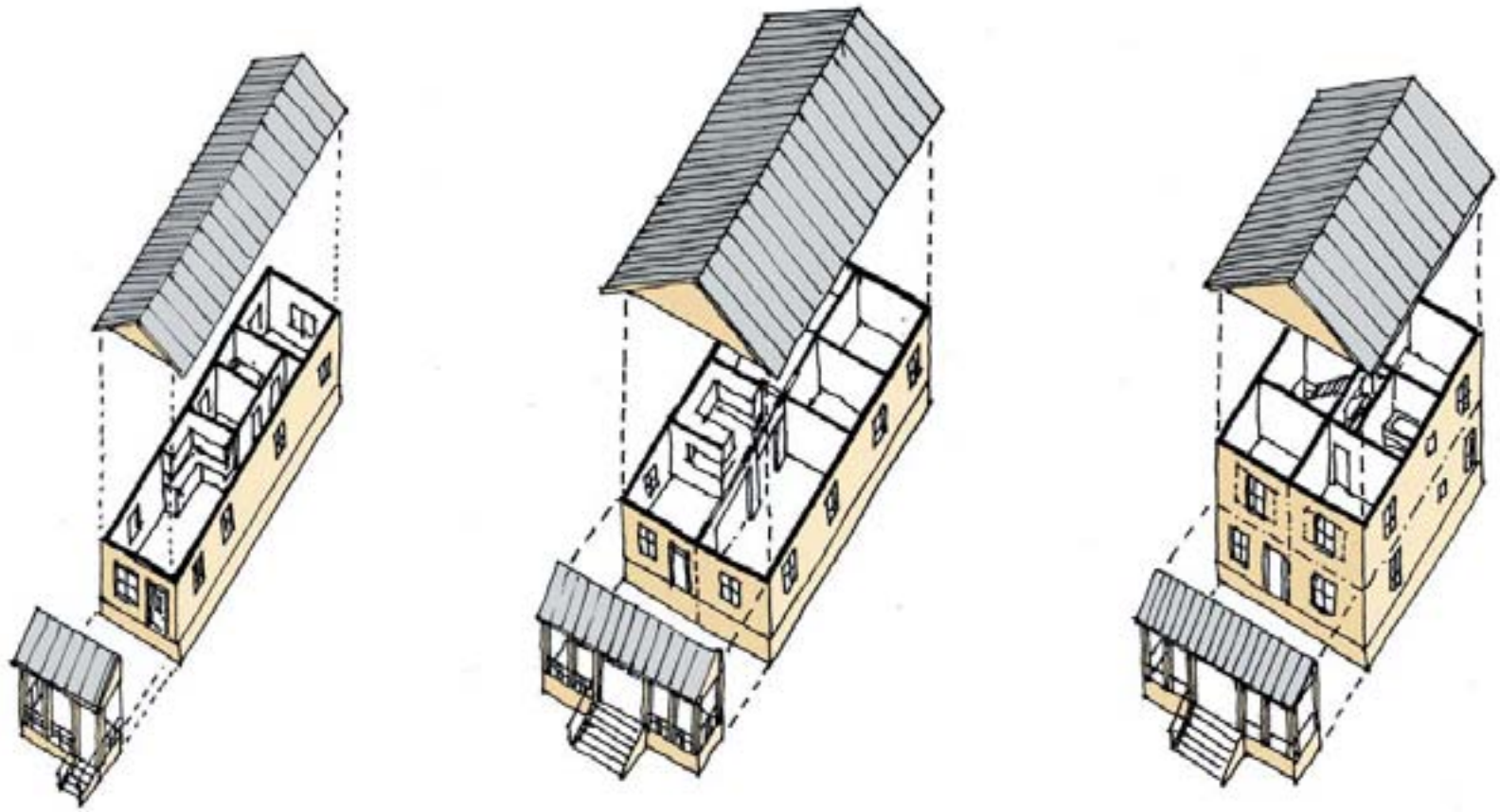
1. Single-Width
   Pre-fab House

2. Double-Width
   Pre-fab House

3. 2-Storey Double-Width
   Pre-fab House

Modular components and off-site fabrication expedite the assembly & construction sequence for new and emergency houses.

Mass-customization allows a cottage with a standard plan - as in Figure 1 above, to present a variety of faces to the street-scape.
© Marianne Cusato (left & middle) and R.John Anderson (right)

Prefabricated Modular Homes

Prefabricated modular homes are an efficient and practical way of building the large number of houses that need to replace those destroyed by Hurricane Katrina. The technology of modular homes has improved dramatically over the years and they are now recognized as being extremely well built, with all the amenities of a traditional home. Typically their external designs are still in need of improvement and one of the proposals being investigated by the Governor's Commission is to establish pre-approved design standards for this type of building.

Prefabricated modular homes can be constructed locally, thus providing employment to the community. They are built in sections up to 15' wide, the maximum that can travel by road. Sections can be assembled horizontally, as double-wide dwellings, or vertically, or a combination of the two.

Delmas Avenue from Pascagoula Road

Fire House / Restaurant

Delmas Avenue facing east

Key Projects: Downtown

Historic Downtown Pascagoula is centered on Delmas Avenue between Pascagoula Street and Magnolia. It is the location of the town of Scranton, named after one of the original settlers when the railroad was first built in 1870. The town changed its name to Pascagoula in 1904.

Most of the city's civic buildings are located close by, including the Jackson County Courthouse, City Hall, the Library and Planning Department.

Delmas Avenue has been improved many times in its history and currently has a pedestrian-oriented character with wide sidewalks and angled parking. There are many fine old style buildings along its length. Several bars, restaurants and small professional businesses are located here.

Train Depot

City Hall / Municipal Building

Jackson County Courthouse

Key Plan   0   1   2   3 miles

View of Delmas Avenue facing East

Historic Downtown

Delmas Avenue

A Renewed Downtown

Existing view

Proposed Magnolia Square

Existing

City Hall

Proposed

Proposed Community Center   **City Hall**   **New Lofts**

Key Plan

0   1   2   3 miles

Downtown Pascagoula needs a civic square. One was originally proposed when the Jackson County Courthouse was being designed in 1948, but was never built.

The success of Delmas Avenue and the historic core of the city depends upon bringing people and businesses to downtown. A traditional city square would greatly enhance the attraction of downtown and provide a place for celebration, and a location for a farmer's market, as well as a place of peace and quiet at other times.

A site for the square could be created by reconfiguring the alignment of Magnolia Street where it meets Delmas Avenue. The existing sites are currently occupied by parking lots. The south side of the square would be defined by the existing Hancock Bank and the rear of the existing City Hall / Municipal Building. Both buildings could have new entrances facing the square. The approximately 1.5 acre site to the west could become the location of a new Performing Arts / Community Center. This much needed facility should be located where it will bring the most benefit to the city. Downtown stores, bars and restaurants will all benefit from such an amenity. A compact development could be built facing the new square in a two or three story building. Parking could be provided both in a new parking lot behind the proposed center as well as on-street.

Beachfront Promenade

Existing view

Proposed view of Beachfront Promenade

Beachfront, 1929

Sea wall
Beach Boulevard
Existing Section

New FEMA tidal surge elevation
New tree-lined promenade
Rip rap wall
Beach Boulevard
New wetland pocket
Proposed Section

Beachfront Proposals

The original sea wall was built in 1929 and consists of a curved concrete wall between the road and the water. The road is approximately 30 feet wide with two traffic lanes and a striped zone for bicycles and pedestrians. The safety of both pedestrians and cyclists are compromised by this arrangement. At the beach an additional concrete wall separates the sandy beach from the sea wall and protects the beach from erosion. The existing sea wall does little to protect the shore from a tidal surge in the event of a hurricane.

The proposed modifications recommend building a new rip-rap sea wall about 100 feet offshore and to create either an extension of the beach or a new wetland zone where an existing creek enters the Gulf. This zone will help restore the shore to something more like its original condition as well as provide protection in the event of a tidal surge.

It is also recommended that a new pedestrian promenade be built on top of the existing sea wall in order to provide adequate provisions for pedestrians. Two new cycle lanes can then be created on either side of the existing roadway. A line of new street trees can be planted along the edge of the new promenade by saw-cutting through the existing sea wall to provide adequate root space.

The result will be an improved amenity for the community, additional safety for pedestrians and cyclists as well as improved protection along the shore.

View from the Point, looking east.

Key Plan

Waterfront Pier at South End of Market

Existing view

Proposed view with new beachfront square

PASCAGOULA
Place or Topic

INFORMATION TYPE
X Design
___ Policy
___ Management

TIMING
___ Immediate
X Short Term
___ Long Term

URBAN SCALE
___ Building
X Neighborhood
___ Region

DRAWING TYPE
___ Analytical
___ Process
X Proposal

Lighthouse

Existing conditions at Market Street / Beach Blvd
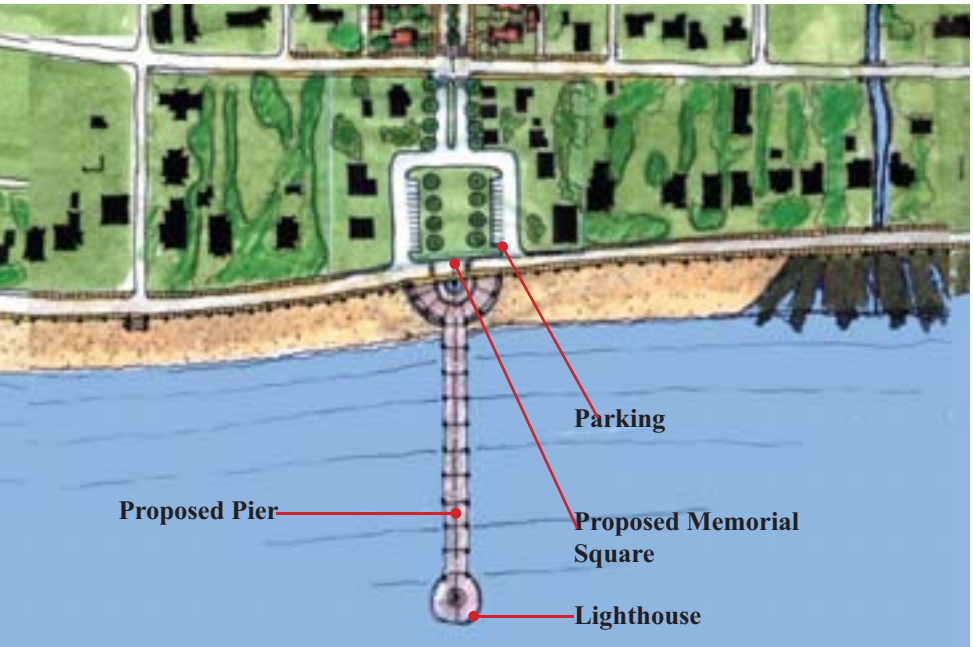
Parking

Proposed Pier

Proposed Memorial Square

Lighthouse

Proposed Park and Pier

Proposed Memorial Square
Drawing Title

October 31, 2005
Date

John Ellis, AIA, RIBA
Name of Contact for Additional Information

jellis@solomonetc-wrt.com
E-mail address

Proposed Memorial Square, Market Street at Beach Boulevard

Market Street currently terminates rather abruptly at Beach Boulevard without any public amenities or celebration. As the city's primary boulevard leading to the waterfront, it is recommended that a new square be created where Market Street meets Beach Boulevard and that a new public pier be constructed out into Gulf. This could become an important attraction for the city and enhance the attraction of the shoreline and its spectacular views of the sea.

The new square could be built by terminating the existing central median along Market Street and building a one-way street configuration around a half acre park. The existing mature live oak trees could remain on either side of the proposed square. Head-in parking spaces on either side could provide much needed facilities for visitors. The new square could be adorned with a statue or monument celebrating one of Pascagoula's more famous residents.

Waterfront Park

Key Plan

Key Projects: Beachfront 2

Northrop Grumman Yard

Northrop Grumman Yard

Ingalls Yard

NOAA Yard
Downtown

Northrop
Grumman
Yard

Yacht Harbor

Ingalls Yard

Singing River Island
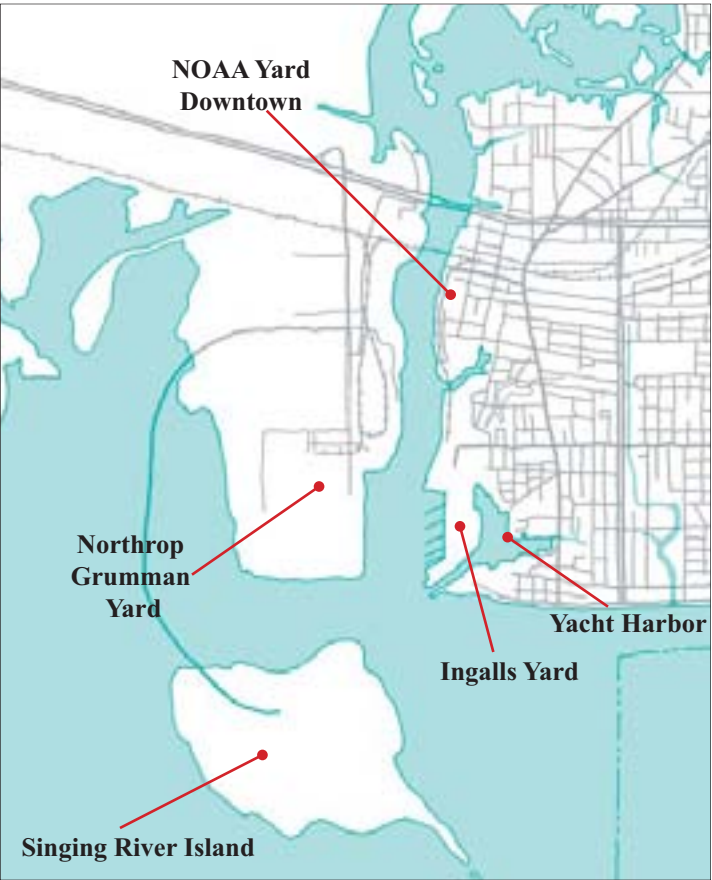
Pascagoula's Shipyards and Waterfront
Pascagoula is Mississippi's largest port. It has been the site of much maritime activity since the first settlements occurred. The former Ingalls Yard on the east shore of the Pascagoula River was the site of extensive ship-building activity since 1938 when the yards were first built. Currently most maritime activity is concentrated on the west shore in the Northrop Grumman yards. Here naval ship-building still occurs as well as ship repairs. The Singing River Island is the location of both a Naval Station as well as a Coast Guard post.

Disused jetty on Pascagoula River

Shrimp boat harbor

NOAA Yard

Yacht Harbor

PASCAGOULA
Place or Topic

INFORMATION TYPE
___ Design
___ Policy
___ Management

TIMING
___ Immediate
___ Short Term
___ Long Term

URBAN SCALE
___ Building
_X_ Neighborhood
___ Region

DRAWING TYPE
_X_ Analytical
___ Process
___ Proposal

Photographic Survey of Waterfront
Drawing Title

October 31, 2005
Date

John Ellis, AIA, RIBA
Name of Contact for Additional Information
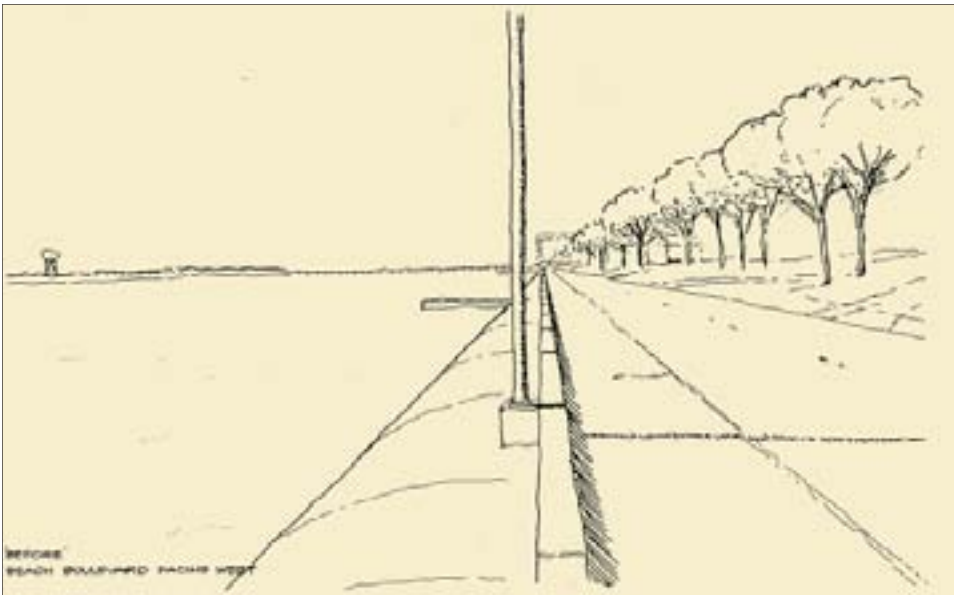
jellis@solomonetc-wrt.com
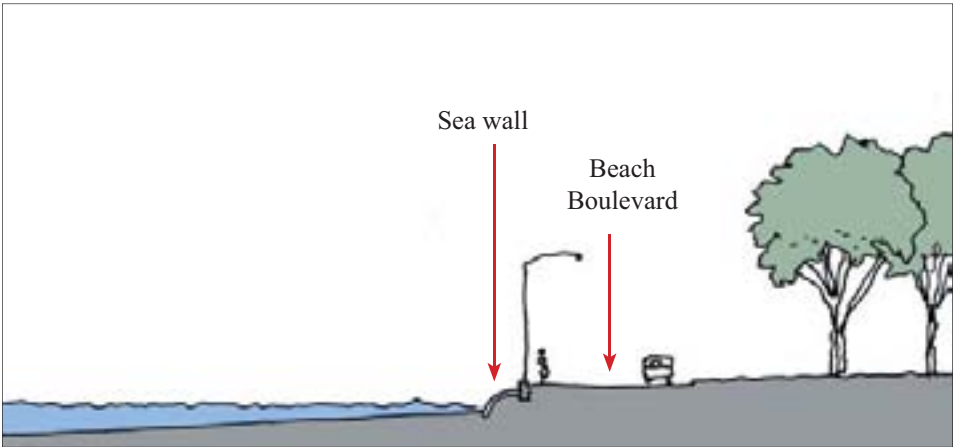E-mail address
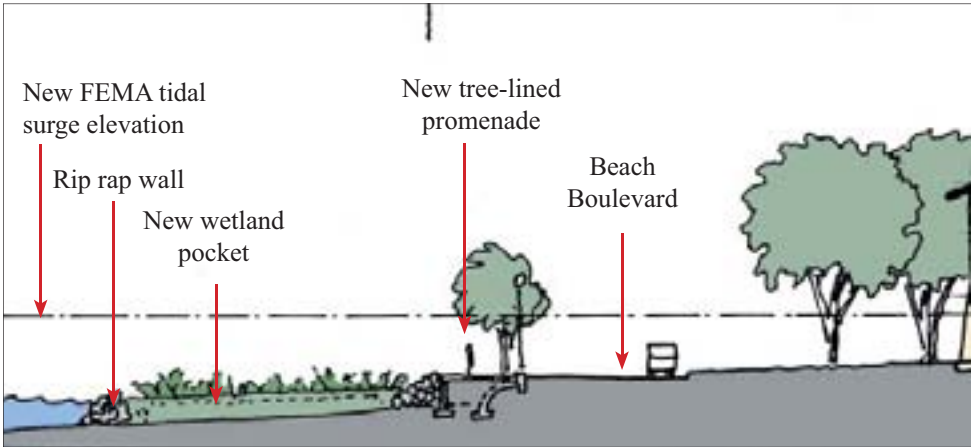
Key Plan   0   1   2   3 miles

Celebrating Pascagoula's Waterfront

Pascagoula has a splendid waterfront facing the Pascagoula River. Many of the older industrial uses have been abandoned and there are great opportunities for reuniting the city with its riverfront. Several new piers could be built at the extensions of the existing streets providing access for new marinas and boat docks.

The plan shows how new facilities could be built along the river as well as the creation of a new marina and park at the bayou at the termination of Magnolia Street. New residential development is shown bringing opportunities for higher density living close to downtown and the waterfront.

Long term planning would require the relocation of the existing sewage treatment plant currently located on Frederic Street to another site, possibly on the Bayou Casotte.

NOAA yard at Delmas Avenue

Waterfront @ Front Street
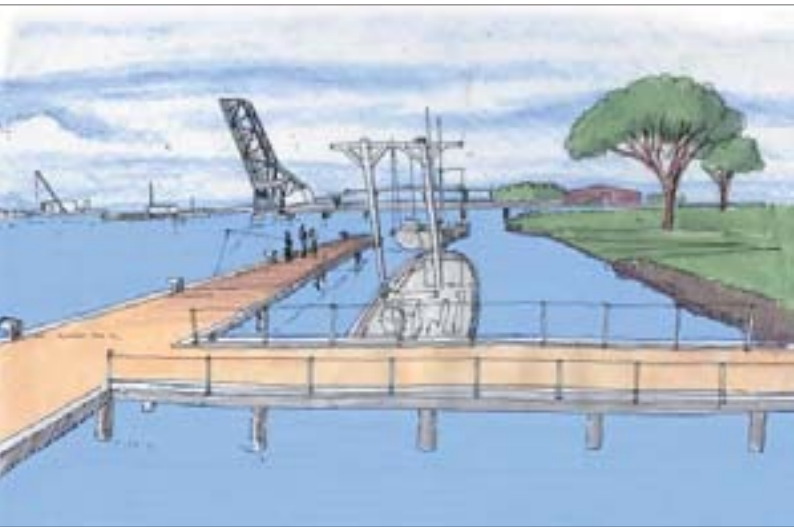
Proposed waterfront pier at end of Delmas Avenue

MISSISSIPPI RENEWAL FORUM

GOVERNOR'S COMMISSION
RECOVERY, REBUILDING, RENEWAL   CNU

PASCAGOULA
Place or Topic

INFORMATION TYPE
X Design
__ Policy
__ Management

TIMING
__ Immediate
__ Short Term
X Long Term

URBAN SCALE
__ Building
X Neighborhood
__ Region

DRAWING TYPE
__ Analytical
__ Process
X Proposal

Riverfront + Marina
Drawing Title

October 31, 2005
Date

John Ellis, AIA, RIBA
Name of Contact for Additional Information

jellis@solomonetc-wrt.com
E-mail address

Key Plan   0   1   2   3 miles

Ingalls
Yard

Boat Slips

Existing

Housing

Community
Building

Existing
Buildings
Reused

Drawbridge
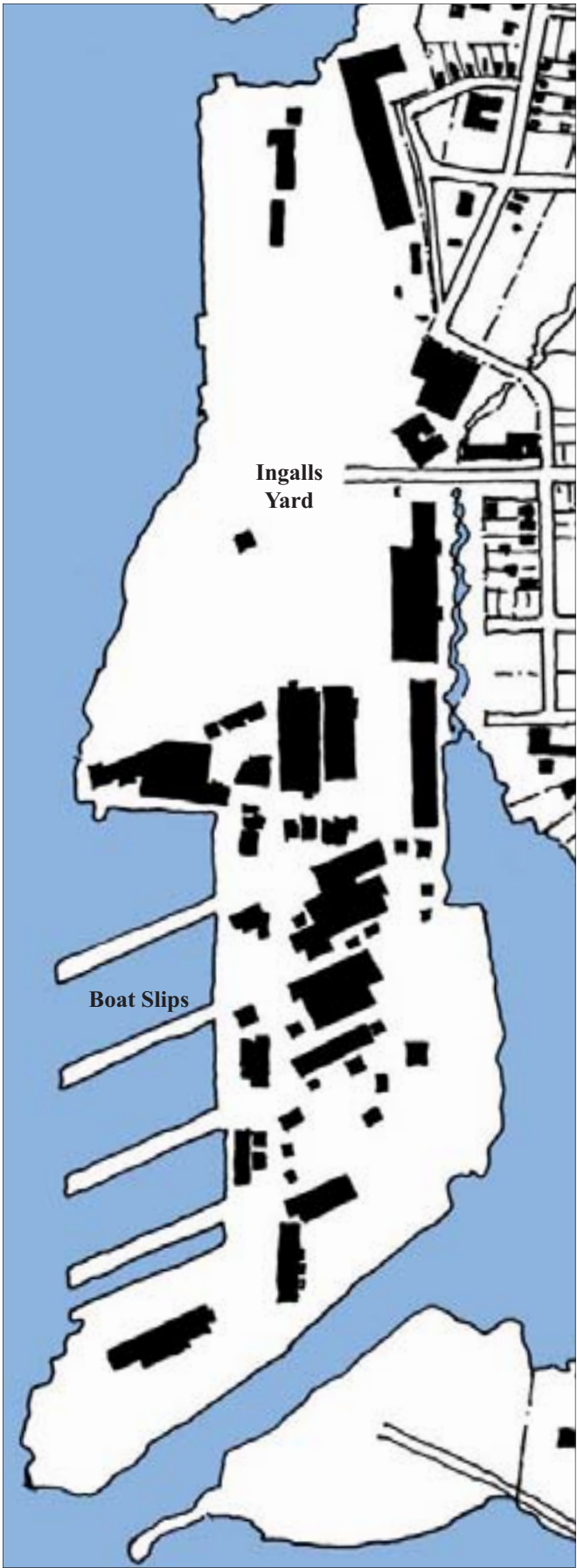
Proposed

Future waterfront restaurant site

Proposed Ingalls Yard Development

The Ingalls Yard site is currently unused and zoned for industrial use. If future industrial uses serving the Northrop Grumman yards opposite were to occur, this would bring industrial truck traffic and railroad activity through downtown, threatening its viability. One possibility would be to locate future industrial uses on the Singing River Island naval site taking advantage of its superior road access from Highway 90 and to transform the Ingalls site into other uses.

It is recognized that the Ingalls Yard site would require substantial environmental remediation and cleanup of toxic materials that have polluted the site for the last 75 years. This is something that has occurred in many other 'brownfield' sites across the US and it has been shown that sites like this can be cleaned or capped to make them safe for other uses including residential.

A long term vision for the Pascagoula waterfront would be to see this important 80 plus acre site transformed into a mixed-use district. Several hundred new dwellings could be built here as well as the adaptive reuse of many of the former industrial buildings into other uses. The existing jetties could be transformed into new marinas. A continuous waterfront park could be built linking downtown with the Beachfront. A new network of streets and blocks could be created to give access to the new district. These could be supplemented by two new drawbridge crossings of the two existing bayou inlets. The new road would provide continuous access along the Pascagoula River from downtown to the beach.

Aerial view of yard, 1950's.

Pascagoula: The Flagship City Renewed
Carrying Out the Plan

I. Introduction

Pascagoula, the "Flagship City" of Mississippi was struck hard by the 2005 hurricane season. Although heavily damaged, Pascagoula came away from Hurricane Katrina with its "bones", its community structure, largely intact. Under the auspices of the Mississippi Renewal Forum, a community and regional planning effort associated with the Governor's Commission on Recovery, Rebuilding and Renewal, a small team of architects, urban designers and planners from throughout the country worked with the City of Pascagoula to provide recommendations regarding disaster recovery and creating a community of lasting value.

In its initial research, the planning team found the City to have a rich foundation of planning upon which to build, including a nearly completed update of its comprehensive plan, and a 2004 community vision and strategic plan. Following this initial research, the planning team met with city and county officials, local architects and representatives of the local business community in a process of "discovery". Using the findings from research, field work and personal interviews, the planning team began assembling a revised draft vision and conceptual plan for the recovery and renewal of Pascagoula.

The ultimate product of this planning process consists of the following components:
*   a community vision,
*   guiding principles for directing future planning and development efforts,
*   a conceptual land use and design plan focused around five key concepts,
*   a series of catalyst projects to provide for recovery, renewal and generating a climate for investment,
*   a summary of actions for carrying out the projects and achieving the vision, and
*   an implementing strategy suggesting the priority for undertaking the actions.

Accordingly, this document will present a subset of these components: the draft vision and guiding principles; a description of key concepts; a strategic action plan; and a concept for implementing the actions over time. A summary list of key concepts for action includes:

1. Housing Replacement and Assurance (Safe Places, New Opportunities)
2. A Renewed Downtown (The Heart of the Community)
3. Celebrating the Waterfront (A Working Heritage)
4. Reinforcing the Fabric of the Community (Green Places and Connections)
5. Gulf Beachfront Restoration and Enhancement (Leaving a Legacy)
6. Keeping Focused on the Vision (Getting it Built)

II. Vision

A vision is a statement of a desired outcome, or set of outcomes, a community wishes to achieve over a defined period of time. The draft vision expressed within this Plan is no different. It is intended to serve as the overarching expression of what the community aspires to be in the future, guiding not only the recommendations of this Plan, but those of other planning efforts and community actions to follow. The City's "Strategic Plan, 2004 Update" served as the initial foundation for this plan's draft vision, which follows:

Our vision of a renewed Pascagoula is of a vibrant and diverse collection of neighborhoods, which are sustainable, pedestrian oriented, and accessible by many modes of transportation. We envision a City that recognizes and uses natural resources as an asset, provides diverse housing opportunities and features a combination of uses that enable people to live, work, play and shop in an environment that is "uniquely Pascagoula."

III. Guiding Principles

To ensure the planning effort was focused toward achieving the vision, the Planning Team developed a set of guiding principles…statements reflecting desired outcomes. The guiding principles, which also served as criteria against which the success of the plan would be gauged, are as follows:

Overarching

*   The policies and actions identified to achieve the vision for a renewed Pascagoula must reflect the community's values and cultures.
*   The vision and renewal plan for Pascagoula should be forward thinking, with objectives and actions that will set the community up for future successes.
*   Pascagoula's plan for renewal should be outcomes-based and action-oriented, with an array of key signature projects capable of being carried out.
*   City codes and regulations should enable the community's vision to be carried out, recognizing the difference and interrelationships between neighborhoods and adjoining communities.
*   Strive to achieve the highest and best use of Pascagoula's valuable land resources.

Natural Resources

*   The community should recognize the value natural resources provide as both an amenity and as distinct and special "places". The City's creeks are envisioned as greenbelts and community gateways.
*   The concept of an urban forest should be planned for and carried out throughout the community.

Transportation

*   The community's transportation system should be multi-modal, offering a choice in how to get around, and connecting people, places and activities safely and conveniently.
*   Neighborhoods, community streetscape and public spaces should be pedestrian and bicycle-friendly, and not visually dominated by the automobile. Neighborhood diversity and identity is important.

The "Heart" of the Community

*   Downtown Pascagoula is the "heart of the community", and should possess the qualities essential to successful downtowns, including:
    *   Extended hours of operation…not "folding at 5:00"
    *   A mix of employment, retail, housing and cultural/entertainment uses
    *   Providing a unique experience not available elsewhere in the community
    *   Possessing a "sense of place" with a special identity
    *   Being seen as the "center" or the "heart" of the community
    *   A vibrant and compact core, accessible by all modes of transportation
    *   A feeling of accessibility and safety
    *   Accessibility in varied climatic conditions (e.g., throughout the various seasons of the year)
    *   Community improvement projects and future planning should make creative use of unused and underutilized properties, while maintaining and building upon Pascagoula's history.

Housing

*   The community's housing stock should be increased, and provide choice in terms of style, location and affordability.

Economic Development

*   Policies, plans and actions should identify and further Pascagoula's distinct role in the Southern Mississippi region.

- Set the stage for a healthy, competitive business community by:
  - offering a variety of employment opportunities for present and future residents; and
  - providing diverse retail, shopping and entertainment opportunities for residents of and visitors to the city.
- Planning for a renewed Pascagoula should capitalize on its waterfront as a catalyst for future investments and development.

Urban Form and Infrastructure

- Planning for urban form and infrastructure should respect the twin objectives of personal and environmental safety.
- Planning for urban form, land use and infrastructure should demonstrate sustainable planning and development practices.

IV. Key Concepts Behind "Pascagoula: A Flagship City Renewed"

The Plan is organized around six key concepts, each of them supportive of the Plan's vision and guiding principles. Following is a brief description of the key concepts behind the Plan.

A. Housing Replacement and Assurance (Safe Places, New Opportunities)

"Job One" is providing those whose homes have been destroyed or heavily damaged with a range of housing choices…and, in particular, providing safer, higher-quality housing for low-moderate income families. At this time when many Gulf coast communities have had large areas badly damaged, there is opportunity – opportunity to leveraging the location of replacement housing and other uses to advance urban revitalization goals. Accordingly, the key concept here is to help replace damaged housing, in safer and more accessible locations and with easy access to all modes of transportation. Temporary housing should be just that… temporary…with siting designed with permanent housing in mind. Open space, community gardens and small pocket-parks and playgrounds should be considered as appropriate amenities for temporary housing. Projects recommended include:

- Developing properties for temporary emergency housing
- Acquiring and developing properties for transitional low-to-moderate income, temporary to permanent housing and for market rate replacement housing
- Establishing a "One Stop" housing financing and design program for housing replacement and repair
- Establishing an urban recovery and redevelopment financing district, and the appropriate government entity to develop, carry out and monitor housing financing and assistance programs

B. A Renewed Downtown (The Heart of the Community)

Pascagoula envisions a vibrant, active downtown – a hub of commercial activity (entertainment, retail, offices), and a destination providing a sense of place…the "heart" of the community. Successful downtowns have people in them, day and night, most often containing mixed-use development with residential and office components, and spaces where the public can gather for events, to communicate, to relax or to be entertained. The concept for a renewed downtown includes a public square and a community performing arts and recreation center, both of which provide an opportunity for the community to assemble for events, information and assistance at key times when necessary. As it evolves, Pascagoula's downtown will be pedestrian oriented and easily accessible by transit from its neighborhoods, and from neighboring communities. Projects recommended include:

- Community Recreation and Performing Arts Center
- Magnolia Square (Downtown's "living room")
- County office expansion
- Two-screen cinema
- Extending Delmas Road down to the waterfront, with small public plaza at end
- Developing an infill plan for Downtown
- Developing a retail and merchandising plan for Downtown and setting up a Business Improvement

District (BID) to manage it
- Establishing an urban recovery and redevelopment financing district, and the appropriate government entity to develop, carry out and monitor financing and assistance programs
- Partnering with Jackson County and other communities in developing a regional business recruitment program

C. Celebrating the Waterfront (A Working Heritage)

Pascagoula has a rich heritage as a center of industry, shipbuilding and fishing. With an evolving economy, over time some of the community's waterfront industries have closed, reduced their forces or moved on, leaving large portions of the east side of the East Pascagoula River vacant; Hurricane Katrina has greatly damaged many of the remaining uses in this area, and has impacted the infrastructure for the shrimping industry. On the West side of the river, the ship-building industry has remained strong, providing a source of pride and a key economic base for the community. Another opportunity of location is the proximity of Pascagoula's downtown area to the waterfront. The community has envisioned redevelopment of the waterfront area for some time, with waterfront condominiums, full-service marinas, open spaces, and shopping and restaurants provided in key locations and in a mixed-use context. Accordingly, among the key concepts of this Plan is the rebuilding and renewal of this rich resource in a manner that celebrates the working heritage of the waterfront, taking advantage of its proximity to Downtown, and making it a place for people. Projects recommended include:

- ShrimpDocks/North Riverfront, a mixed-use residential neighborhood
- Downtown Area Waterfront, featuring a mixed-use residential neighborhood, restaurants, commercial uses and a pedestrian plaza
- Ingalls Yard/South Riverfront, a large area with several areas of focus, including a residential neighborhood, a Ship-Builders Research Institute campus, and full-service marina facilities
- Establishing a Pascagoula Waterfront Recovery and Redevelopment Commission
- Initiating a water shuttle between the shipyards industrial area and the Downtown Waterfront Redevelopment Area
- Initiating tourist ferry service to barrier islands in support of community eco-tourism objectives

D. Reinforcing the Fabric of the Community (Green Places and Connections)

The "fabric" of a community is comprised of many components that support its residents, patrons and visitors. These components include the streets, pathways, green spaces, transit systems and infrastructure that make a city work, and the historic and cultural resources that help provide a community with an identity. Pascagoula envisions a transportation system that provides choice in how people and goods move within it, and between activity centers and other communities. While an intra-city streetcar system and inter-city transit are envisioned for the future, immediate moves are more basic, proposing smaller-scale transit offerings such as rubber-tire trolleys and buses. The community envisions urban forestry, additional green spaces, and use of water resources as a source of enjoyment and a catalyst for investment. Pascagoula has "good bones", offering opportunities upon which to restore ease and safety of movement, locate replacement housing, provide neighborhoods with close access to green spaces and local commercial uses, and in other ways strengthen the fabric of the community to result in a higher quality of life and a community of lasting value. Projects recommended include:

- A new Panhandle Park extending from the middle school to the beachfront
- Outdoor recreation complex (baseball, soccer, golf course)
- Pathways along creek resources
- Riverfront park and promenade
- Relocation of sewage treatment plant
- Highway 90 gateway and streetscape improvements
- Intercity and intra-city community transit improvements
- Establishing a "Green City" program
- Establishing a community "Adopt a Park" program
- Establishing a Parks Maintenance district

E. Gulf Beachfront Restoration and Enhancement (Leaving a Legacy)

Pascagoula's beachfront on the Gulf of Mexico is a valuable environmental resource as well as a regional and local destination and amenity. Most of the properties and structures adjacent to the beachfront were badly damaged. The break wall supporting Beach Avenue was undermined, causing buckling and other damage to the roadway. The concept for restoring and enhancing the beachfront and associated facilities focuses upon actions to strengthen the coastal edge to reduce its vulnerability, provide additional protection to adjacent man-made improvements and structures, and enhance the area in the immediate vicinity of the beachfront to provide additional green space and to improve public access, leaving a legacy for future generations. Projects recommended include:
- Beachfront edge and roadway infrastructure
- Beachfront enhancements (beach, wetlands)
- Beachfront promenade
- Beachfront park at Beach Avenue and Market Street

F. Championing the Vision (Ensuring Progress)

Visions require care, feeding and attention. Without such, visions can wither and die, or become hallucinations…a "dream gone wrong". For a vision to be successful, it requires a champion…an individual or group that will keep their finger on the pulse of the commitments to carry out actions – to coordinate them, to monitor them, and to rally support as needed. A champion keeps stakeholders and decision makers informed of progress, helping to ensure continued attention and support, important matters when it comes to funding. The sole recommended project consists of establishing a Flagship City Vision Committee comprised of representatives of the committees, districts and special interest groups formed to undertake the recommendations of the Plan, local decision makers and the public to serve as the champion for the vision.

Following the discussion of the recommended implementation concept, suggested actions associated with each of these key concepts will be listed, and priority for initiating them will be provided.

V. Implementation Concept

A. Overall Concept

The Vision and Plan for the renewal of Pascagoula, Mississippi's Flagship City, is an action-oriented plan, focusing upon the projects and actions needing to be undertaken to carry out the vision, guiding principles, and the development/design concept. The Plan will be implemented in pieces, or components, over the course of the next several years. Some actions will be initiated in 2005, others will be initiated in the years to follow.

As mentioned above, the plan will be implemented in pieces, over time. The Plan indicates the opportunities and concepts associated with the initial key interventions identified to achieve the vision and guiding principles directing the renewal of Pascagoula. If the interventions, concepts or catalyst projects require a refinement study to pin down a concept, a location, a footprint or criteria for subsequent development proposals, the proposed preliminary "set-up" tasks or refinement study is briefly described. In addition, should projects or programs require the application of staffing resources to establish programs, criteria, and to undertake preliminary tasks to enable projects to move forward (e.g., land assembly, property owner coordination, etc.), these steps are identified as well.

It is anticipated that the City will begin talking with potential development interests regarding making the Plan a reality. Certain major improvements will be made by the City of Pascagoula through a variety of funding sources, including urban renewal, if approved by the voters. Other improvements will be the responsibility of proposers for specific development activities. One or more of the catalyst projects may come about as a result of a "public-private partnership", a contractual arrangement tailor-made for each situation by which the public sector authority assigns certain functions or responsibilities to a private developer.

The important point is that the Plan is a long-term blueprint for the revitalization and growth of Pascagoula over the course of the next 20-30 years, with many actions and several refinement studies being required to set the stage for carrying out the improvements recommended as being needed to realize the vision for the future established by the community.

B. Implementation Action Plan

For a plan to be the "chart for change" it is intended to be, it must be accompanied by an implementation program…a program indicating the appropriate tools, actions and timelines for carrying out the plan. The Implementation Action Plan being recommended to carry out the Plan focuses on the following:
- Recommended land use, transportation system and infrastructure improvements;
- Recommended direction for changes to the City's Comprehensive Plan, zoning code and implementing ordinances;
- Recommended development and community projects important for creating a climate of investment;
- Recommended sources of funding for Plan-related improvements, and
- Suggested time frame for initiating key actions and projects.

It is also recommended that the City review the Plan on a regularly-scheduled basis, and make amendments as opportunity or changing community and economic circumstances necessitates. Should there be a desire to change the guiding principles or shift the emphasis of a particular project, this plan-update process provides the mechanism for doing so within the context of reviewing the plan as a whole.

C. Programming Concept

A substantial number of actions, programs and projects are being recommended to carry out the Plan. Not all of these can be done at once, and consideration needs to be given at the outset and during the regularly scheduled Plan and Implementation Action Plan update process to the grouping, phasing or timing of particular actions. It is recommended that the community program available/limited resources where they can do the most good, where they can leverage other resources or supporting activities or provide the "biggest bang for the buck", or where they can be concentrated to focus on a designated geographic target area. As opportunities and priorities change, or as additional funding becomes available, there may very well be the desire to change the geographic focus for carrying out components of the Plan. An incremental implementation strategy and its periodic review are intended to allow for and accommodate just this sort of flexibility.

All too often, the best-intended plans are approved without an action plan for implementation, without a system or process for monitoring progress, and without a time frame for checking back in and updating the plan to reflect progress made or changing conditions. The consulting team recommends that the City of Pascagoula develop and maintain a short-term strategic action plan for incrementally implementing the Plan's recommendations for improvements and actions. It is envisioned that this would be viewed as an "Incremental Implementation Strategy"…a three year, renewable/rolling, short-term action plan that would be annually updated, with a regularly-scheduled monitoring and updating process and a supporting budget.

By way of example, in developing such an incremental implementation strategy, each of the Plan's Guiding Principles would be examined on an annual basis to ascertain the current status of progress in achieving them, and actions for moving ahead in each of the next three years would be identified and planned for. The activities for Year 1 would be tied to the City's annual operating budget. The activities identified for Year 2 and Year 3 would serve as a placeholder or indication of anticipated action-related resource needs for the coming two years. Once Year 1 is nearly complete, the status of activities would be reviewed, and the activities for Year 2 would be adjusted as necessary, as it will become the new Year 1. Year 3 would be adjusted as appropriate in readiness for its becoming the new Year 2, and activities for a new Year 3 would be identified. The City would identify the coordinating body responsible for the monitoring, development and update of the Incremental Implementation Strategy, and for the coordination of the various City departmental activities to fund and/or carry out the strategy. City staff or the identified coordinating body would provide the City Council with a regularly scheduled status report on implementation activities. This regular monitoring, reporting and updating helps to keep the Plan flexible and current, keeps all City departments focused on the carrying out of this important public policy objective, and keeps the Plan and its

implementation on the "front burner".

In addition, it is recommended that the City review the Plan on a regularly-scheduled basis, and make amendments as changing community and economic circumstances (and/or opportunity) necessitates.

VI. Strategic Action Plan

As indicated earlier, the Plan is organized around six key concepts, each of them supportive of the Plan's vision and guiding principles. Associated with these key concepts are actions in three categories:
- Design Actions: Design actions include the projects identified and illustrated within the Plan, including public realm improvements as well as private development.
- Policy Actions: These provide the regulatory basis for carrying out the design actions.
- Management Actions: Management actions are those related to ongoing function and/or maintenance.

A listing of the design, policy and management actions needing to be initiated to achieve the six key concepts is provided below.

A. Housing Replacement and Assurance (Safe Places, New Opportunities)

A.1   Design Actions

A.1.1   Immediately prepare the (leased) Ingalls property for temporary emergency housing. Provide plan for placement of temporary housing and necessary amenities.

A.1.2   Acquire and develop Krebs property and defunct Belair Shopping Center for transitional low-to-moderate income, temporary to permanent housing

A.1.3   Acquire the Carver and Live Oak properties for permanent, low-to-moderate income replacement housing. Carver site may be a good candidate for Hope VI housing program, with Live Oak site likely better suited for "spot" infill.

A.1.4   Acquire heavily-damaged Chipley neighborhood, and prepare to relocate residents to transitional low-to-moderate income, temporary to permanent housing sites.

A.1.5   Acquire the Country Club Golf Course property for permanent, market-rate replacement housing.

A.1.6   Acquire and redevelop the Orchard property with replacement, market-rate housing.

A.1.7   Acquire the Old Mobile public housing property for redevelopment with higher-quality low-moderate income housing. Site may be a good candidate for Hope VI housing program.

A.2   Program/Policy Actions

A.2.1   Develop an emergency and transitional housing replacement program and design standards.

A.2.2   Establish a local "One Stop" housing financing and design program for housing replacement and repair, and participate in efforts to support creation of a similar program, regionally and statewide.

A.2.3   Investigate participation in Hazard Mitigation Grant Program (through Mississippi Emergency Management Agency) for assistance in developing local hazard mitigation plans.

A.3   Management Actions

A.3.1   Establish urban recovery and redevelopment district (tax increment financing district; applies to first five key concepts).

A.3.2   Establish City or multi-jurisdictional housing replacement and development entity to develop, carry out and monitor housing financing and assistance programs.

B. A Renewed Downtown (The Heart of the Community)

B.1   Design Actions

B.1.1   Develop a Downtown Redevelopment and Infill Plan based upon the concepts and design actions contained within this Plan.

B.1.2   Program, design and construct a Community Recreation/Performing Arts Center.

B.1.3   Program, design and construct Magnolia Square (Downtown's "living room").

B.1.4   Program, design and construct needed County offices.

B.1.5   Solicit development of a two-screen downtown cinema.

B.1.6   Extend Delmas Road down to the waterfront, with small public plaza at end.

B.1.7   Develop a retail and merchandising plan for Downtown.

B.2   Program/Policy Actions

B.2.1   Modify zoning codes to encourage offices and residential above retail.

B.2.2   Partner with Jackson County and other communities in developing a regional business recruitment program.

B.3   Management Actions

B.3.1   Establish a Business Improvement District (BID) to manage the retail and merchandising plan for Downtown.

B.3.2   Establish urban recovery and redevelopment district (tax increment financing district; applies to first five key concepts).

C. Celebrating the Waterfront (A Working Heritage)

C.1   Design Actions

C.1.1   Program, design and construct the Shrimpdocks/North Riverfront Redevelopment.

C.1.2   Program, design and construct the Downtown Area Waterfront Redevelopment.

C.1.3   Program, design and construct the Ingalls Yard/South Riverfront Redevelopment.

C.2.   Program/Policy Actions

C.2.1 Initiate a water shuttle between the shipyards industrial area and the Downtown Waterfront Redevelopment Area.

C.2.2 Initiate tourist ferry service to barrier islands.

C.3. Management Actions

C.3.1 Establish urban recovery and redevelopment district (tax increment financing district; applies to first five key concepts).

C.3.2 Establish a Pascagoula Waterfront Recovery and Redevelopment Commission to plan and manage delivery of waterfront projects.

D. Reinforcing the Fabric of the Community (Green Places and Connections)

D.1 Design Actions

D.1.1 Program, design and construct a new Panhandle Park extending from the middle school to the beachfront.

D.1.2 Program, design and construct a multi-sport outdoor recreation complex.

D.1.3 Design and construct the Pathways along creek resources.

D.1.4 Design and construct the Riverfront Park and promenade.

D.1.5 Design and relocate the Pascagoula/Moss Point sewage treatment plant.

D.1.6 Design and construct Highway 90 gateway and streetscape improvements.

D.1.7 Plan long-range and short-term intercity and intra-city community transit improvements.

D.2 Program/Policy Actions

D.2.1 Establish a "Green City" program, responsible for:
• Monitoring ecological restorations
• Pursuing "green" initiatives, including recycling, energy use reduction and urban forestry
• Identifying and promoting stormwater management techniques

D.2.2 Establish a community "Adopt a Park" program.

D.3 Management Actions

D.3.1 Establish Parks Maintenance district.

D.3.2 Establish urban recovery and redevelopment district (tax increment financing district; applies to first five key concepts).

D.3.3 Coordinate with Coast Transit District, Jackson County and nearby communities regarding improvement of intercity transit service.

E. Gulf Beachfront Restoration and Enhancement (Leaving a Legacy)

E.1 Design Actions

E.1.1 Design and construct beachfront edge and roadway infrastructure.

E.1.2 Design and construct beachfront enhancements (beach, wetlands).

E.1.3 Design and construct beachfront promenade.

E.1.4 Program, design and construct a beachfront park at Beach Avenue and Market Street.

E.2 Program/Policy Actions

Not applicable at this time.

E.3 Management Actions

Not applicable at this time.

F. Championing the Vision (Ensuring Progress)

F.1. Design Actions

Not applicable at this time.

F.2 Program/Policy Actions

Not applicable at this time.

F.3 Management Actions

F.3.1 Establish a Flagship City Vision Committee comprised of representatives of the committees, districts and special interest groups.

MISSISSIPPI RENEWAL FORUM

GOVERNOR'S COMMISSION
RECOVERY, REBUILDING, RENEWAL   CNU
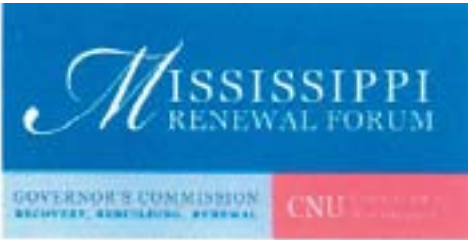
PASCAGOULA
Place or Topic

INFORMATION TYPE
___ Design
_X_ Policy
_X_ Management

TIMING
___ Immediate
___ Short Term
___ Long Term

URBAN SCALE
_X_ Building
___ Neighborhood
___ Region

DRAWING TYPE
___ Analytical
___ Process
_X_ Proposal

Carrying Out The Plan
Drawing Title

October 31, 2005
Date

John Ellis, AIA, RIBA
Name of Contact for Additional Information

jellis@solomonetc-wrt.com
E-mail address

TABLE 1 TRANSECT ZONE DESCRIPTIONS

TABLE 1: The following are general descriptions of the character of each Transect Zone. For a precise system of analysis, see the Disect and Quadrat method described in the transect section of www.DPZ.com

T1 THE NATURAL ZONE consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation.

T2 THE RURAL ZONE consists of lands in open or cultivated state or sparsely settled. These may include woodland, agricultural lands, grasslands and irrigable deserts.

T3 THE SUB-URBAN ZONE, though similar to conventional low density suburban house areas, differs by allowing home occupations. Planting is naturalistic with deep setbacks. Blocks may be large and the roads irregular to accommodate natural conditions.

T4 THE GENERAL URBAN ZONE is a denser and primarily residential urban fabric. Mixed-use is usually confined to corner locations. It has a wide range of building types: single, sideyard, and rowhouses. Setbacks and landscaping are variable. Streets typically define medium-sized blocks.

T5 THE URBAN CENTER ZONE is the equivalent of a main street, including building types that accommodate retail, offices, rowhouses and apartments. It is usually a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the frontages.

T6 THE URBAN CORE ZONE is the equivalent of a downtown. It contains the tallest buildings, the greatest variety, and unique civic buildings in particular. It is the least naturalistic; street trees are steadily planted and sometimes absent.

SD SPECIALIZED DISTRICTS are those areas with buildings that by their intrinsic function, disposition, or configuration, cannot conform to one of the six normative Transect Zones. Typical Districts may include institutional campuses, refinery sites, airports, etc.
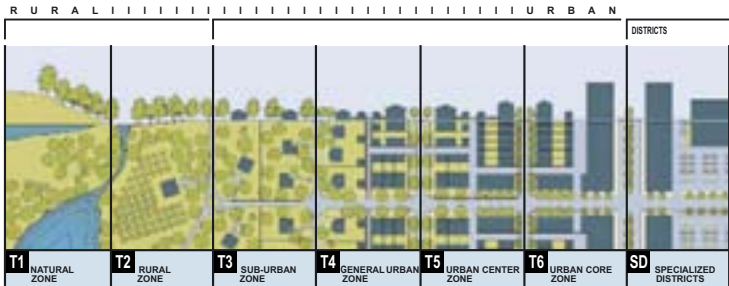
© Duany Plater-Zyberk & Company

Transect Zone Descriptions (© Duany Plater-Zyberk & Company)

R U R A L |||||||||||||||||||||||||||||||||||||| U R B A N — DISTRICTS

	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		prohibited
TND	no minimum	no minimum	10 - 30%	30 - 60 %	10 - 30%		prohibited
RCD	no minimum	no minimum	prohibited	10 - 30%	10 - 30%	40 - 80%	
TOD	no minimum	no minimum	prohibited	0 - 30%	0 - 30%	40 - 100%	
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	12 units / ac. gross	
By TDR	by exception	by exception	6 units / ac. gross	12 units / ac. gross	24 units / ac. gross	96 units / ac. gross	
Other Functions	by exception	by exception	10 - 20% min	20 - 30% min	30 - 50% min	50 - 70% min	
C. BLOCK SIZE							
Block Perimeter	no maximum	no maximum	3000 ft. max	2400 ft. max	2000 ft. max	2000 ft. max *	
						* 3000 ft. max with parking structures	
D. PUBLIC FRONTAGES (see Table 2)							
HW & RR	permitted	permitted	permitted	prohibited	prohibited	prohibited	
BV	prohibited	prohibited	prohibited	permitted	permitted	permitted	
SR	prohibited	prohibited	permitted	permitted	permitted	permitted	
RS	prohibited	prohibited	permitted	permitted	permitted	permitted	
SS & AV	prohibited	prohibited	permitted	permitted	permitted	permitted	
CS & AV	prohibited	prohibited	permitted	permitted	permitted	permitted	
Rear Lane	permitted	permitted	permitted	permitted	prohibited	prohibited	
Rear Alley	prohibited	prohibited	permitted	required	required	required	
Path	permitted	permitted	permitted	permitted	prohibited	prohibited	
Passage	prohibited	prohibited	permitted	permitted	permitted	permitted	
Bicycle Trail	permitted	permitted	permitted	prohibited *	prohibited	prohibited	
Bicycle Lane	permitted	permitted	permitted	permitted	prohibited	prohibited	
Bicycle Route	permitted	permitted	permitted	permitted	permitted	permitted	
						* permitted within Open Spaces	
E. CIVIC SPACES (see Table 13)							
Park	permitted	permitted	permitted	permitted	permitted	permitted	
Green	prohibited	prohibited	permitted	permitted	permitted	prohibited	
Square	prohibited	prohibited	prohibited	permitted	permitted	permitted	
Plaza	prohibited	prohibited	prohibited	prohibited	permitted	permitted	
Playground	permitted	permitted	permitted	permitted	permitted	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	18 ft. min 700 ft. max	
Lot Coverage	by exception	by variance	60% max	70% max	80% max	90% max	
G. BUILDING SETBACK							
Front	by exception	48 ft. min	24 ft. min	6 ft. min 18 ft. max	0 ft. min 12 ft. max	0 ft. min 12 ft. max	
Side	by exception	96 ft. min	12 ft. min	0 ft. total min	0 ft. min 24 ft. max	0 ft. min 24 ft. max	
Rear	by exception	96 ft. min	12 ft. min	3 ft. min *	3 ft. min *	0 ft. min	
						* or 15 ft. from center line of alley	
H. BUILDING DISPOSITION (see Table 9)							
Edgeyard	permitted	permitted	permitted	permitted	prohibited	prohibited	
Sideyard	prohibited	prohibited	prohibited	permitted	permitted	prohibited	
Rearyard	prohibited	prohibited	prohibited	permitted	permitted	permitted	
I. PRIVATE FRONTAGES (see Table 7)							
Common Yard	not applicable	permitted	permitted	prohibited	prohibited	prohibited	
Porch & Fence	not applicable	prohibited	permitted	permitted	prohibited	prohibited	
Terrace or L.C.	not applicable	prohibited	prohibited	permitted	permitted	permitted	
Forecourt	not applicable	prohibited	permitted	permitted	permitted	permitted	
Stoop	not applicable	prohibited	prohibited	permitted	permitted	permitted	
Shopfront & Awning	not applicable	prohibited	prohibited	permitted	permitted	permitted	
Gallery	not applicable	prohibited	prohibited	permitted	permitted	permitted	
Arcade	not applicable	prohibited	prohibited	prohibited	permitted	permitted	
J. BUILDING HEIGHT (see Table 8)							
Principal Building	not applicable	3 stories max	3 stories max	4 stories max, 2 min	6 stories max, 2 min	12 stories max, 2 min	
Outbuilding	not applicable	2 stories max	2 stories max	2 stories max	2 stories max	not applicable	
K. BUILDING FUNCTION (see Table 10 & 11)							
Residential	prohibited	restricted use	restricted use	limited use	open use	open use	
Lodging	prohibited	restricted use	restricted use	limited use	limited use	open use	
Office	prohibited	prohibited	restricted use	limited use	open use	open use	
Retail	prohibited	prohibited	restricted use	restricted use	open use	open use	

SECTION 5
SECTION 2, 3, 4

TABLE 14 SUMMARY OF TRANSECT ZONES

Summary of Transect Zones (© Duany Plater-Zyberk & Company)

The revised land use zoning map recommends implementing a new zoning system, based on form rather than use, called the Transect. The Transect is a categorization system that organizes all elements of the built environment on a scale from rural to urban. It is both a descriptive theory and a system of land use. The central notion is of a gradient of habitats, from wilderness to urban core. As one moves along the gradient, differences in design, ecology and social structure are apparent. When those differences are systematized into land use code, the Transect can become a comprehensive alternative to conventional sprawl zoning. Use of the Transect allows proactive analysis, and assumes a strong process of public engagement and participation to identify the desired characteristics for new development.

The New Urbanist Transect is a method of classifying the natural and built environments as a continuum of six conditions, ranging from rural to urban (see Table 1, above). Each point along the continuum has distinctive unifying characteristics that are reflected in street patterns and designs, building forms, urban design, relationships to the natural world, and public infrastructure. For example, a rural street typically has no curbs or sidewalks and its buildings look like farmhouses or barns. An urban street, may have curbs, regularly placed street trees, sidewalks, and building forms that include common walls, flat roofs, and cornices. Within a city or town, there is also a continuum; from the urban downtown core, to the moderate and then lower density residential neighborhoods. Each Transect zoning category has detailed provisions for each neighborhood, for density, thoroughfare dimensions and design, block dimensions, the design of parks, appropriate building frontages, the mix of uses, building design, parking, and other aspects of the human environment.

The Transect is beginning to be employed in regional planning around the nation. The Transect zoning concept can become easily the new basis for local land-use regulations, because it is easily translated into zoning categories and it can be implemented through the familiar legal framework of zoning districts. The zoning districts would be keyed to the desired Transect zones (edge, general, center, and core), plus various special districts needed to accommodate auto-dominated zones for heavy industry and big box retail.
© http://www.anupa.org/transect.php