





The Charrette Room in Biloxi / 11-18 October 2005

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TABLE OF CONTENTS

1: Introduction.....pg 4 - 5

- History and Context
- A Reconstruction Strategy

2 : A Ten Point Plan for the Reconstruction of Biloxi..... pg 6 - 7

3 : Summary of Recommendations pg 8 - 9

4: Catalytic Projects.....pg 10 - 27

- Traditional Neighborhood Reconstruction
- Downtown Redevelopment
- Casino Corridor/East Biloxi
- Back Bay Harbor
- Beach Blvd Redevelopment
 - East Biloxi
 - West Biloxi Broadwater Plan
 - West Biloxi TND & Central Park

5 : Transportation pg 28 - 33

- Connectivity and Walkability
- Street Types

6 : Infrastructure..... pg 34 - 35

7 : Codes pg 36 - 61

8 : Appendix pg 62 - 65

INTRODUCTION

HISTORY AND CONTEXT

For three hundred years Biloxi has enjoyed a hospitable location on the Mississippi Sound and an abundance of seafood. These dual attributes have attracted Native American and European settlement, birthed and nourished an antebellum resort, spurred the development of a canning industry, lured a major military establishment, and provided a foundation for an international tourist destination.

Often accused of being “the best kept secret in the South,” Biloxi experienced a slower rate of growth than many other maritime communities. The cosmopolitan composition of its citizenry, whose ethnic diversity evoked a certain *joie de vivre*, however, lent strength and purpose to their efforts to survive and even prosper. The parades and festivals that appear throughout the annual calendar of events underscore this element. While devastating hurricanes have at times inundated the land and swept away structures, they have also inspired a sense of community among the people whose resilience in the face of such hardship has gained national attention.

Introduction: *Biloxi: 300 Years* by Val Husley, Ph.D.



The Blessing of the Fleet



Historic Downtown circa 1910



The Watson Houses



Avondale Residences



Schooners in the Biloxi Fishing Harbor circa 1930



The Lighthouse on Beach Boulevard



Foundation Plan for the City of Biloxi circa 1721



Marching on the Waterfront-1950's



Howard Avenue



A Streetcar along the Coast - 1920's



House on Howard Avenue



Tullis-Toledano Manor



L. & N. Park



Piers off Beach Boulevard

A RECONSTRUCTION STRATEGY

AFTER THE HURRICANE

Hurricane Katrina had a devastating effect on Biloxi. This was indeed the worst natural disaster in the history of the United States.

The damage was extensive in every part of the City, but particularly in low-lying areas. There, the surge submerged portions of whole neighborhoods, its force erasing everything in its wake. The loss of life and property was appalling. More like the theater of war than the aftermath of a hurricane, the City looks ravaged. Its extraordinary physical losses have challenged the ability of its people to return to the regular rhythm of their lives.

Yet, the citizens that we met during the charrette and walks impressed us with their energy, optimism and faith. Despite their losses and pain, they were already decided to rebuild and to return Biloxi to prominence among the cities of the Gulf Coast. This Plan is dedicated to them in the hope that it guides their massive efforts of reconstruction in the coming decades.

Since 1945, Biloxi has been growing under the patterns induced by suburban sprawl. Typical of this kind of development is the emphasis on building auto dominated housing tracts, massive thoroughfares, strip retail, malls, isolated high rise buildings and isolated pods of single use buildings, like schools or office parks. Little noticed was a parallel process of disinvestment taking place in the traditional portions of the City. Before Katrina, the downtown was a shadow of its pre 1945 self. The historic neighborhoods of East Biloxi were beautiful but weathered. The architecture and urbanism of car domination, building boxes surrounded by cars, was beginning to erode their public space and building fabric.

In the midst of ruins and tears, the process of reconstruction presents a unique opportunity. By the incremental rebuilding of infrastructure, buildings, public space and landscape in the traditional manner of Southern Mississippi, it is possible to return Biloxi to a state of physical grace that matches its pre World War II record. And as a city's physical image is both its economy and its identity, Biloxi can be renewed and prosper by becoming more of its true self.

The charrette was organized into three parts; The first and most important was a series of discussions with citizens and local architects to focus on the scope of work of the Reconstruction Plan. The second was a day-long trip led by Mayor A.J. Holloway to visit the worst affected parts of town. And the third was a frantic three day process of designing a reconstruction plan with almost thirty professional participants working on various of its provisions.

The strategy that our team framed was based on a number of assumptions: That east Biloxi was worst hit by Katrina and was a first priority reconstruction area; that the Downtown which



East Biloxi: Pancaked House



East Biloxi: Total Devastation



East Biloxi: Boat in the Street



Damage to former Tivoli Hotel caused by Casino Barge



East Biloxi - Collapsed Bridges



East Biloxi - A whole neighborhood erased by the Katrina surge

had not recovered from Hurricane Camille in 1969 needed urgent attention; that the casinos needed to be rebuilt on land, their uneasy physical relationship to the neighborhoods surrounding them had to be resolved, and that their operations needed to be restored as soon as possible; that in East Biloxi, access to the water had to be safeguarded for the people living there; that Beach Boulevard in east and west Biloxi had to be preserved as a precious scenic asset; that in west Biloxi a new walkable, mixed use Town Center was needed to serve surrounding neighborhoods; that as part of the reconstruction process, new traditional neighborhoods needed to be built on high ground; and that the transportation deficits of Biloxi had to be lifted through the recasting of its road system.

The implementation of the Plan was also discussed at length. The volume of new projects will certainly generate a crisis of public overview. To truly renew Biloxi, a new, easier to use, deregulated development code needs to be introduced, and a fortified administrative process must be set up to deal with the torrent of planning and building challenges ahead.

This Plan was never meant to be comprehensive. The damage from Katrina is too vast to address in a short process and document. The Plan focuses into areas of greatest need and proposes projects that are catalytic in nature. That is, when executed, these projects are expected to produce collateral development. Once initiated, the process of reconstruction would then become self sustaining.



Charrette Day 1: Discussing the Issues



Charrette Day 3: Designing



Charrette Day 5: Presentation



The Charrette Process



The Charrette Process



A Strategy for Reconstructing Biloxi

A TEN POINT PLAN FOR THE RECONSTRUCTION OF BILOXI

1. Cleanup

- Complete the cleanup process as soon as possible
- Reconstruct the Town Green in the next six months and proceed with building around it to be completed in the next three years

2. Preservation Focus

- Establish a set of criteria to assess damaged buildings that favor their preservation and consider demolition as a matter of last resort
- Halt all arbitrary demolition. Resist the Berlin Syndrome. After 1945, planners there caused more damage through demolition than aerial bombings during the war
- Preserve all marginal buildings by supporting owners to structurally stabilize and secure them from the weather as soon as possible
- Conduct an immediate survey of damaged buildings and outline promptly a detailed process for their reconstruction or replacement

3. Traditional Neighborhood Reconstruction

- Restore the fabric of single-family houses on existing lots, in a range of traditional Mississippi house types
- Accommodate temporary trailers in the front yards of lots; allow semi permanent structures in the rear as accessory dwellings
- Enhance and develop neighborhood centers in places where they already exist
- Infill two and three lot, single family house compatible, attached housing around neighborhood centers
- Allow access to the Back Bay and the Ocean for the residents of the East Biloxi historic neighborhoods
- Build submergible houses to the green standard established for the entire Coast

4. Downtown Redevelopment

- Remove the Urban Renewal loop road and replace it with a traditional pattern of blocks and streets
- Restore Howard Avenue to its traditional Main Street form
- Preserve the small scale of the 18th and 19th century downtown
- Introduce a mix of uses into the 15 block area that serve the neighborhoods of Biloxi and visitors with shops, restaurants and entertainment venues.
- Create a retail loop from the Beau Rivage and the Hard Rock Casinos to Howard Avenue, to activate the retail

East Biloxi

- Restore the smaller scaled grid of streets and blocks to accommodate higher density condominium housing. Connect Water Street to Meaut Street
- Create mid-rise condominium housing between the casino districts that respect the deep 100' oak tree setback and the small two story scale of single family historic homes.
- Accommodate the existing museums and introduce new cultural venues among the new housing projects
- Preserve the character of Holy Land

8. Connectivity and Walkability

- Establish a new boulevard system throughout the peninsula of Biloxi
- Enhance Beach Boulevard as a world-class scenic thoroughfare from Gulfport to the end of the Eastern Point in Biloxi
- Demolish the I-110 extension after the first peninsula exit and reconnect the City's street grid by replacing it with a grand boulevard
- Build a boulevard on the CSX train line and relocate the Route 90 bridge on this alignment
- Complete the Back Bay Boulevard all the way to the Point.
- Establish a tram along the beach, connecting all the commercial centers along Beach Boulevard, the Downtown and the casinos
- Establish a water taxi connecting the casinos.

9. Infrastructure

- Rebuild with hurricane and flood resistant infrastructure, incorporating sealed below grade utility lines and secure containments for water, power, communications, and wastewater facilities.
- Make use of natural processes and buffer zones to provide the first line of defense in both protection of vital infrastructure and environmental quality

10. Codes and Administration

- Introduce a new development code into East Biloxi immediately, and initiate the process of establishing a new form based code City-wide
- Name a Master Developer for the Downtown to coordinate retail and mixed use development there
- Support the Planning and Building Department with a



Town Green



Keller Avenue, as Rebuilt

- establishments in the downtown core.
- Establish a Park Once System and reduce parking requirements
- Build 500 units of housing in the next 24 months.
- Introduce 200,000 s.f. of retail into the historic downtown and 250,000 s.f. in a life style center across from the Beau Rivage casino in the next 36 months
- Retain the civic buildings of downtown and introduce as many new ones as possible.

- Town Architect and Staff to help administer the reconstruction effort over a five year period
- Set up a Design Center staffed by architects partial to traditional urbanism, to advise citizens and neighborhoods of the lot by lot/ house by house reconstruction process

5. Casino Corridor/East Biloxi

- Delineate the Casino Corridor in three distinct East Biloxi areas: Across from the historic core, at the eastern point and on the Back Bay.
- Provide a high-end, pedestrian friendly retail/entertainment district of about 200,000 s.f. adjacent to the point, in connection with hotels, waterfront activities, and continuous beach access
- Casinos will occupy the inland side of Back Bay Boulevard and Beach Boulevard with gambling floors, retail, parking and hotel rooms. Their gulf side will house high density condominiums and retail establishments
- Provide a Civic/ Cultural/ Arts presence adjacent to casinos
- Establish four civic criteria for casino design: Respect the views and scale of surrounding neighborhoods, Form pedestrian friendly streets, form a continuous Ocean and Bay Front Promenade, and line all parking garages with buildings and uses appropriate to each given context.

6. Back Bay Harbor

- Create middle density housing that defines a small harbor along the Back Bay to house the shrimp boat fleet
- Collect retail stores and restaurants in a Promenade at the edge of the harbor
- Generate a community park adjacent to the harbor
- Provide a market hall and square to house the activities of the fishing industry

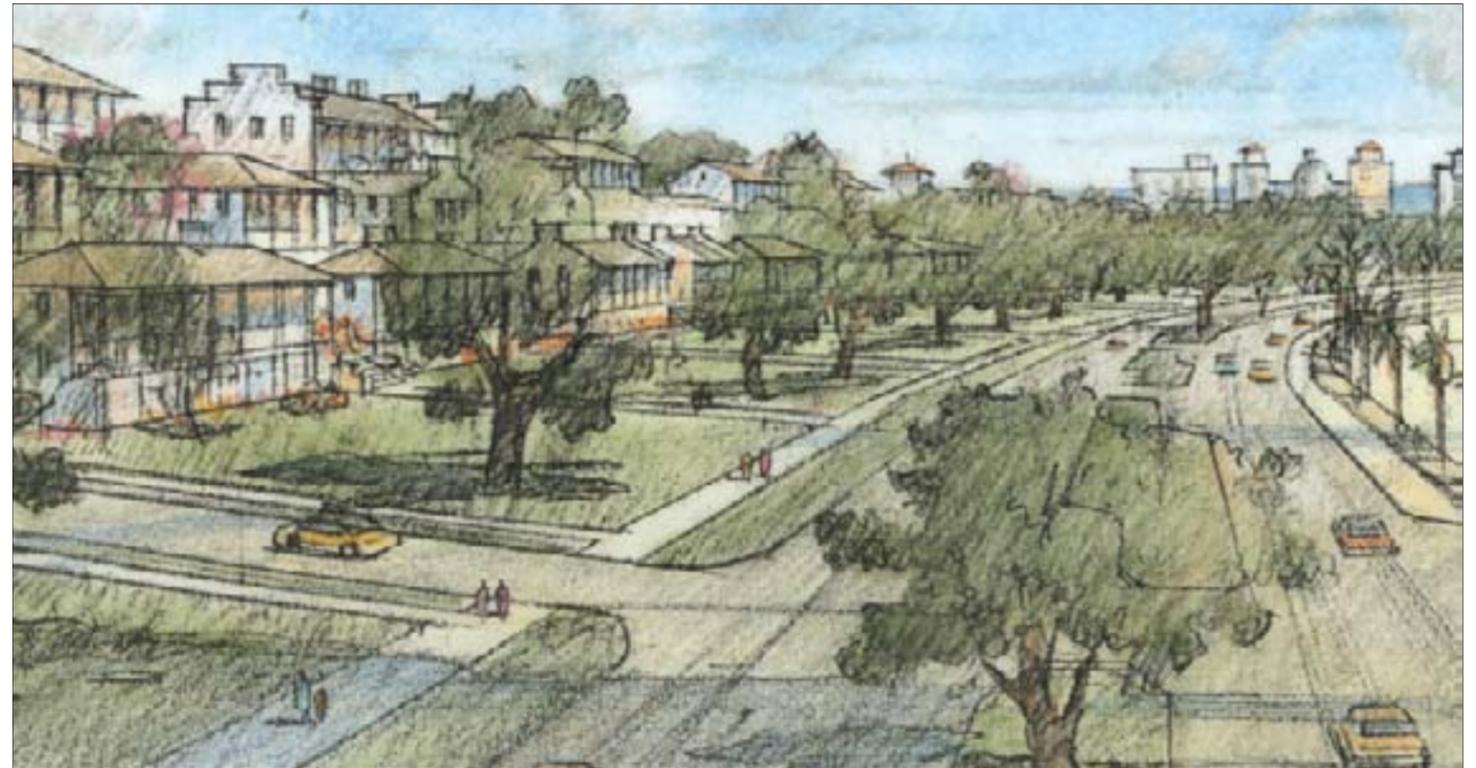
7. Beach Boulevard Redevelopment

West Biloxi, Broadwater

- Develop a Town Center project at Treasure Bay, that includes 250,000 s'f' of commercial, 2000 units of housing, various civic buildings and a Marina
- Generate two new traditional neighborhoods in the next five years to house 2000 families
- In the context of new TND development, construct a new Central Park for Biloxi



Howard Avenue Restored



Proposed East Beach Boulevard Drive

CATALYTIC PROJECTS

TRADITIONAL NEIGHBORHOOD RECONSTRUCTION

In the heart of the eastern peninsula along Howard Avenue are located many of Biloxi's most historic neighborhoods. Two of these mixed income neighborhoods were, before Katrina, the traditional centers of the African American and Vietnamese communities.

Unfortunately, some of the greatest destruction from Katrina's surge occurred here. Street after street of small cottages were entirely erased. Luckily, the urbanism of streets, blocks and infrastructure, along with large native trees remain.

These neighborhoods must be reconstructed for the low and middle- income families that inhabited them before the hurricane. We propose that they be rebuilt utilizing the modest, historic house types that are typical of the Mississippi Gulf Coast. Preserving their traditional scale of neighborhoods, the character of their streets and, ultimately, the tight knit family life that has been lived there for generations is essential for the future identity of Biloxi.

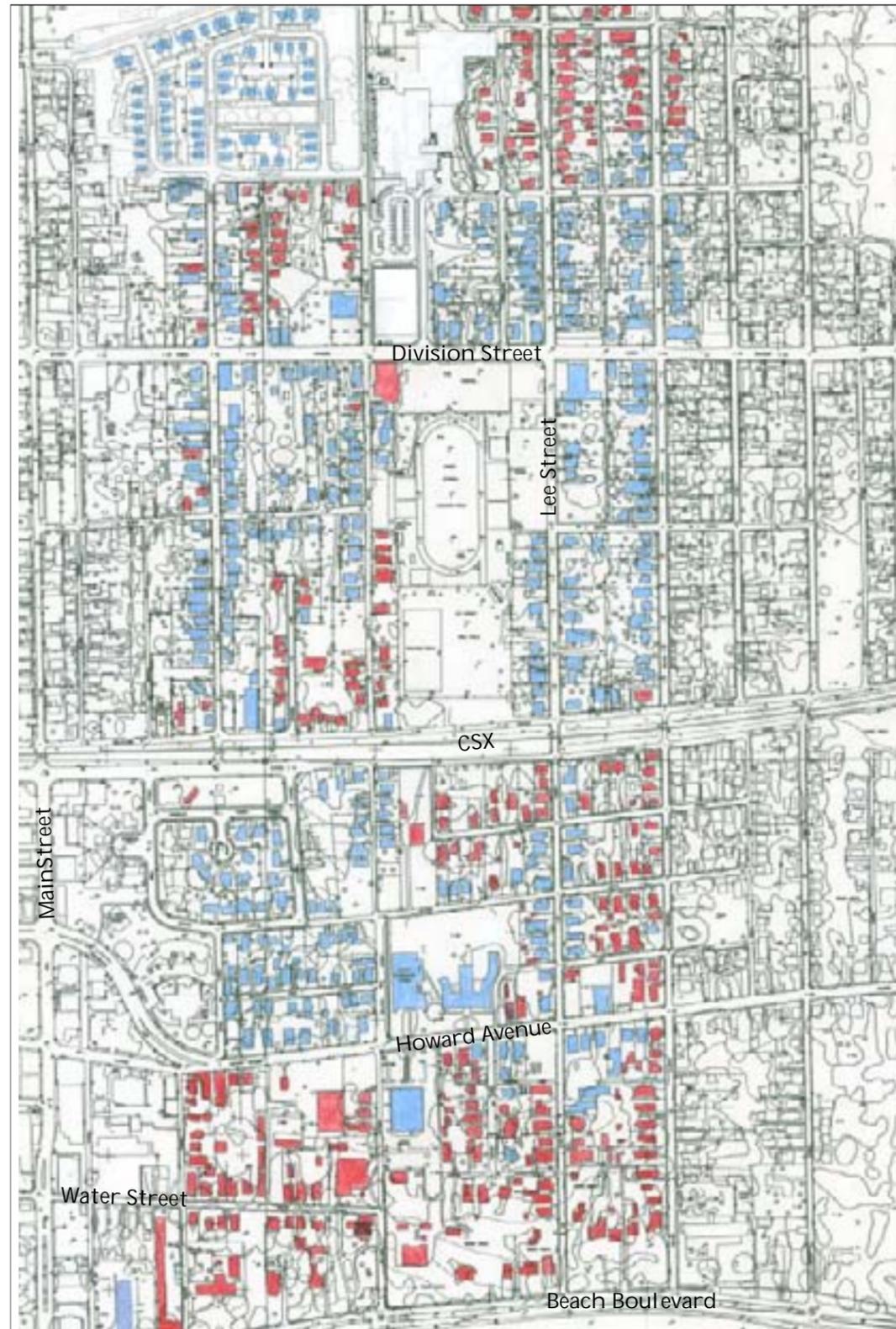
Lot joining will not be allowed through the reconstruction effort, because it will result in increasing densities, and distorting the historic character of the neighborhoods.

Each neighborhood is diagrammatically indicated within a dashed circle indicating a radius of a 5 minute walk from edge to center. Residential design within these circles will be limited to single family houses and single family house- compatible types: duplexes, triplexes, quadruplexes, rosewalks and cottage courts.

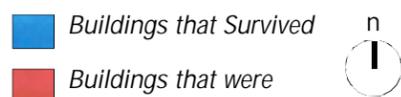
Neighborhood centers can provide convenient access to small scaled retail, community centers, parks and schools that are within easy walking distance of all houses. These are to be located in places where such activity has historically taken place within these neighborhoods. The plan suggests their intensification.

The kinds of buildings allowed at the neighborhood centers are identical to those in the surrounding neighborhoods, while their uses can extend beyond residential to commercial and civic.

These East Biloxi neighborhoods provide valuable places to live for workers at the casinos, in the historic downtown, and in the shrimping industry. The close proximity of homes to these workplaces as well as easy access to transit can make job commutes possible for middle to lower wage earners. The transformation of the CSX rail line into a boulevard can enable a bus transit line to conveniently service all of these neighborhoods.



Damage Assessment of East Biloxi Neighborhoods



Damaged Neighborhood Homes



Neighborhood homes separated from Foundations



Blue Tarps Issued by FEMA Indicate the Degree of Damage to Standing Buildings

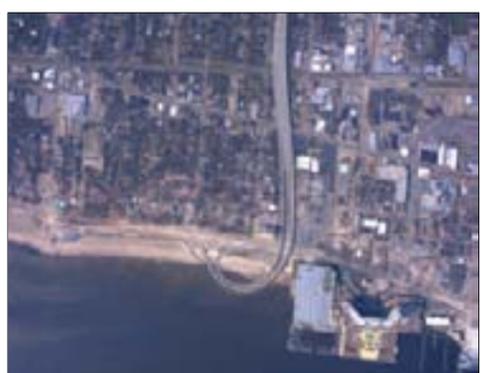
- SubUrban (T3)
• All Neighborhoods
- General Urban (T4)
- Urban Center (T5)
- Casino Corridor (SC)
- Civic Building Site



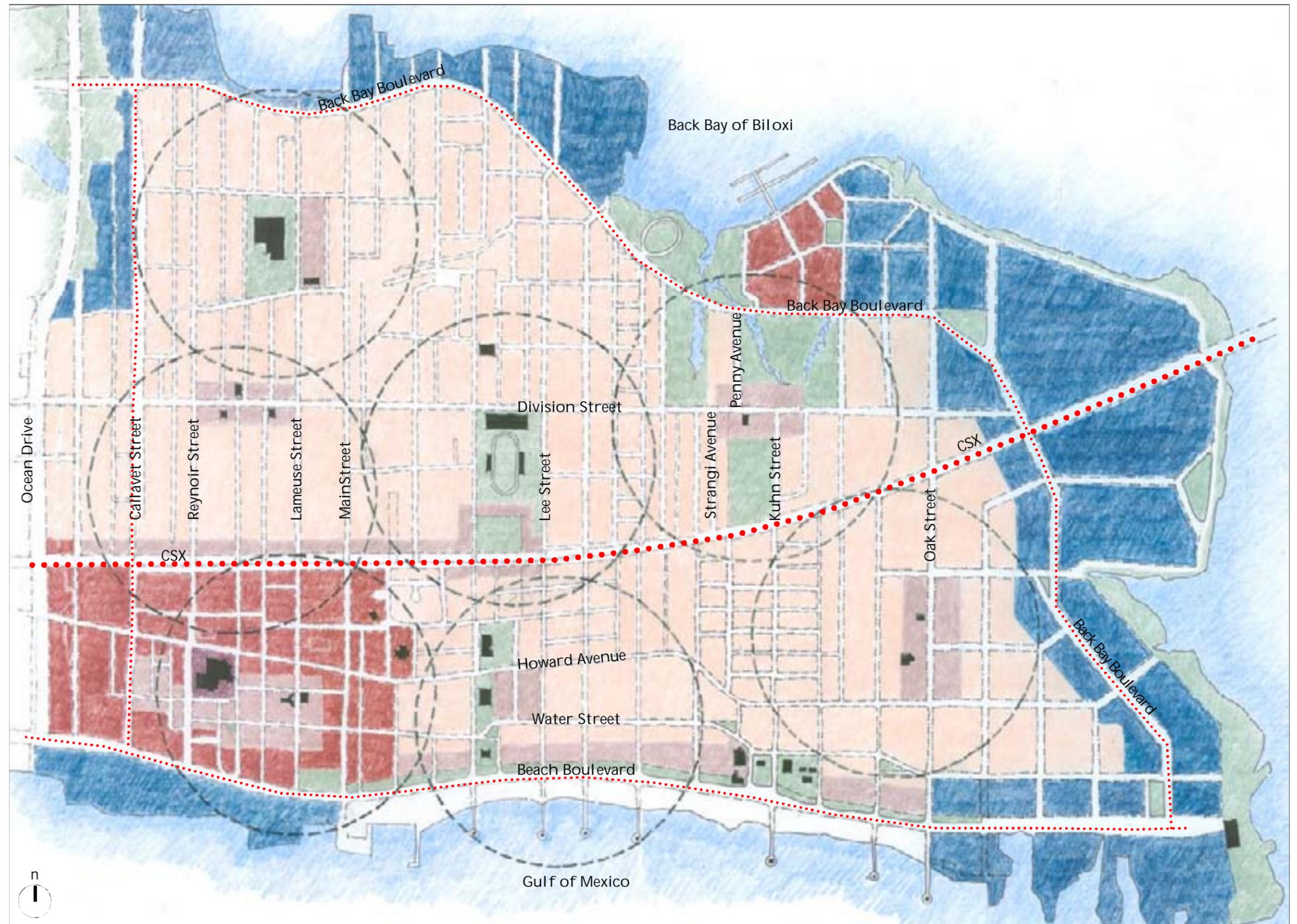
East Biloxi - A Casino Barge Ashore



East Biloxi - A Devastated Street



Devastation East and West of the I-110 spur



East Biloxi: Neighborhood Reconstruction Diagram

CATALYTIC PROJECTS

TRADITIONAL NEIGHBORHOOD RECONSTRUCTION

The process of reconstructing neighborhoods should be entirely preservation driven. Every last fragment of the fabric of damaged buildings must be saved and reused. Every effort should be made to move buildings back onto and bolt them to their foundations. No demolitions should be allowed, without a municipal permit.

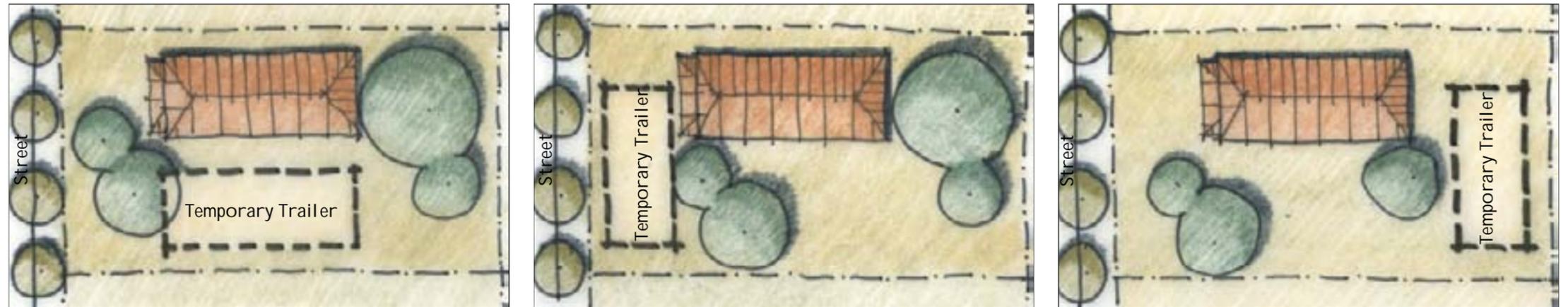
Streets such as Keller Avenue can be repaired in their entirety by using newly designed and pre-permitted, compatible house plans on the identical footprint on their lots that houses occupied before Katrina. All setbacks shall remain the same. Porches shall face the street, and street trees that have been lost must be replanted to properly shape the public right of way. Indigenous specimens that are resistant to heavy winds and an occasional flooding of salt water shall be selected so that future loss can be minimized.

These homes would be constructed as "submersible houses"-homes that can withstand a deluge on an infrequent basis. These homes are to be constructed on raised porches with hurricane resistant and mold resistant building technologies in the same traditional building types that are currently found in Southern Mississippi -like those shown in the photos on the following page. Porches made of wood can be expendable in the strongest of storms.

The cores of the buildings within shall be constructed from concrete, concrete block, rastra block, and even well tied down wood construction. Mold resistant materials and assemblies that avoid the use of paper and other cellulose-based products shall be used to ensure the longevity of these structures after any intruding water has receded after hurricanes.

Reconstruction should be carried out per FEMA Advisory Flood Elevations for 1983. Any suggestion that houses be excessively lifted off the ground will result in building design that is both out of character and too expensive for the residents of the East Biloxi neighborhoods, and should be resisted.

During the rebuilding process, it is quite essential that temporary trailers for each family should be located on their respective property. The social and economic neighborhood fabric that has existed over time needs to remain intact. Individual homeowners need easy access to their property during the rebuilding process. Temporary trailers that will be removed upon building completion may be placed in front or side yards. Trailers to be converted into permanent outbuildings must be placed in the rear portion of lots, where such lots are deep enough to accommodate them. Permanent outbuildings/trailers cannot become replacements for a primary residence.



Three Alternatives for Locating Temporary Trailers on Private Property relative to fixed, Permanent Buildings



View of Keller Avenue, as Rebuilt



Existing Cottages on Magnolia Street



An Existing Four Bay Cottage on Howard Avenue



Keller Avenue Reconstruction per FEMA Advisory Flood Elevations for 1983 (short) and 2005 Post Katrina Guidelines (tall)



Keller Avenue Site Plan - Building Losses in Red



Keller Avenue Site Plan after Proposed Reconstruction

CATALYTIC PROJECTS

DOWNTOWN REDEVELOPMENT

Bringing commercial vibrancy back to Biloxi's historic downtown is paramount to the reconstruction and renewal of all of the City. Parts of it are almost three hundred years old. It is well loved and, while damaged in parts, it continues to offer a place for citizens and tourists to shop, be entertained, conduct city business and gather for unique community events and celebrations amidst a setting that showcases Mississippi's heritage.

In fact, this historic downtown should become the place of refuge and renewal for the entire community of Biloxi as it undertakes the massive clean up required for renewal. We recommend cleaning up the town green immediately, rebuilding the shoofly there in its original form, and constructing buildings around the green as soon as possible, in the most carefully crafted examples of traditional Biloxi styles.

The traditional block and street structure must be restored in the entirety of the downtown district. The urban renewal loop road must be removed and the original city fabric restored through the infill of new buildings. Generous sidewalks and narrow streets will continue to support much needed pedestrian traffic. Similarly, the scale of new buildings should follow the historic pattern of the 18th and 19th century commercial and residential buildings. An aggressive effort to infill the open lots (created by previous planning efforts and the hurricane alike) needs to be undertaken. Wherever possible, new small scaled buildings should line sidewalks, fill gaps and mask contemporary over-scaled buildings and their uses. It is essential that as many historic structures be preserved and/or reconstructed from historic drawings and other documents as possible.

A range of mix of uses shall be introduced into the 15-block area. These shall include shops, restaurants, movie theaters and other entertainment. The uses shall be principally addressed to the local population and a wide range of incomes while being engaging to visitors. For the downtown to remain the most important center in the City, the civic buildings of the downtown must remain, with new ones added that serve all of Biloxi. It is important these buildings bring people downtown all day and night, on weekdays and weekends. A firm connection between the Beau Rivage and the Hark Rock casinos is needed to cement the success of the downtown area. Beach Boulevard must be easily crossable for pedestrians, and a simple retail loop must connect the Hotels to Howard Avenue, restored to its traditional, two-way traffic, parking on one side, form.

A Park Once district must be established to reduce overall parking loads and activate the pedestrian, mixed-use character of the district. This strategy distributes parking loads to shared parking garages or lots, freeing up the requirement that every building provide its own parking on its site, and significantly reducing overall parking requirements.



Aerial of Historic Downtown After Katrina



Lameuse Street looking North with New Infill Building



Howard Avenue Restored to its Traditional Main Street Form



Town Green surrounded by New Mixed Use Buildings

Reducing the overall requirements for parking, and slowing down traffic, allows for a more continuous retail fabric to emerge that activates the streets and promotes walking throughout the district. People will walk from destination to destination after leaving their car in a centralized location, thus contributing to the downtown's vitality, every time they go there.

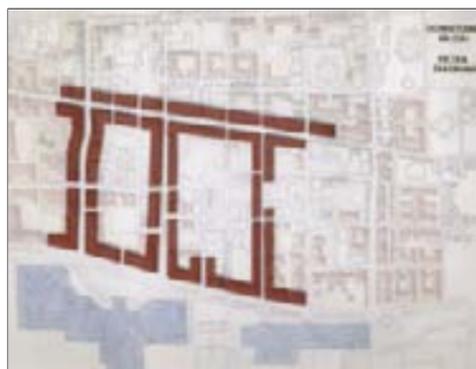
Within 2 years, five hundred housing units must also be built within the boundaries of the downtown as emergency replacement housing. This housing can be located above shops and in a variety of other urban configurations. It is quite essential that this housing be quickly introduced to reinforce the idea of recovery, and support the retail and entertainment uses of the area.



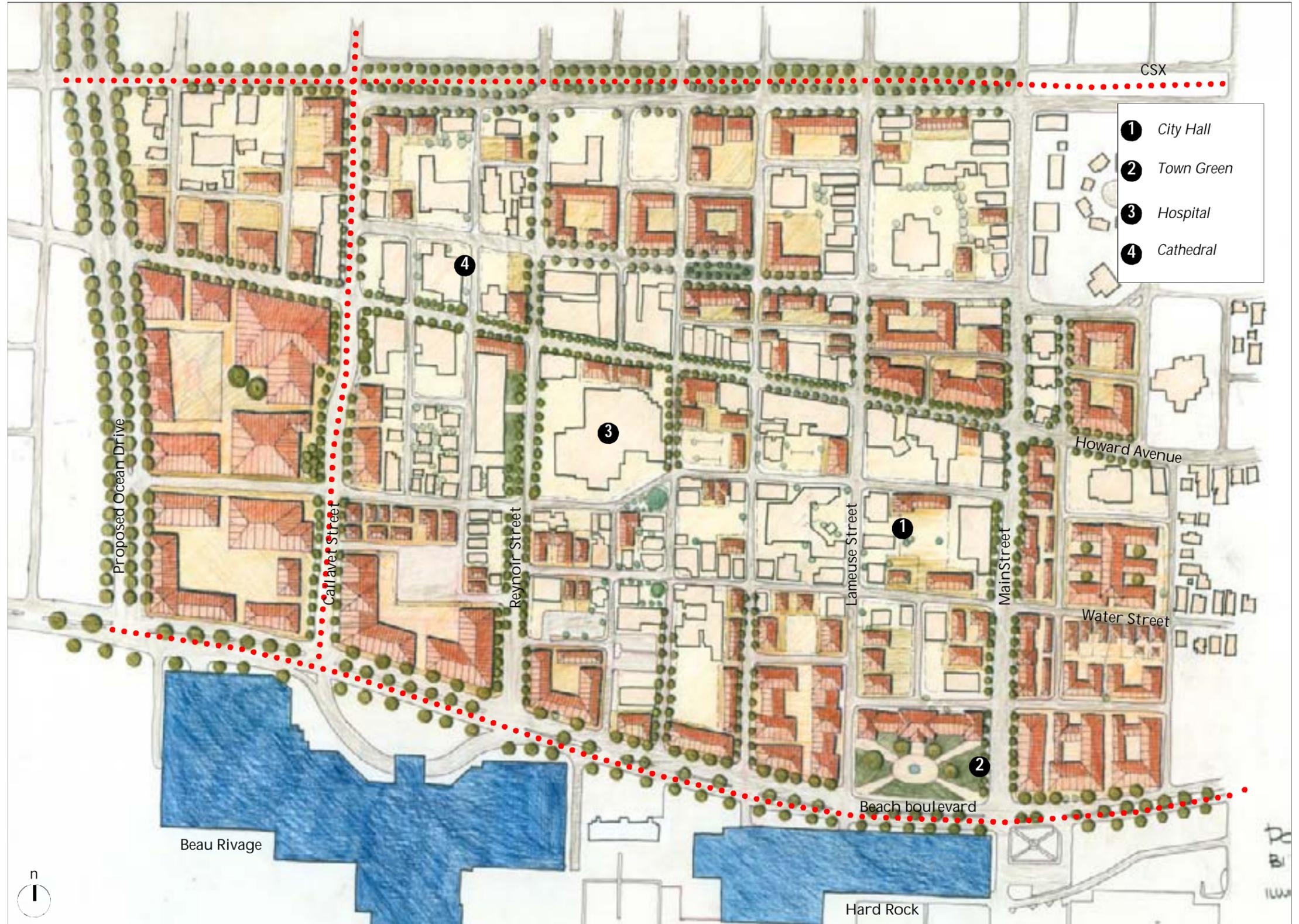
Proposed Downtown Housing Diagram



Proposed Downtown Park Once Diagram



Proposed Downtown Retail Loop Diagram



Illustrative Plan for the Reconstruction of the Downtown of Biloxi

CATALYTIC PROJECTS

CASINO CORRIDOR/EAST BILOXI

The casinos and the tourism they generate play a large role in the local and state economy. There are three areas in Biloxi where casinos can already be located by right in various coastal strips; across from the downtown, around the eastern point, and on the western side of the Back Bay. Since Hurricane Katrina, the current zones have been expanded to areas farther in from the coastline. Casinos will no longer be required to be in moored barges or boats. The Plan delineates the expansion of the casino corridor to ensure that the casinos are both successful in their own right and to create a permanent edge to surrounding neighborhoods.

The Plan redraws the special casino zone to meet the above objectives, and posits as requirements that casino planning and design accomplish three principal objectives: Give buildings public, accessible and beautiful edges to streets, generate coastal access through a linear park, and hide garages by lining them.

A high-end retail entertainment district of approximately 200,000 s.f. is proposed at the eastern point connected to hotels, waterfront activities, and surrounding streets. Typically, casinos will occupy the inland side with gambling floors, street facing retail/entertainment, hotels, and parking. High rise hotels and condominiums with street facing retail will line the gulf side along a boardwalk promenade. New and old Art, Cultural and Civic uses will be promoted in this area to make a richer experience for visitors.

Highway 90 is proposed to be turned into a grand boulevard (to be called Beach Blvd. exclusively). It will wind its way around the point with the same capacity as the old highway but with slow speeds and easier pedestrian connections across it. Upon crossing the CSX right of way it would be renamed Back Bay Boulevard and be connected to the recently completed northern peripheral road. When completed, it would connect the casinos to all the cultural and commercial activities along the entire peninsula' edge. All buildings facing onto this boulevard would have continuously accessible building frontages framing positive public space at their edges.

We are proposing that the collapsed bridge to Ocean Springs be rebuilt on the right of way of the railroad. There are several reasons for this. First, because the new bridge would deliver people at the center of the expanded casino corridor; second to spread the traffic away from the ocean front and diminish the chance that Beach Boulevard may have to be expanded in the future; third because Beach Boulevard would terminate at the point in a major park, and aquarium.

This Maritime facility would be part of a continuous linear park on the ocean front defined incrementally by each casino as they are developed over time. Considering the draw of the casinos, this could become one of the great promenades in the US.



East Biloxi: Devastation Behind the Casinos



Illustrative Site Plan of the Location of Future Casinos on the Point



East Biloxi: Casino Square

To account for future flooding that can be expected several floors above sea level, we propose that structured parking create a base for buildings with upper floors housing various activities as necessary. Other garages could be built exclusively as such. Parking garages, massive as they typically are, should be lined both on their street and ocean promenade sides by liner buildings. The nature of these buildings is described in the code chapter of this document.

The intention of the Plan is to have the casinos contribute to the long term livability and prosperity of Biloxi. In that spirit, it is proposed that the casinos be transformed from a bunch of loose buildings to a series of distinguished destinations that cluster unique and interesting residential, commercial and civic activities close to gambling halls.

Local residents would be attracted to such places for daily and special offerings and events. Tourists may consider staying longer in Biloxi, if they could spend time in beautiful places such as these, that attracted their interest and attention.

The most distinguished destination in the casino corridor and by extension in the eastern part of Biloxi, could be Casino Square. Casinos clustered around this major square could generate the core of a retail district, close to three or four casinos, multiple cultural institutions and the water front. This would indeed be a memorable place.

The casinos could also be connected on the ocean side with a water taxi system that would capitalize on the shore and water, Biloxi's greatest assets.



East Biloxi: Existing Casinos

Illustrative Plan of the Point

CATALYTIC PROJECTS

BACK BAY HARBOR

Along the Back Bay in East Biloxi, the shrimping industry with its warehouses, processing facilities and small boat marina has been almost completely destroyed by Katrina. Historically, this industry has been an important part of the economy and the image of the City. It provided many of the jobs for the inland neighborhoods of East Biloxi.

While a new seafood processing park may be provided in an industrial location beyond East Biloxi, a new fishing harbor can be created on a prominent Back Bay cove. Such a harbor can consolidate the needs of the fishing industry, become a significant tourist destination, and provide water access to the East Biloxi neighborhoods.

The proposed Back Bay location of the Harbor is between two of the casino areas on the north of the peninsula. It is rendered as a tightly woven series of small blocks and streets with housing of various densities and types, restaurants, warehouses and a small boat marina for the shrimping boats. A waterside park to the west provides recreational opportunities for the new and old residents of the area.

The two most prominent places of this harbor are the Promenade that faces the moored fleet of shrimp boats and a fish Market Hall on a square located just off the water front. The Promenade will gather the restaurants and shops and will become the center of night life and tourist activity. The park and seafood market will be a unique destination servicing the needs of locals and tourists alike.



Aerial of north Biloxi Bay



View of the Proposed Back Bay Harbor and its Promenade



Mediterranean Fishing Village



Buying Shrimp off the Boat



Illustrative Plan for the Proposed Biloxi Back Bay Harbor

CATALYTIC PROJECTS

BEACH BOULEVARD REDEVELOPMENT

Entering Biloxi from Gulfport down Beach Boulevard along the water should be one of the most beautiful city entrances in the world. The water's edge with its lovely strand of sand on one side; magnificent stands of oaks on the other side are ingredients for a rich and memorable experience. Yet the manmade elements of this cityscape do not live up to this spectacular natural setting.

An historic opportunity exists to alter Beach Boulevard in its entirety. First Highway 90 must become a more manageable thoroughfare to cross for pedestrians coming from local adjacent neighborhoods on their way to the beach. Most importantly, Highway 90 itself must be thought of as a grand boulevard instead of a highway. In fact it should have a name rather than a number. A continuous boardwalk along the water's edge can become a grand promenade. Continuous stands of oaks and other native plants such as palms must be replanted to give both scale and shade to the people traveling its length.

Older and new maritime places such as boat marinas, the old lighthouse, and parks can be located and designed to terminate the streets at the water.

A street car is proposed along the length of Beach Boulevard that can provide easy access to tourists and citizens alike to and from the airport, jobs, shopping, the historic downtown, and to the casino district. Stops at important nodes and intersections can provide the backbone of a new structure of neighborhood and regional centers within easy walking distance for local residents, tourists, and/or convention goers.

The pattern and pace of development along Beach Boulevard, both in East and West Biloxi are essential to the economic future of the City.

On the west side, the Boulevard traverses three important districts, Edgewater, Popp's Ferry and Broadwater. All three need to be redeveloped over time as mixed use places that offer urban living and retail alternatives to both locals and tourists. This plan illustrates the redevelopment of one of these, the Broadwater District.

Further east, and on both sides of Holy Land, retail and commercial uses should be concentrated along four neighborhood centers, Veterans' and Rodenberg to the west, and Keesler/White and Lighthouse to the east. All property in between these including the bulk of Holy Land should be redeveloped as neighborhoods at various house compatible forms and densities, excluding podium buildings and towers.

Towers should be concentrated around casinos and be clustered around the three west side districts. Development proposals that include towers isolated from other uses, without



Aerial of Biloxi Beachfront



East Biloxi: The Ohr-O'keefe Museum of Art



East Biloxi: Devastated Landscape with Barge Ashore in the Distance



West Biloxi: Ground Floor Erased



West Biloxi: Buildings Erased



West Biloxi: Collapse of Homes

integrating them into a neighborhood or district structure should be rejected.

On the east side, commercial development should be concentrated in two places, Downtown and the adjacent two casinos there, and at the Point with its existing casinos and the proposed ones clustered around Casino Square.

For maximum visual effect, visibility of the casinos and drama of place making, we propose that Beach Boulevard terminate at the Point in a Park and Aquarium which become the most prominent access point to the linear water front park around the entire peninsula of East Biloxi.

New development must be designed and built to support the experience of Beach Boulevard as a powerful part of the identity for the whole of Biloxi, and as a series of commercial and civic amenities. Every effort should be made to rebuild historic structures and new building that compliment and extend the distinct architectural character of Southern Mississippi.



Ocean Avenue in Santa Monica, CA



A Variety of Pedestrian Activities



A Variety of Watersport Activities



Savannah, GA Waterfront



Irvington, NY Waterfront Park

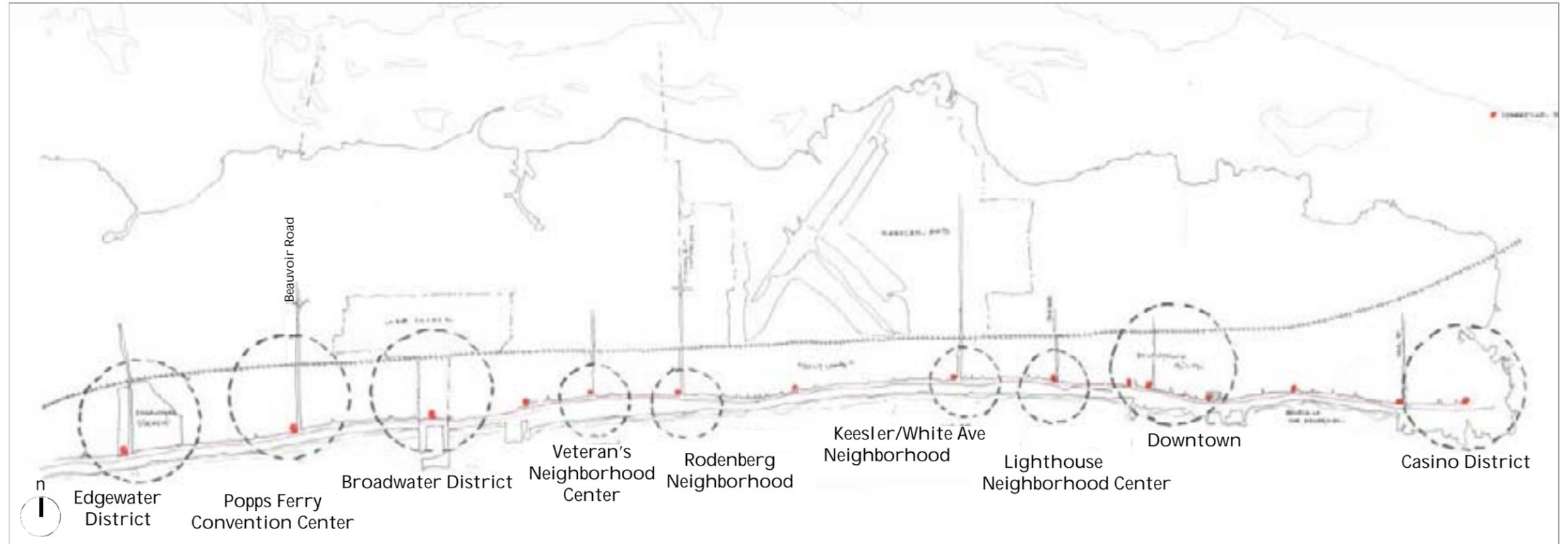


Diagram for a Development Strategy for Beach Blvd

CATALYTIC PROJECTS

BEACH BOULEVARD/EAST BILOXI

Book-ended by casinos along Main Street and Oak Street is a stretch of coastline along Beach Boulevard that was home to many large single family residences, historic places, small museums, churches and an occasional six story multi-family condominium. These mostly two story structures were set back from the boulevard by a deep (about 100 foot) row of oak trees that created a spectacular edge to the gently curving road. While most of the structures have been lost, most of the trees remain and must be preserved.

The plan for this area is designed to encourage the rebuilding of these historic and beloved buildings by their owners while allowing for a more gracious intensification of use of this beautiful coastline. In larger aggregated lots, a new multifamily building type -composed of two story structures along the highway, three to four in the middle and six in the rear around courtyards- compliments the smaller scaled traditional buildings along the Boulevard. A new alley provides vehicular access to structured parking which acts as a podium in the form of a traditional building base that raises these structures above future storm surge elevations.

The Ohr Museum and other cultural facilities should be rebuilt along this stretch of Beach Boulevard and be integrated into the fabric of the new housing.

Wide spread destruction and large unused areas allow for the very charming street, Water St., to be extended eastwards to connect to Meaut Street allowing the long blocks to be broken into a more manageable scale. A new row of small cottage lots along Water Street brings the scale back down to the neighborhoods behind so that there are no jarring juxtapositions in scale and size between the new multifamily housing and the existing delicate cottages.



Aerial of East Biloxi Beachfront



Proposed East Beach Boulevard Drive



Illustrative Plan for East Beach Boulevard

CATALYTIC PROJECTS

WEST BILOXI: BROADWATER PLAN

West Biloxi is generally located on higher ground. Although it suffered a lot of damage from Katrina, it escaped extensive, catastrophic destruction from its surge. This part of the City grew after 1945. It suffers from a pattern of suburban development that spreads activities thin, separates them in exclusive-use enclaves and reconnects them by car alone, generating massive collector roads and seas of parking.

The opportunity here is to seek a remedy by the beginning of reconstruction in West Biloxi that addresses the ravages of both Katrina and sprawl.

The Broadwater site offers a great opportunity to establish a regional mixed-use Town Center along Beach Boulevard that provides 250,000 square feet of retail and office, higher density housing, a new casino coupled with a new Central Park for Biloxi and new neighborhoods on the site of an existing golf course.

The Town Center is organized along a traditional Main Street. At the mid point of the street are located two casinos and their hotels, and across the street from them, a garage lined with retail and lofts.

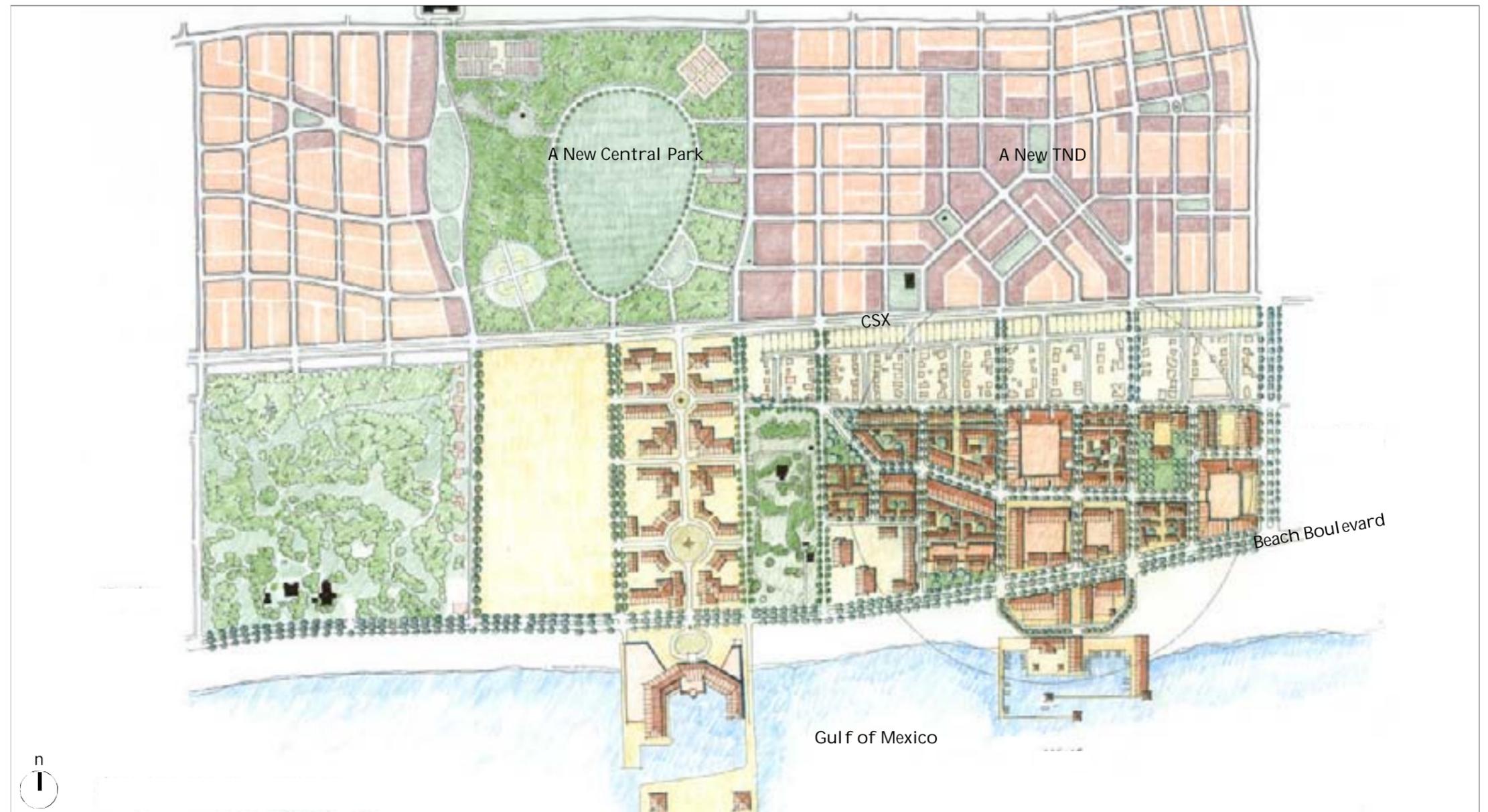
The east termination of the Main Street is anchored by a Whole Foods Market, partially fronting on a civic square reserved for a major future public building, such as a library or community center. The rest of the district, both east and west is infilled with middle density housing types.

The buildings bordering on the Marina and water front could be high rise in form, although it is not advisable that any of them be located beyond the shoreline. The actual buildings on the Main Street are projected to be traditional commercial blocks with retail uses below and lofts above.

As this Town Center is connected by walkable streets to existing and planned neighborhoods around it, it could become the social and commercial heart of west Biloxi.



Aerial of West Biloxi Beachfront in Broadwater Area



Illustrative Plan for Broadwater



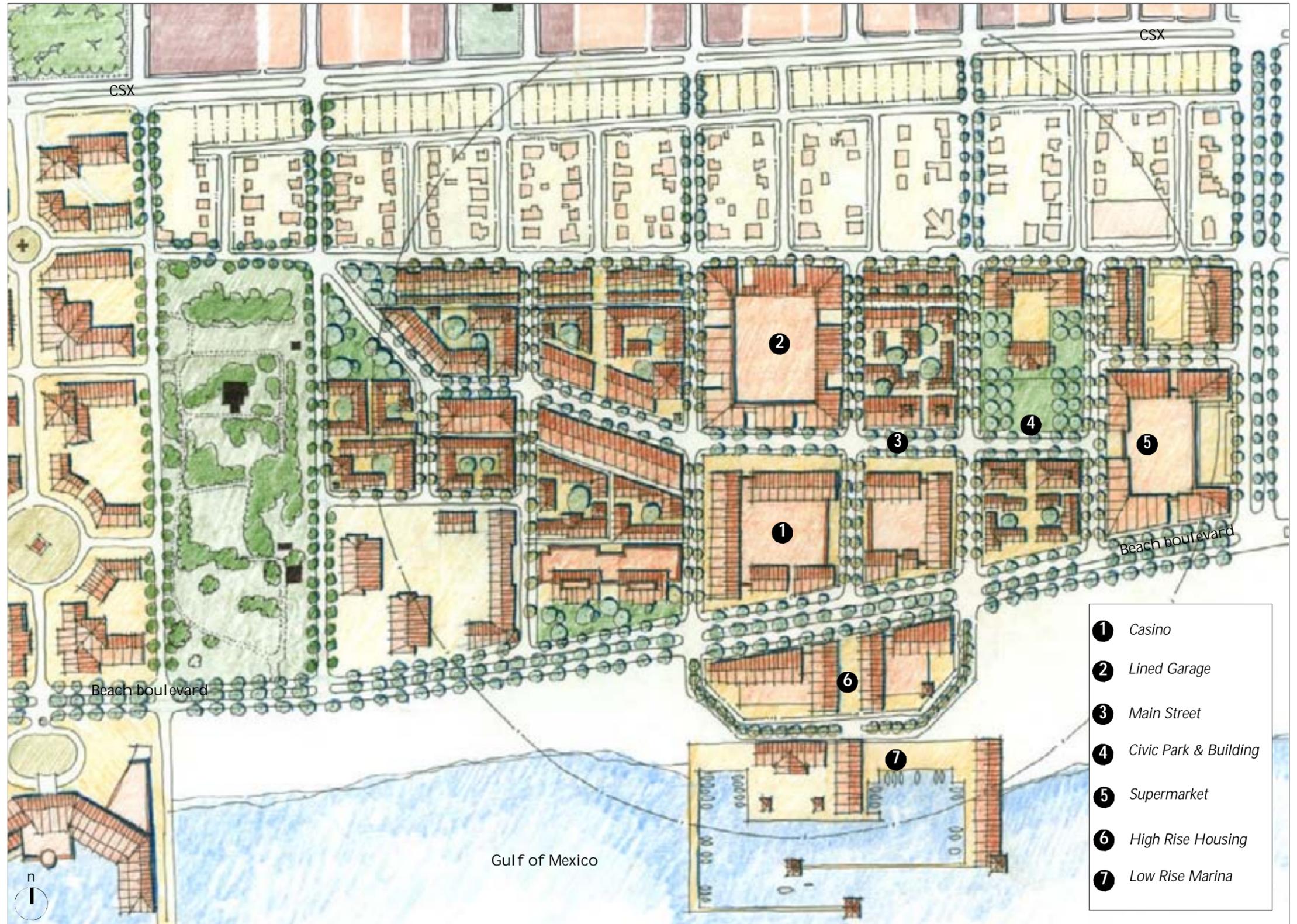
Mainstreet Sidewalk



Sidewalk Culture



Mainstreet Buildings, Natchez MS



Illustrative Plan for a New Town Center at Broadwater

CATALYTIC PROJECTS

WEST BILOXI: A NEW TND AND CENTRAL PARK

The destruction wrought by Katrina presents the opportunity of introducing into Biloxi a traditional neighborhood development pattern. TND projects have been happening routinely over the last ten years everywhere in the country, but principally in the Southern United States. It would seem natural to proceed with the development of neighborhoods in Biloxi, a City so defined by beautiful historic neighborhoods.

Over the last decades, developers on the Mississippi Coast have been selling real estate the old fashioned way: By stressing the value of land in the case of detached, single-family houses; or views, in the case of towers and slabs. Now the time has come to build neighborhoods in order to promote another real estate strategy: Selling both privacy and community: The best and most individually designed dwellings in the context of a beautifully assembled and detailed neighborhood.

The urgency to rehouse hundreds of families in a short period of time, suggests that the existing golf course in the Broadwater area be redeveloped into two traditional neighborhoods and a Central Park.

The 80 acre park would become the most important recreational resource in the entire City. Located within short vehicular distance from most neighborhoods on the Peninsula, Central Park would be a favored family destination for active play, for passive enjoyment, for special entertainment and for attending civic and other events.

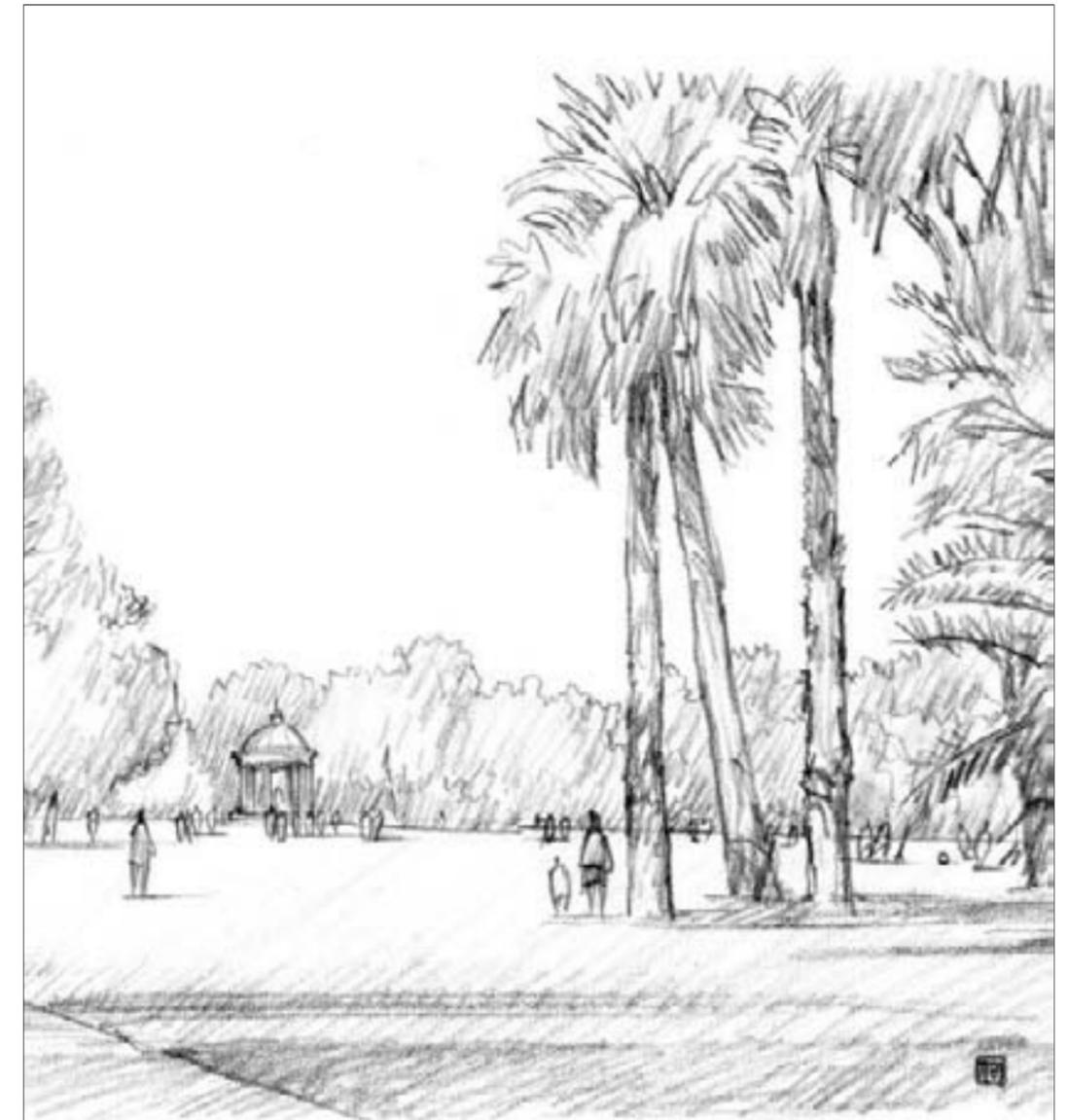
The new neighborhoods would be designed according to the best traditional urbanist principles to accommodate as many as two thousand families: an interconnected grid of pedestrian-friendly streets, a variety of housing types and densities, a well formed network of public space, access to transit, commercial and civic activities, and direct view and access to Central Park.

The design of individual buildings should be in traditional Mississippi types and styles, in the interest of reclaiming the quality and quantity of traditional houses erased and damaged by the Hurricane.

These two neighborhoods could be planned, designed and built within a five year period and become one of those discreet and highly visible reconstruction projects that generate pride and confidence in the future of Biloxi.



New Neighborhood Houses, Broadwater



View of Central Park/ Broadwater



New Neighborhood Houses



A Pavilion in a New Neighborhood Park



New Neighborhood Streets



West Biloxi: Regulating Plan of New Traditional Neighborhood and Central Park

TRANSPORTATION

CONNECTIVITY AND WALKABILITY

Since the hurricane, the ability for residents to circulate freely within and in and out of Biloxi has been extremely compromised. Bridges have come down; roads have been destroyed, and north-south connections from the peninsula to I-10 have been congested.

Other access issues have been raised. Easy non-vehicular access to and from the airport and from town to town along the coast is needed. There is no easy way to drive around the entire eastern peninsula. Beach Boulevard needs to be preserved as a National Scenic Resource. There is strong consensus that the CSX heavy rail line would be better located further north. And the extension of the I-110 into downtown has created a rupture in the street fabric of the heart of Biloxi. This raised highway section prevents the downtown from filling out blocks on the east side along this roadway and it compromises the connectivity of streets other than Division Street and Howard Avenue, east-west.

The proposed transportation strategy for Biloxi could be described as "A City of Boulevards". This is a strategy that both resolves traffic issues and strengthens the value of real estate along the major thoroughfares of the City. Boulevards enable slower traffic flow without compromising capacity. They also enable pedestrian circulation that renders a high quality of place in neighborhoods and districts alike. Connected to the rest of the street network, these Boulevards would become the image of Biloxi to those arriving by car for the first time, and the principal places of passage for locals driving and walking. They would become the life line of the City. Four such major projects are proposed:

1. With the move of the CSX heavy rail line northwards, there exists a unique opportunity to establish a new boulevard within this right of way. With or without dedicated transit at its median, this boulevard can double the east west traffic capacity of the road network of Biloxi, and reconnect all the neighborhoods that it traverses with the Downtown. This should become the principal measure for decongesting the peninsula, not the occasional widening of streets, here or there.

2. Beach Boulevard should remain a four lane scenic road along its entire length. With or without dedicated transit, this extraordinary thoroughfare, the most prominent and beautiful in Biloxi, would connect all regional and local serving centers on the Coast, both in East and West Biloxi. Highway 90 should be called Beach Blvd. exclusively. We are proposing that the collapsed bridge to Ocean Springs be rebuilt along the CSX Railroad right of way. There are several reasons for this. First, in order to traffic calm Beach Boulevard, it should terminate at the end of the peninsula and bring people to a new Aquarium and Park located there. As it turns northward, its location should be used to form more appropriately sized parcels along the water's edge to accommodate the size and activity load of new Casinos.



View of Highway 90 & CSX Railroad Bridges from Ocean Springs



Aerial of I-110 extension spur into Biloxi



View of the CSX Railroad Right of Way



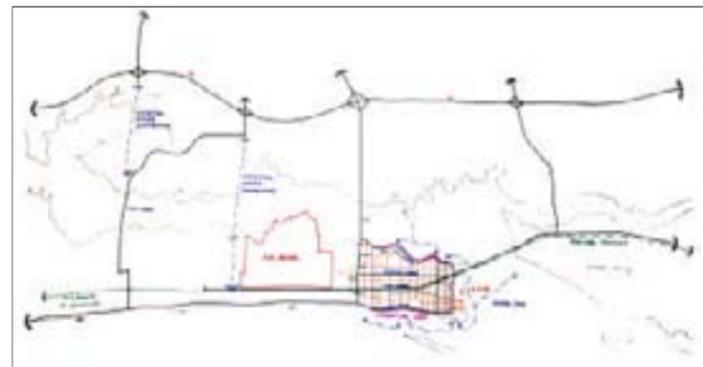
View of Proposed Ocean Boulevard/Replacement of I-110 spur

3. Back Bay Boulevard is a new thoroughfare that connects Beach Boulevard along the point to connect to the recently completed, northern peripheral road. Back Bay Boulevard should provide access to all the casinos in East Biloxi, and be located as an edge road, as a boundary to the neighborhoods it skirts.

4. The raised freeway section of the I-110 connector, to be called Ocean Drive, should be demolished past the first intersection into the peninsula and be rebuilt as a grand boulevard. This will allow visitors to access the City, its Downtown and its casinos directly. There will be no doubt about entering Biloxi. The current entrance through a loop exit lane that hovers over the ocean is confusing and disorienting. The new Boulevard will access the Downtown directly, thus helping in its revitalization. It will reconnect east and west Biloxi, and will increase the property values along its path dramatically.

The four proposed Boulevards could only be considered at this time because of the emergency situation of the City and the degree of destruction around their rights of way. This new road network needs to be totally reconnected to the rest of the City. This work needs to be accomplished within the next twelve months.

Cities thrive on great infrastructure. This is a once in a century chance for Biloxi to be designed around a memorable, beautiful and useful set of new roadways that resolve every problem of circulation, disconnection, confusion, and congestion that exists in the City today. And spread real estate value along their edges.



Proposed Connections to the I-10



East Biloxi: Diagram of Proposed Thoroughfares

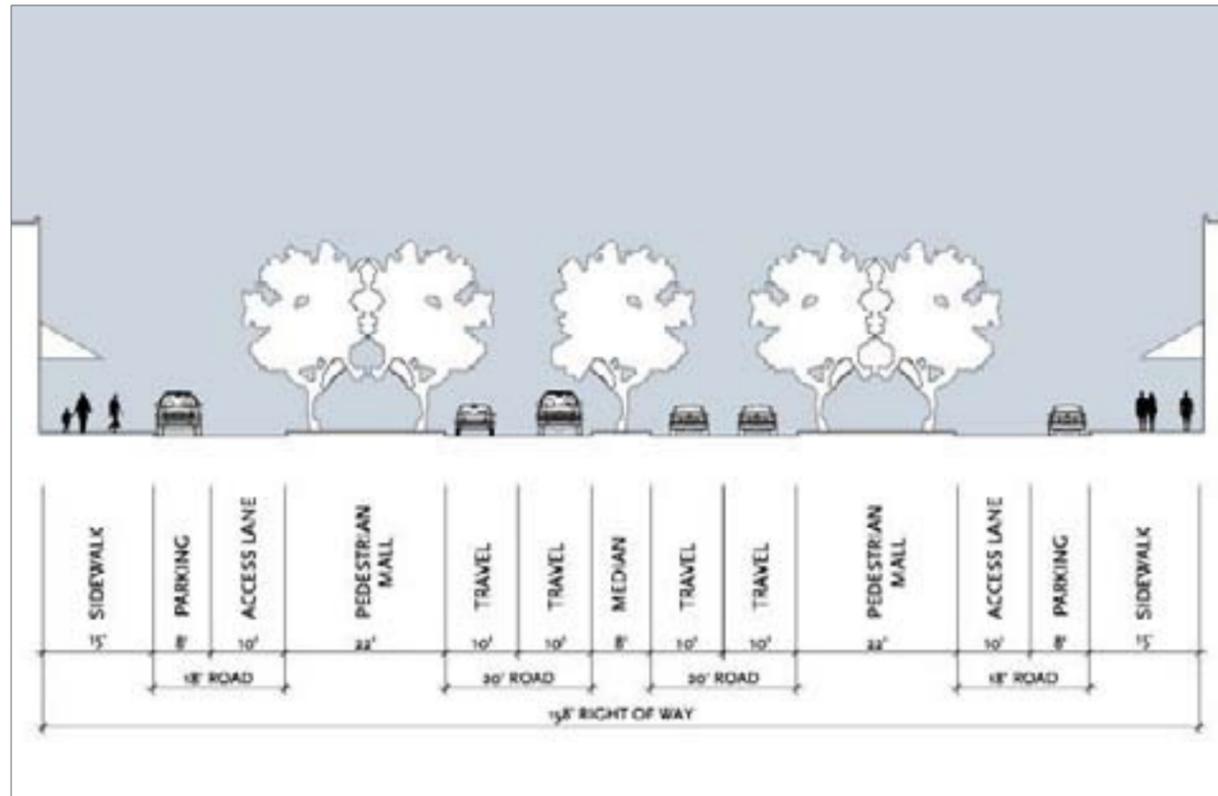
STREET TYPES

A OCEAN DRIVE

MOVEMENT.....	Free
DESIGN SPEED.....	35 mph
CROSSING TIME	32 seconds
ROW WIDTH	158'
TRAFFIC LANES	2 each direction
PARKING	both sides (Parallel)
CURB TYPE.....	vertical
CURB RADIUS	10' w/o curb extension, 15' with
SIDEWALK WIDTH	15'
PLANTER WIDTH	22' pedestrian malls both sides
PLANTER TYPE.....	continuous
PLANTING	trees in planter 30' ctc



Illustrative Photo



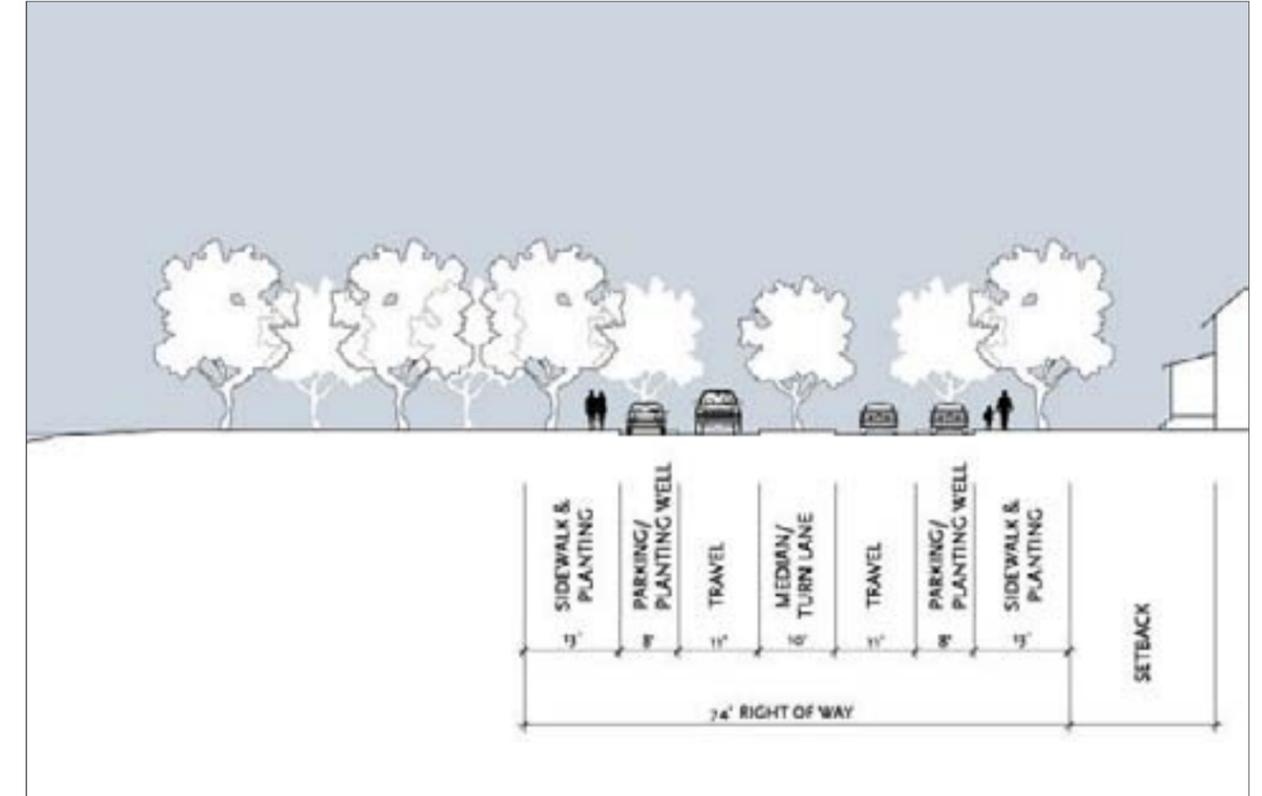
Section Diagram

B BACK BAY BOULEVARD (FROM OCEAN DRIVE TO MAIN ST)

MOVEMENT.....	Free
DESIGN SPEED.....	35 mph
CROSSING TIME	7 seconds to median
ROW WIDTH	74'
TRAFFIC LANES	1 each direction
PARKING.....	both sides (Parallel)
CURB TYPE	vertical
CURB RADIUS	10' w/o curb extension, 15' with
SIDEWALK WIDTH	6'
PLANTER WIDTH	8' planting wells within parking
PLANTER TYPE	planting wells
PLANTING	trees in planter x' ctc



Illustrative Photo



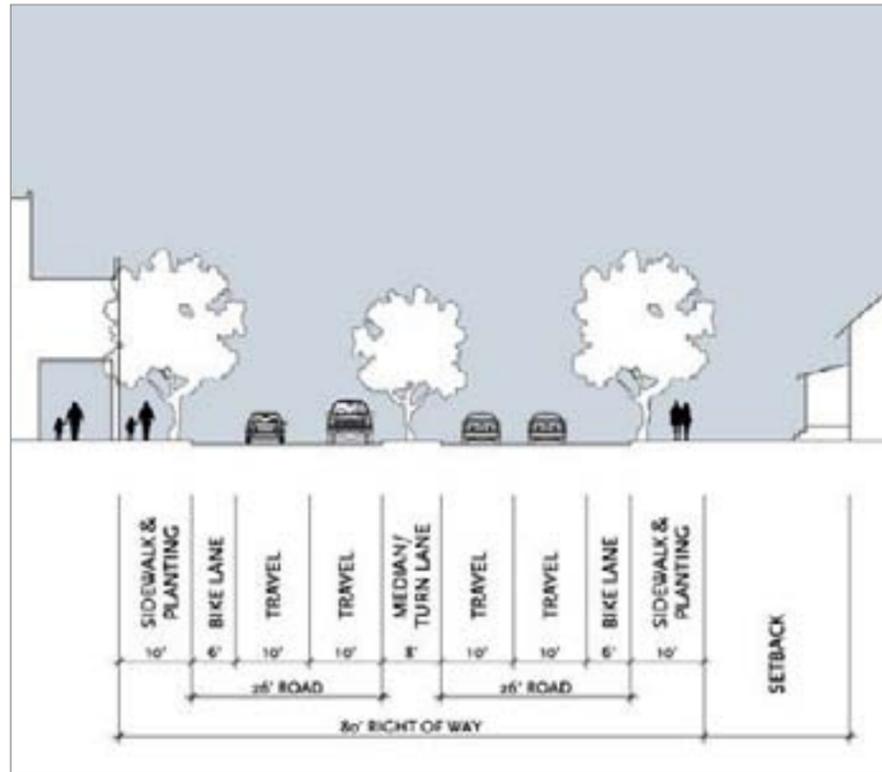
Section Diagram

BB BACK BAY BOULEVARD (FROM MAIN ST TO BEACH BLVD)

MOVEMENT.....	Free
DESIGN SPEED.....	35 mph
CROSSING TIME	15 seconds to alameda
ROW WIDTH	81'
TRAFFIC LANES.....	2 each direction
PARKING	none (bike lane)
CURB TYPE	vertical
CURB RADIUS	10' w/o curb extension, 15' with
SIDEWALK WIDTH	5'
PLANTER WIDTH.....	5'
PLANTER TYPE	continuous
PLANTING	trees in planter 30' ctc



Illustrative Photo



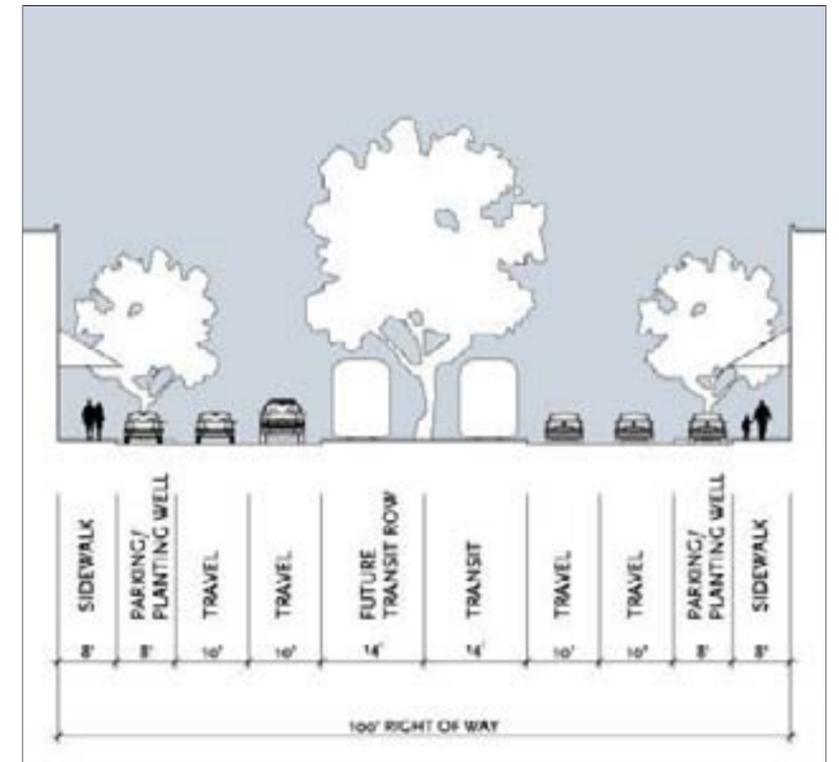
Section Diagram

C CSX BOULEVARD

MOVEMENT.....	Free
DESIGN SPEED.....	35 mph
CROSSING TIME	17 seconds to alameda
ROW WIDTH	100'
TRAFFIC LANES.....	2 each direction (trolley in ctr)
PARKING	both sides (parallel)
CURB TYPE	vertical
CURB RADIUS	10' w/o curb extension, 15' with
SIDEWALK WIDTH	8'
PLANTER WIDTH	8'
PLANTER TYPE	planting wells within parking
PLANTING	trees in planter x' ctc



Illustrative Photo



Section Diagram

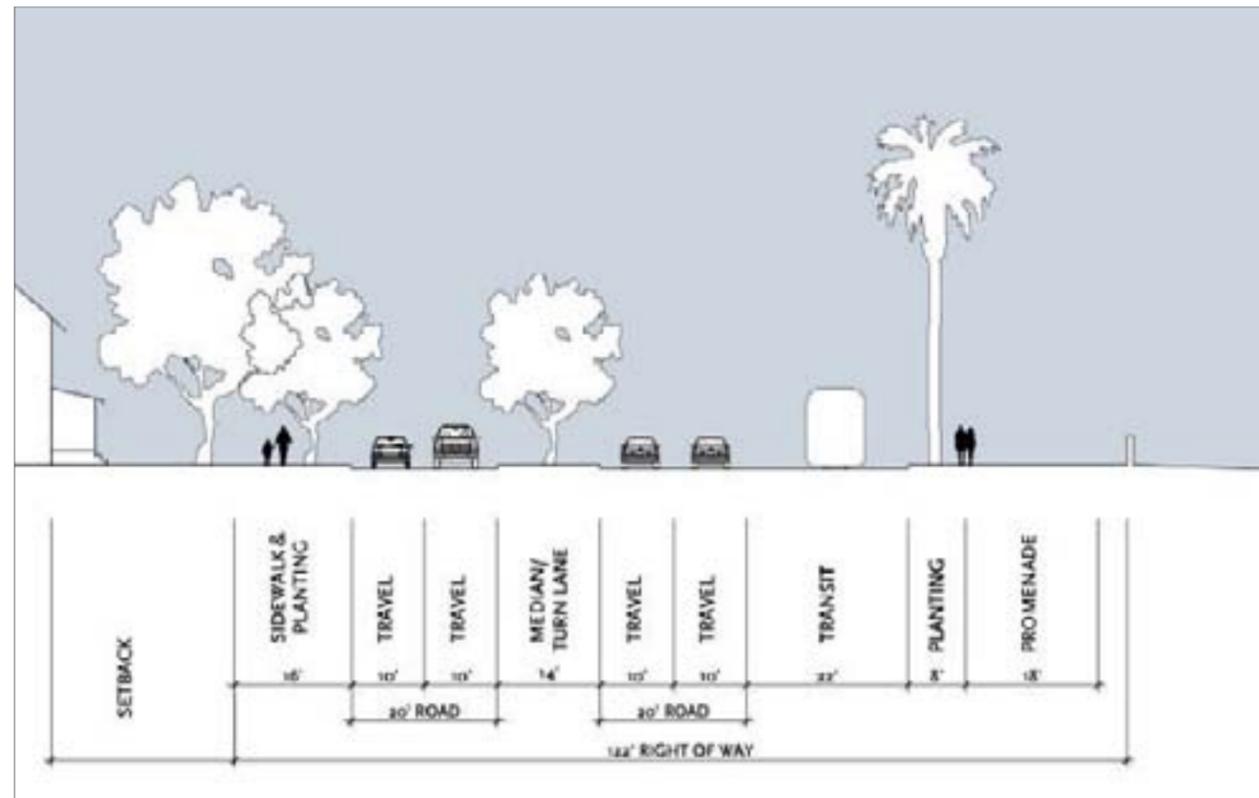
STREET TYPES

BB BEACH BOULEVARD

MOVEMENT.....	Free
DESIGN SPEED.....	35 mph
CROSSING TIME	19 seconds to alameda
ROW WIDTH	122'
TRAFFIC LANES	2 each direction
PARKING	na
CURB TYPE	vertical
CURB RADIUS	10' w/o curb extension, 15' with
SIDEWALK WIDTH	8'
PLANTER WIDTH	8'
PLANTER TYPE	continuous
PLANTING	trees in planter 30' ctc



Illustrative Photo



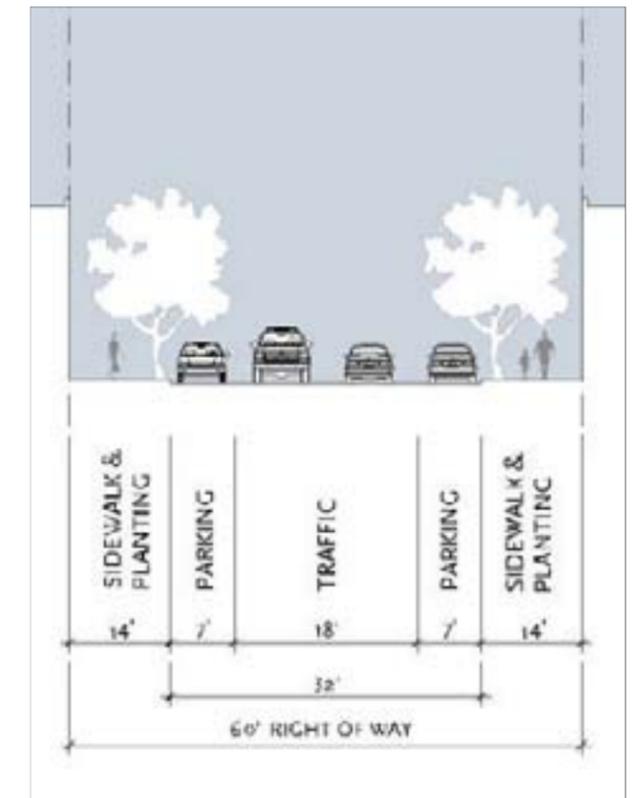
Section Diagram

FREE STREET

MOVEMENT.....	Free
DESIGN SPEED.....	25 mph
CROSSING TIME	8 seconds to alameda
ROW WIDTH	56'
TRAFFIC LANES	1 each direction
PARKING	Parallel, both sides
CURB TYPE	vertical
CURB RADIUS	10' w/o curb extension, 15' with
SIDEWALK WIDTH	5'
PLANTER WIDTH	6'
PLANTER TYPE	continuous
PLANTING	trees in planter 30' ctc



Illustrative Photo



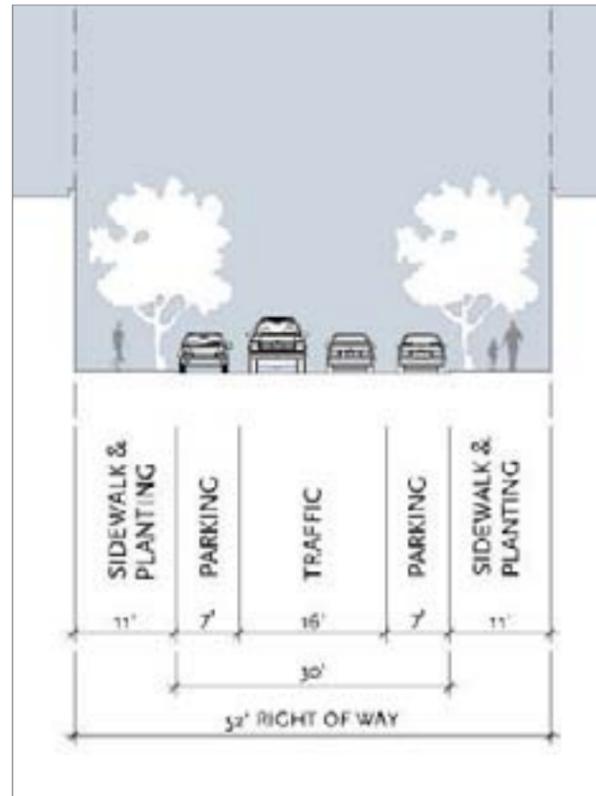
Section Diagram

SLOW STREET

MOVEMENT.....	Slow
DESIGN SPEED.....	20 mph
CROSSING TIME	8 seconds to alameda
ROW WIDTH	52'
TRAFFIC LANES	1 each direction
PARKING	Parallel, both sides
CURB TYPE	vertical
CURB RADIUS	10' w/o curb extension, 15' with
SIDEWALK WIDTH	5'
PLANTER WIDTH	6'
PLANTER TYPE	continuous
PLANTING	trees in planter 30' ctc



Illustrative Photo



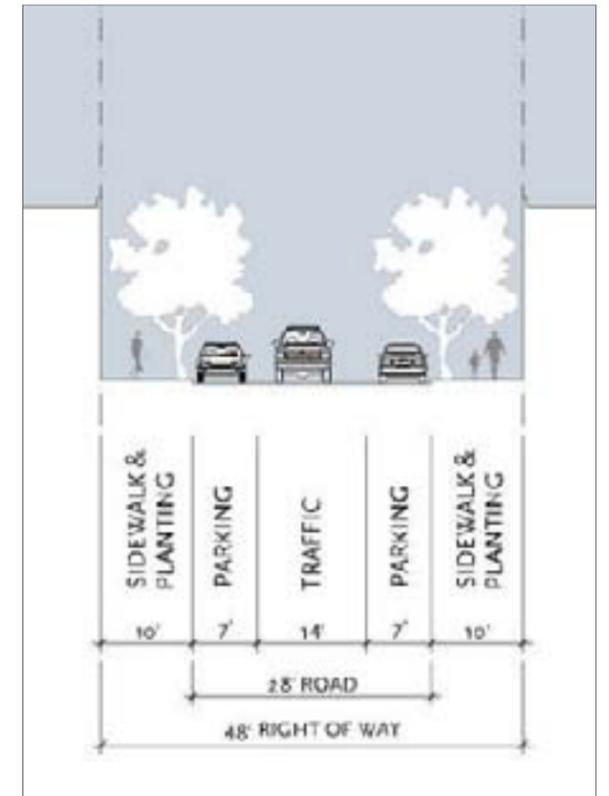
Section Diagram

YIELD STREET

MOVEMENT.....	Yield
DESIGN SPEED.....	20 mph
CROSSING TIME	7 seconds
ROW WIDTH	48'
TRAFFIC LANES	1 each direction
PARKING	Parallel, both sides
CURB TYPE	vertical
CURB RADIUS	10' w/o curb extension, 15' with
SIDEWALK WIDTH	5'
PLANTER WIDTH	5'
PLANTER TYPE	continuous
PLANTING	trees in planter 30' ctc



Illustrative Photo



Section Diagram

INFRASTRUCTURE

Hurricane Katrina devastated infrastructure in the affected Gulf region, and water, sewer systems, and wastewater treatment facilities were especially damaged. The tremendous wind force and flooding wiped out water treatment plants, ripped out pipes, severed electrical service, and spread contamination over a vast area. Wastewater handling systems were particularly hard-hit. As wastewater treatment plants at D'Iberville, Pass Christian, South Gulfport, Keegan Bayou, Bay St. Louis/Waveland, and others, were largely put out of commission, flooded sewers contaminated millions of gallons of standing water and runoff. Besides isolating survivors without basic services, the destruction of the infrastructure made it extremely logistically difficult to support Responders and emergency personnel, and contributed to a working and public health environment that is hazardous.

Utilities in areas that are subject to hurricanes, flooding, and tornadoes represent major investments in infrastructure that are essential to the orderly functioning of the economy, and must be designed to be defensible from anticipated disasters to the greatest extent possible. In some instances, past experience with a wide range of options can be drawn upon to provide guidance in the design of the next generation of key facilities that must be constructed to replace those taken out by Katrina. An opportunity also exists at this juncture to update and modernize, making the new facilities more resource efficient, more secure, less costly to operate, and less polluting.

As Mississippi is rebuilt, special attention should be placed on defensible replacement of the severely damaged systems.

Underground utilities can be designated to replace aerial transmission wires for electricity and communications. Already common in communications, the use of buried transmission lines should be instituted wherever possible for electrical service as well. Besides being less vulnerable to high winds, flooding, and falling trees, placing electrical lines underground results in reduced line losses (the actual delivery of electricity to the end user), and this conservation measure can be factored into the additional incremental cost of burying conduits. Some savings can also be realized by burying electrical conduits as other underground utilities are being replaced.

During the flooding that occurred with Katrina, potable water delivery systems were compromised. At the same time, wastewater collection systems were flooded, resulting in greatly increased volumes of contaminated water that could not be contained. Even during normal wet weather, leaking sewers take in significant amounts of inflow and infiltration, which can overwhelm treatment facilities. Sewers that are reconstructed should be sealed, and water delivery systems protected from flooding and cross-contamination so that they can be put back into service quickly following future hurricanes.

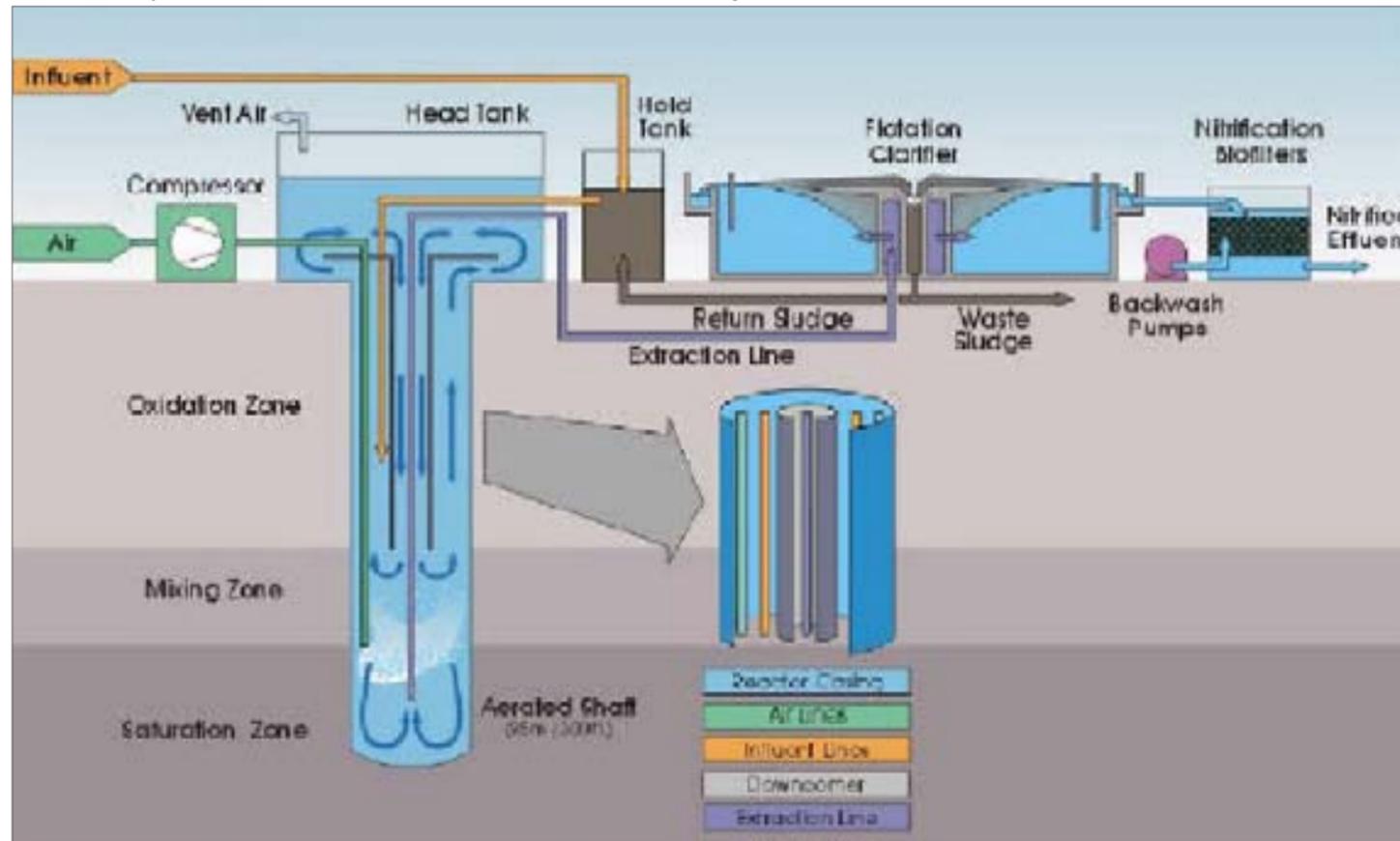


New Life Family Church, A Ferrocement Dome and the Second Tallest Building in Biloxi after Katrina

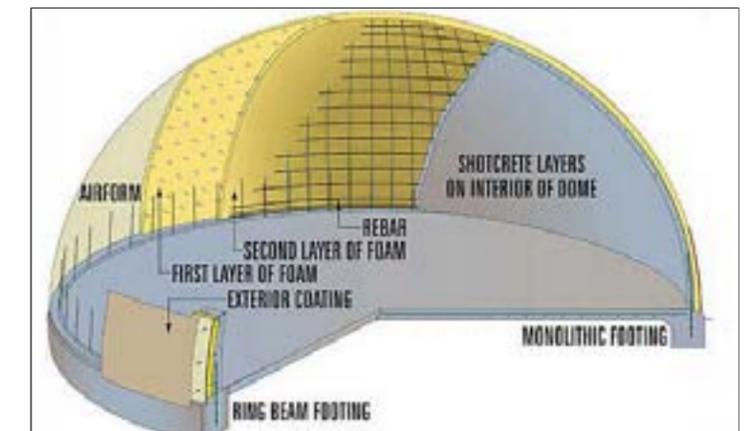
This Above Ground Steel Water Tank in Pascagoula by Southeastern Tank Inc. Withstood 150 Mile an Hour Winds



Above Ground Steel Water Tank



The NORAM VerTreat Wastewater Treatment Process is Largely Below Grade and Hurricane Resistant



Monolithic Dome Construction

Key infrastructure facilities can be designed to withstand the forces to which they will eventually be subjected. Water treatment plants, electrical stations and power plants, wastewater treatment plants, pumping stations, and other vital components of the region's life support systems can be constructed using proven methods that are hurricane resistant, much as seismic design is used in sections of the Country that are subject to earthquakes. At the same time, attention can be paid to producing buildings and containments that save energy costs and require greatly reduced maintenance, yet can survive the multiple forces of nature as well as being comfortable and serviceable.

One example of this type of containment which can be used to protect water, power, and wastewater plants, is the insulated ferrocement dome. In the aftermath of Katrina, a ferrocement dome structure produced in conjunction with Monolithic Domes of Italy, Texas, became the 'second highest building in Biloxi'-the New Life Family Church. Located only two blocks from the coast, and in the full path of Katrina, the structure made it through the hurricane and storm surge without major damage, and served as a responder center immediately afterwards. These types of buildings provide greatly reduced energy bills during normal periods due to their insulating value, as well as forecasting a high degree of survivability in future hurricanes.

Several options exist for replacing the most heavily damaged wastewater treatment plants. One is to build them largely below grade and completely contained. A proven method developed by Noram utilizes the efficiency of oxygen exchange at increased depth and pressure to accomplish the goals of wastewater stabilization at a greatly reduced energy cost, and with inherent invulnerability. A shaft several feet in diameter is driven deep into the ground, regardless of groundwater, proximity to the shoreline, presence of rock or unconsolidated subsoil, and lined with welded steel pipe. Wastewater and a reduced amount of atmospheric air are combined in this deep shaft over 200 feet below grade, forcing the oxygen and nitrogen into solution. After a fraction of hour under these conditions, the wastewater is returned to the surface, where it gets 'the bends', effervescing and floating off all of the particulate matter that it contained. The decanted treated water is then polished to recycled water standards for reuse or reintegration to the environment.

Finally, the environment itself can be looked at as a vital component in the effort to make infrastructure more secure. The methodologies that have governed hydrologic design for the last several decades need to be seriously re-evaluated. In light of what is now known about the effect of greatly increasing the amount of impervious surface area in urbanized and developed areas, the tools that have evolved in the civil engineering field of Low Impact Development (LID) can be applied in appropriate ways to decrease vulnerability to flooding. In addition to mitigating flooding, applied LID techniques can also improve water quality and remediate water pollution from all types of storms.



Modular Membrane Water Filtration Units

In conjunction with ZENON Corporation, Northwest Airlines, Reynolds Inc., FOP Development Group, and the Governor's Office, these modular membrane water filtration units were donated and rapidly installed at key points in Southern Mississippi to supply emergency potable water.

Defensible communities begin with secure land forms, and a renewed effort should be made to identify and preserve essential shoreline buffer zones. A careful analysis should be made of sediment recharge, barrier bars, wetlands, turtle grass beds, coral reefs, estuaries and back bays, shellfish beds, and shoals to ascertain the dynamics in play and to derive 'work' from the natural underpinnings of the Gulf Coast. The value of these areas must cease to be treated as an externality and truly factored into their value, including their amenity value. These considerations and true costs can then be factored into the decision to redevelop some coastal areas.



Ecocreefs Modular Shoreline Protection System

THE CODE: INTRODUCTION

The Need for and Purpose of a Form-Based Code

The city's current conventional zoning code lacks the direct relationship to a clear vision for reconstructing Biloxi. To remedy this situation which is so typical across this country, it is necessary to prepare a new code that is cognizant of and capable of regulating the individual projects that produce the coherent places this Plan proposes.

When considering the role of codes in shaping the character of urban places, it is important to first understand the physical attributes of place that are subject to control by a municipality. Urban places are defined, in terms of how people experience them, by:

- **Urban Structure:** the types, dimensions and pattern of streets, blocks, open space and private lots to define integrated neighborhoods, districts and corridors;
- **Public Realm:** the types, dimensions and distribution of public rights-of-way and what occurs within the right-of-way in terms of sidewalk width, street trees and landscaping, traffic lanes and parking, and street furniture; and
- **Private Realm:** the scale, types and distribution of buildings along the street, in terms their placement on lots, height, frontage design, and the relationship to adjacent buildings including those across the street. Together, buildings shape the form and character of the public realm of the street.

Form-Based vs. Conventional Zoning Codes

The following comparison of typical conventional zoning codes and the form-based codes that is part of this reconstruction plan illustrates why we propose that the latter be adopted for this effort.

Conventional Zoning Codes

Conventional zoning codes regulate development through the following:

- The mapping of the regulated area into zones that differ primarily based on the limited land use types (e.g., residential, commercial, and industrial) allowed within them;
- The extensive and exhaustive regulation of land use types, frequently requiring discretionary review of a proposed land use before an applicant can establish it (this emphasis often results in conventional codes being characterized as "use-based");
- Development standards that vary by the type of zone applied to specific property (for example, setback requirements, height limits, lot coverage requirements, etc.); and
- A variety of other standards including those that address parking, landscaping, signs, specific land use types, and other land use and development issues that the community has determined as problematic.

Conventional zoning codes address only the most basic aspects of building form by defining minimum setbacks and maximum building heights. Because setback requirements specify minimum (but not necessarily maximum) distances by which an individual building must be separated from its property lines, they have no capability to achieve specific desired urban design effects as they address each building individually rather than in terms of how groups of buildings on adjoining properties together affect and shape the public realm..

Form-Based Codes

Form-based codes differ from conventional codes in several community's ways. They collectively enable development that is directly responsive to the vision for the desired "look and feel" of a place that is articulated in a deliberate plan. The differences include both overall concepts that characterize form-based codes, and the specific types of development standards that form-based codes provide. The conceptual differences include the following.

- The rules regarding building form are as important as land use regulation (in contrast with conventional codes that devote more of their content to land use regulation than any other topic).
- Land uses are mixed in the same zones (i.e., commercial and residential in mixed use blocks or buildings), and a mixture of housing types in predominantly residential areas (i.e., detached and attached housing units in the same neighborhoods and along the same streets), rather than rigidly segregated land uses and housing types by zone.
- There is greater attention to streetscape and the design of the public realm, and the role of individual buildings in shaping the public realm; issues that are not addressed at all in conventional codes.
- Standards for building form and mass are consciously based on either creating, or changing a place to one with particular desired attributes, or preserving the character of an existing neighborhood in the face of infill and redevelopment. In this way, a form-based code is "intentional" and specifically oriented toward implementing a plan, rather than being simply reactive and oriented toward preventing undesirable land uses.

Form-Based Code Components and Content

Form-based codes are implemented through specific regulating standards and methods of applying them, as follows. The content within each component is based on local precedent.



Conventional Zoning Map

Use-based information with little to no physical direction toward desired outcomes. Such codes result in an abstract distribution of exclusive uses and thoroughfare alignments. Such an approach to city-making is not based on blocks, streets, and buildings and does not prescribe the form of the various details that give these their character

• **Regulating Plan and Zones-** this map identifies the various place-types in the plan, using an organizing principle of the transect, which articulates the regulated area based on the intensity of development. The transect considers the human ecology of a city as a continuum of intensity of development that ranges from the least urban, most rural condition, to the most urban, least rural condition. By considering an urban environment in this way, the zones and their regulations effectively group buildings, streets, and other physical attributes in compatible sets of forms and intensities.

• **Urban Standards** -These vary by zone and are developed according to specific urban design objectives for each: how individual buildings relate to one another, and how they work together to shape public space. Urban standards are allocated by transect zone according to their desired intensity and character.

• **Subdivision Standards** - These standards subdivide land into small, walkable blocks with corresponding lots to generate the desired network of walkable blocks, open spaces and streetscapes throughout each neighborhood and the greater plan area.

• **Frontage Types** - these define how a building may address the street in terms of its basic entrance design and relationship to the public right-of-way. Frontage types are allocated by transect zone according to their intensity and urban character; as appropriate to each zone.

• **Architectural Types** each appropriate type is identified and described. Design standards are provided for each type, to ensure that proposed developments are consistent with the City's objectives for building form, character, and quality in each zone.

• **Street Types** - appropriate type, including new ones, are identified and described as to paved width, overall right-of-way, sidewalks, parking, and travel lanes, together with landscaping and street furniture requirements. This is done because, as noted above, the city's intentions for urban design character in a particular area cannot be effectively realized unless the development regulations are based on a comprehensive understanding of how buildings relate to one another across the intervening street right-of-way, and what may occur spatially within the right-of-way itself.



Form-Based Regulating Plan

Physically-based information directly related to a desired future that is founded on a transect of neighborhoods, districts, blocks, streets, buildings and corridors. Such an approach uses local precedent for deriving and establishing all of the typological components necessary for effective city-making.

7.0 - East Biloxi Reconstruction Code

7.1 - Purpose of Code

This Chapter provides detailed regulations for development and land uses to be used as part of the City's review process of projects in East Biloxi. The provisions of this code could be extended to other parts of the city later and under a different process. This Code is intended to provide for the maintenance of the existing, fine-grained pattern and continuing evolution of Biloxi into a place where:

- A. A mixture of land uses where shops, workplaces, residences, and civic buildings are within walking distance of one another;
- B. Streets are appealing to pedestrians and conveniently accommodate the needs of pedestrians, cyclists and the automobile; and
- C. New and remodeled buildings work together to define the pedestrian-oriented space of public

7.1.1 - Applicability of Development Code

Proposed development, subdivisions, and new land uses within the plan area shall comply with all applicable requirements of this Code, as follows.

- A. **Regulating Plan.** Defines the zones within the plan area that differentiate standards for building placement, design, and use; and identifies the parcels included within each zone.
- B. **Land Use Standards.** Identifies the land use types allowed in each of the zones established by the Regulating Plan. Each parcel shall be occupied only by land uses identified as allowed within the applicable zone subject to City approval.
- C. **Urban Standards.** Regulates building placement, height, and facade design, and varies according to the zone for the parcel applied by the Regulating Plan. Proposed development and land uses shall comply with all applicable urban standards.
- D. **Subdivision Standards.** Creates the walkable blocks, streets and open spaces that together, form integrated neighborhoods, districts and corridors.
- E. **Architectural Standards (Building Types and Frontage Types).** Allocated per the Regulating Plan to create the desired outcomes in the the public and private realms.

F. **Relationship to Municipal Zoning Code.** This Code is intended to supplement, and either replaces or supercedes existing regulations in the Municipal Code on the same topic.

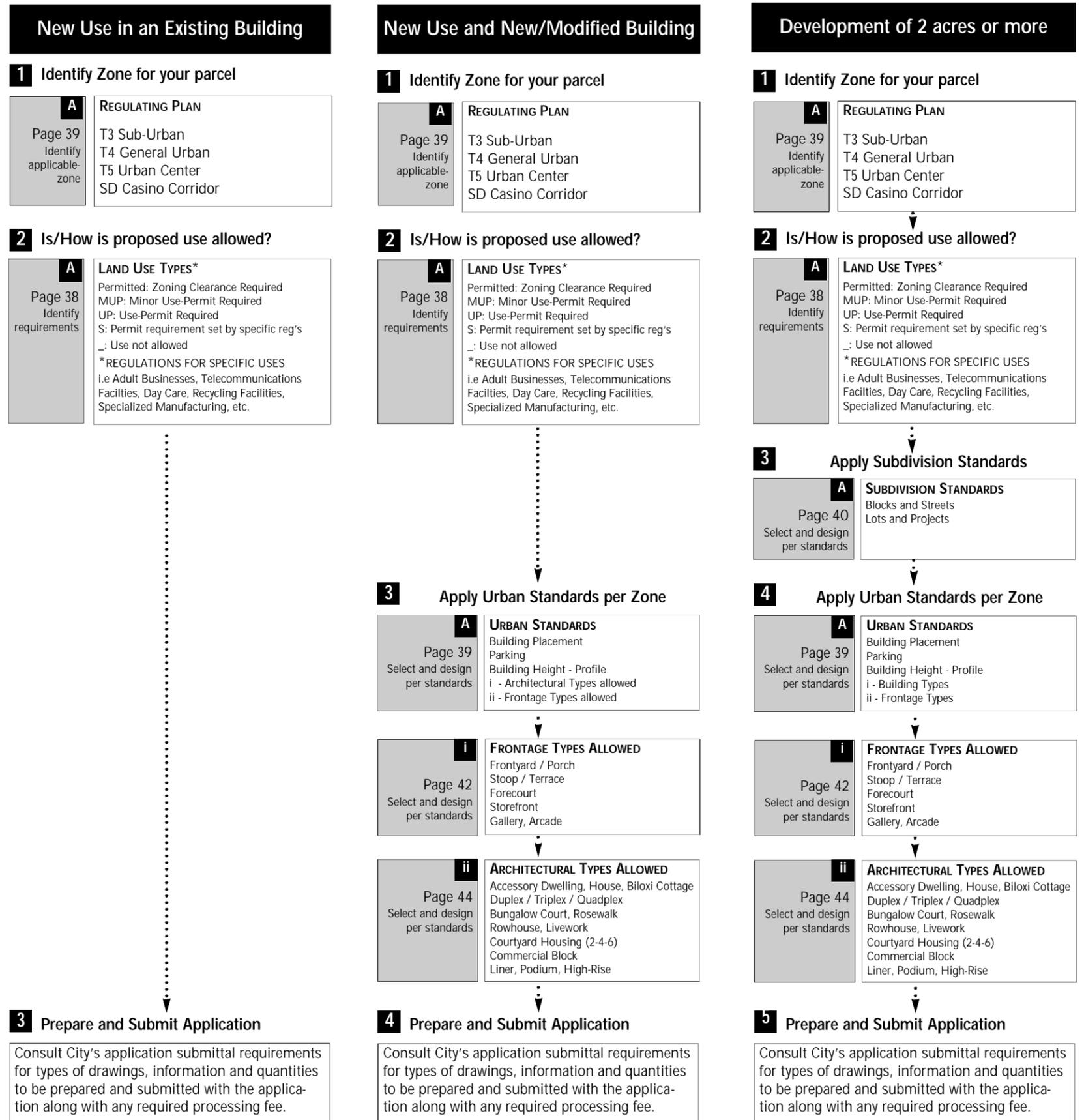
7.1.2 - Administration

The standards and other requirements of this Code shall be administered and enforced by the City of Biloxi Planning Department, Planning Commission, and City Council in the same manner as the provisions of the City's Municipal Code.

7.1.3 Code Organization and Use

The following diagram illustrates the three general types of land use or development actions and the corresponding process associated with implementing the plan. Generally, there are three categories of land use or development action as follows:

- a) a new use in an existing building,
- b) a new use and new or modified building on a site less than 2 acres, and
- c) development on parcels 2 acres or larger



7.2 - Regulating Plan and Transect Zones

A. Purpose. This Section establishes the zones applied to property within East Biloxi by the Regulating Plan and divides it into four separate zones that are based on a transect of intensity that ranges from the most urban types of development and land use within the Plan area to the least urban types. The zones allocate building types, frontage types, and land uses and provide detailed standards for building placement, height and profile.

7.2.1 Regulating Plan

The Regulating Plan controls the allowable development and land uses on property within the plan area. All property within the plan area is assigned one of four zones, is identified as open space or, is identified as right-of-way. As such, all property within the plan area shall comply with all applicable requirements of this plan.

7.2.2 Transect Zones Established.

The following zones are established by this Plan, and are applied to property within the Plan area as shown on the Regulating Plan.

Sub-Urban (T3). T3 is applied to the lowest density areas, where the primary architectural type is the detached house on a variety of larger blocks and lots. Streetscapes are of suburban character, and the most landscaped in the Plan area.

General Urban (T4). T4 is applied to the historic urban neighborhoods, with a mix of housing types on the smallest blocks in Biloxi. Streetscapes are of urban character.

Urban Center (T5). T5 is applied to the historic downtown and new centers for a wide range of land uses in buildings 2 to 4 stories in height, with ground floor uses including retail, offices, and restaurants, and upper floors accommodating offices or residential. Auto-oriented uses are inappropriate in this zone. Streetscapes are of urban character.

Casino Corridor (SC). SC is applied to the perimeter of tourism-related development and activity. Buildings are between 4 and 15 stories. Streetscapes are of urban character.

Designated Civic Building Site (C). C is applied to specific sites to achieve overall civic and public realm objectives in the plan area.

-  SubUrban (T3)
• All Neighborhoods
-  General Urban (T4)
-  Urban Center (T5)
-  Casino Corridor (SC)
-  Civic Building Site



Regulating Plan / East Biloxi

7.2.3 - Allowed Land Use Types

A parcel or building shall be occupied only by the land uses allowed by the following table within the zone applied to the site by the Regulating Plan.

Allowed Land Use Types	PERMIT REQUIRED BY TRANSECT ZONE						
	T-3	T-4	T-5	SC			
	P	Permitted use	C	Conditional use	—	Use not allowed	#

RECREATION, EDUCATION & PUBLIC ASSEMBLY

ALLOWED TYPES	T-3	T-4	T-5	SC
Gaming facility (see also "Lodging" under "Services - General" below)	—	—	—	C#
Commercial recreation facility - Indoor	—	C	C	P
Commercial recreation facility - Outdoor	—	—	—	C
Conference/convention facility	—	—	C	C
Health/fitness facility	—	C	P	P
Meeting facility, public or private	C	C	P	P
School	C	—	C	—
Studio - Art, dance, martial arts, music, etc.	—	P	P	—
Theater (cinema, performing arts)	—	—	P#	P#

RESIDENTIAL

ALLOWED TYPES	T-3	T-4	T-5	SC
Home occupation	P#	P#	P#	P#
Accessory dwelling	P#	P#	—	—
Live/work unit	—	P	P	—
Residential above first floor	P	P	P	P
Multiple dwelling (see Section 6.7 for allowed types and standards)	P	P	P	P
Residential care facility	P	P	—	—
Residential care facility for the elderly (RCFE)	P	P	—	—
Single dwelling (see Section 6.7 for allowed types and standards)	P	P	P	—

RETAIL

ALLOWED TYPES	T-3	T-4	T-5	SC
Bar/tavern	—	C	C	C
Convenience store	C	C	P	P
General retail - Less than 5,000 sf	C	P	P	P
General retail - 5,000 sf to 20,000 sf	—	C	P	P
General retail - More than 20,000 sf	—	C	C	C
Groceries, specialty foods - 10,000 sf or less	C	P	P	P
Groceries, specialty foods - More than 10,000 sf	—	P	P	P
Night club	—	—	C	C
Restaurant, café, coffee shop	C	P	P	P
Service station	—	—	C	C

SERVICES - BUSINESS, FINANCIAL, PROFESSIONAL

ALLOWED TYPES	T-3	T-4	T-5	SC
Bank, financial services	—	—	P	P
Business support service	—	P	P	P
Medical services - Doctor office	—	P	P	—
Medical services - Clinic, urgent care	—	—	P	P
Medical services - Hospital	—	—	C	—
Office - Business or service	C	P	P	P
Office - Professional/administrative	C	P	P	—

Allowed Land Use Types	PERMIT REQUIRED BY TRANSECT ZONE						
	T-3	T-4	T-5	SC			
	P	Permitted use	C	Conditional use	—	Use not allowed	#

SERVICES - GENERAL

ALLOWED TYPES	T-3	T-4	T-5	SC
Adult day care	C	C	C	C
Child day care center	C	C	C	C
Lodging - Bed & breakfast inn (B&B)	C	C	P	P
Lodging - Hotel	—	C	P	P
Personal services	C	P	P	P
Public safety facility	P	P	P	P
Vehicle services - Minor maintenance/repair	—	—	C	C

THE CODE

7.3 Transect Zones

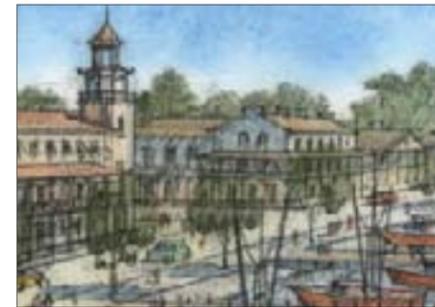
A. Purpose. This Section describes the four transect zones to be used in this reconstruction plan as to their general objectives toward:

- Intent
- Buildings and Uses
- Streetscape.
- Development Program

As generally described above, the four zones range from the least intense (T3) to the most intense (SC) with each zone having its own characteristics. The distinguishing characteristics are achieved through the allocation of street types, block types, building types and frontage types which all work together to shape the public and private realms of each zone.



T3
Sub-Urban Zone



T4
General Urban Zone



T5
Urban Center Zone



SC
Casino Corridor Zone

Intent
 Consists of the lowest density, detached suburban house areas differing from conventional low density by allowing home occupations. Blocks are larger than in the other zones and roads may be irregular to accommodate natural conditions.

Consists of the historic urban neighborhoods of Biloxi, primarily residential with a mix of housing types, mostly detached houses, and some non-residential uses. These areas have small blocks with small lots, on a tight network of unusually narrow streets.

Consists of Biloxi's historic downtown, and proposed new centers. These areas have low-rise, high-density, single- and mixed-use building types that accommodate housing, retail, and offices. These areas consist of small blocks and a tight network of narrow streets.

Consists of the highest development intensities in Biloxi, primarily accommodating large-scale hotels, casinos, and other tourist-serving uses areas, with low-rise, high-density, single- and mixed-use types for housing, retail, and offices.

Buildings and Uses
 Up to 2 stories, emphasizing detached residential types with limited mixed use types for minor commercial and office uses.

A variety of setbacks from frontages, averaging 2.5 stories, accommodating a wide variety of residential types, as well as a mixture of other land uses emphasizing ground floor retail, with offices and residential above. Lodging, restaurant, entertainment, and civic uses are also encouraged.

Set close to frontages, and between 2 to 6 stories in new centers and up to 4 stories in the historic downtown, accommodating the widest variety of types and land uses emphasizing ground floor retail, with offices and residential above. Lodging, restaurant, entertainment, and civic uses are also encouraged.

Generally of large-scale, and set close to street frontages, except along Beach Boulevard where deeper front setbacks preserve existing oaks. Between 4 and 15 stories, with the most intense mix of types and uses emphasizing ground floor retail, with offices and residential above. Lodging, restaurant, entertainment, and civic uses also encouraged.

Streetscape
 Planting is naturalistic with deep setbacks. Street frontages are pedestrian-oriented, and defined by building facades substantially setback from the sidewalk, with all off-street parking provided on-site, located away from street frontages, behind buildings.

Planting is formal and varies according to the intensity of commercial activity. Sidewalks include street trees shading frontages, are pedestrian-oriented, and defined by building facades near or at the back of the sidewalk, with all off-street parking provided on-site, in structures or located away from street frontages, behind buildings.

Planting is formal and completely in support of commercial activity. Sidewalks have occasional shading street trees, are pedestrian-oriented, and defined by building facades at the back of the sidewalk, with all off-street parking provided in structures or located away from street frontages, behind buildings.

Planting is formal and completely in support of commercial activity. Wide sidewalks include allees of shading street trees, are pedestrian-oriented, and defined by building facades at the back of the sidewalk, with all off-street parking provided in structures or located away from street frontages, behind buildings.

THE CODE

7.4 - Urban Standards

A. Purpose. This Section describes the regulations for each zone to achieve the desired physical objectives set forth in section 6.1 (Purpose of Code)

B. Applicability. These standards apply to all property in the plan area and are to be administered through the City's review process. Relief from a particular regulation is to be provide for through the City's current process for such requests.

	T3 Sub-Urban	T4 General Urban	T5 Urban Center	SD Casino Corridor
Building Placement	<i>Minimum setbacks required and, where noted, maximum setbacks allowed; except where the standards for frontage types or architectural types allow exceptions or establish different requirements.</i>			
Front Setback	10 ft min. 25 ft max (25 ft min 'Holy Land')	0 ft min. 15 ft max	0 ft min. 10 ft max	0 ft min. 25 ft max
Side Setback	5 ft (20 ft min 'Holy Land')	0 ft, or 5 ft where provided	0 ft, or 5 ft where provided	0 ft, or 25 ft where provided
Rear Setback	20 ft (50 ft min 'Holy Land')	20 ft	5 ft	25 ft
Alley Setback	2 ft	2 ft	2 ft	2 ft
Building Height	<i>Maximum allowed and minimum required height of structures; except where modified by architectural type standards.</i>			
	2 stories max.	2.5 stories max.	min. 2 stories to 6 stories max. Historic district: 4 stories max.	min. 4 stories to 15 stories max.
Residential Density	<i>Maximum gross allowable densities for residential development.</i>			
Maximum Density	12 units per acre	20 units per acre	45 units per acre	As limited by building placement and height standards
Architectural Type	<i>Only the following architectural types are allowed within each zone.</i>			
Allowed Types	House (Antebellum Mansion, Shotgun, Camelback, Creole Cottage, Biloxi Cottage) Accessory Dwelling Duplex, Triplex, Quadplex Rosewalk, Cottage Court	House (Shotgun, Camelback, Creole Cottage, Biloxi Cottage) Accessory Dwelling Duplex, Triplex, Quadplex Rowhouse, Live/Work Courtyard Housing	House (Shotgun, Camelback, Creole Cottage, Biloxi Cottage) Rowhouse Courtyard Housing (2-4-6) Live/Work, Commercial Block Liner Podium	Courtyard Housing (2-4-6) Commercial Block Liner Podium High Rise
Frontage Type	<i>Only the following frontage types are allowed within each zone.</i>			
Allowed Types	Front Yard / Porch Stoop	Front Yard / Porch Forecourt Stoop / Terrace Shopfront Gallery Arcade	Forecourt Stoop / Terrace Shopfront Gallery Arcade	Forecourt Shopfront Gallery Arcade

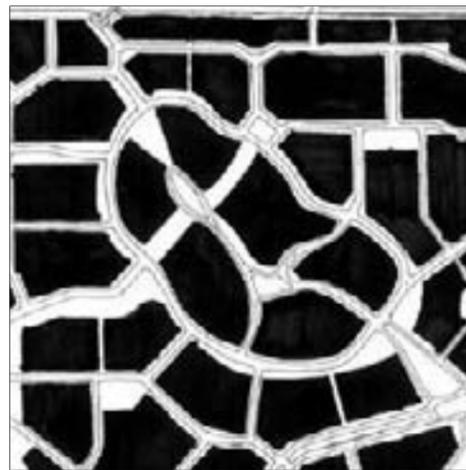
THE CODE

7.5 Subdivision Standards

A. Purpose and Intent. This section establishes the standards for continuing the existing, fine-grained pattern of small blocks and lots in Biloxi. In addition, this section provides for the subdivision of parcels larger than 2 acres to integrate with the existing small, walkable blocks and streetscapes throughout the plan area. The figure below illustrates the stark difference between the intent of this section and that of conventional suburban development, particularly in terms of scale, pattern and diversity of block, lot and building types.



Conventional Suburban Development: Discontinuous street network, vehicular-scaled and distorted pattern of blocks and streets

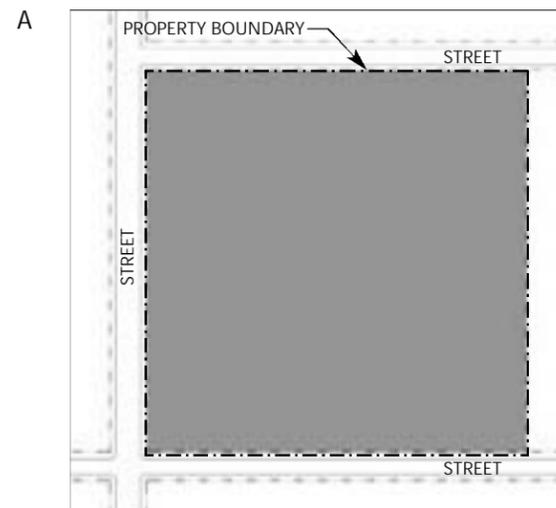


Traditional Neighborhood Development: Walkable, small and fully interconnected pattern of blocks and streets, scaled to the pedestrian

The procedure for subdividing land is intended to provide for the urban infrastructure of small, walkable blocks, an interconnected and human-scaled network of thoroughfares punctuated by open space of varying types. The following regulations apply to all property within the project boundaries that seeks development.

B. Applicability. Each block type shall be designed in compliance with the standards of this Chapter for the applicable type, subject to the review and approval of the City of Biloxi.

STEP SUBDIVISION STANDARDS: DIAGRAMS



SUBDIVISION STANDARDS: NARRATIVE

A. Site

Sites larger than 2 acres shall be subdivided further to create additional blocks.

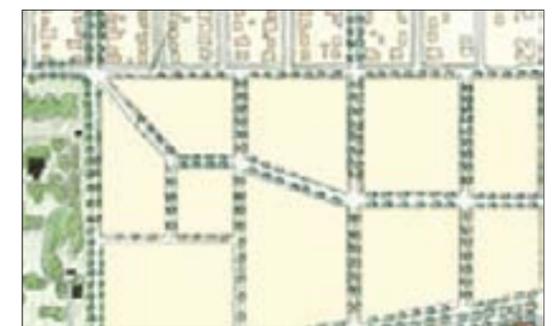
B. Introduce Streets

Sites being subdivided into additional blocks shall introduce streets from the list of allowable thoroughfare types (see Transportation section) and comply with the block-size requirements in subsection 7.5.C.

SUBDIVISION STANDARDS: EXAMPLES



Subdivide Sites over 2 acres: Illustrative Diagram



Introduce Streets: Illustrative Diagram

C. Allowable Types and Requirements. The block types are summarized below as to their general perimeter dimension requirements along with the corresponding acreage.

Table 1: Block and Lot Requirements

Minimum Block Depth	Max Block Length	Target Block Lengths	Allowable Lot Widths
a. 220 ft	600 ft	200	14 to 125
		300	14 to 125
		400	14 to 150
		500	14 to 150
b. 320 ft	600 ft	300	14 to 150
		400	14 to 200
		500	14 to 200
c. 400 ft	600 ft	300	50 to 150
		400	50 to 200
		500	50 to 200

D. Design objectives. Each site shall be designed to be divided into smaller blocks with:

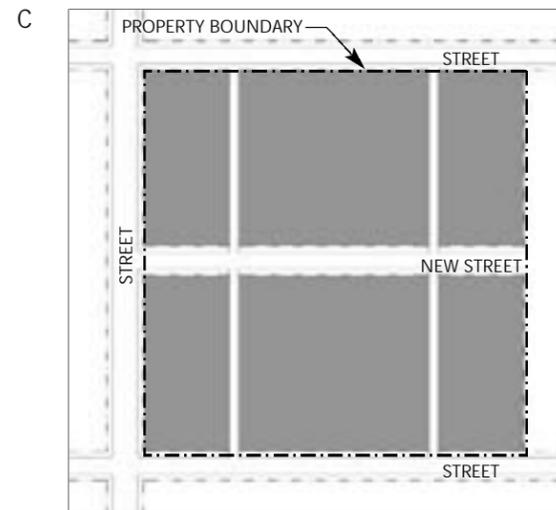
- Internal streets, where appropriate to connect with off-site streets and/or to create a series of smaller, walkable blocks;
- Service alleys within the new blocks; and
- Multiple buildings on the site, with their entrances on bordering streets.

E. Subdivision requirements. Each site shall be designed as a subdivision in compliance with the following standards, and to achieve the objectives in section 7.5.D.

- Each proposed parcel shall not exceed one acre.
- Each proposed parcel shall front on a street and its frontage shall not exceed 200 feet, unless specified otherwise in this section (table 1).

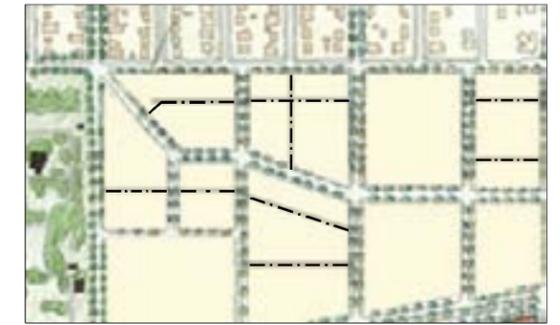
F. Building design. Buildings proposed on a site of one-half block or larger shall be designed in compliance with the following requirements, in addition to all other applicable provisions of this Code.

- No more than 30 percent of dwelling units on a site may be stacked flats.
- Buildings shall be designed to have fronts and backs, with front facades containing primary building entrances and facing streets.

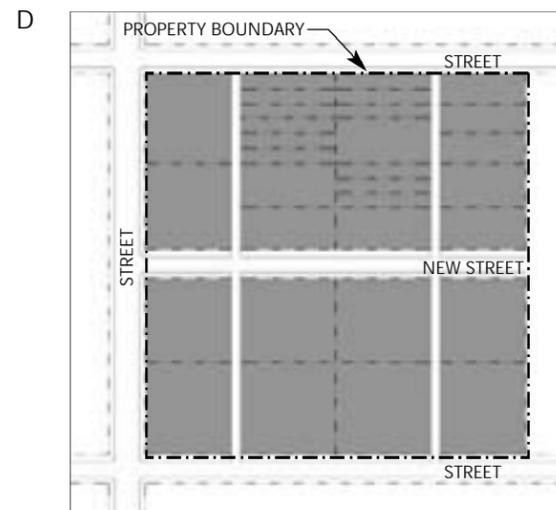


C. Introduce Alleys

Access to blocks and their individual parcels is allowed only by alley/lane, side street or, in the case of residential development, via small side drives accessing multiple dwellings. The intent is to maintain the integrity and continuity of the streetscape without interruptions such as driveway access. Therefore, although residential development allows minor interruptions along the primary frontage, the introduction of rear service thoroughfares such as alleys and lanes is required.

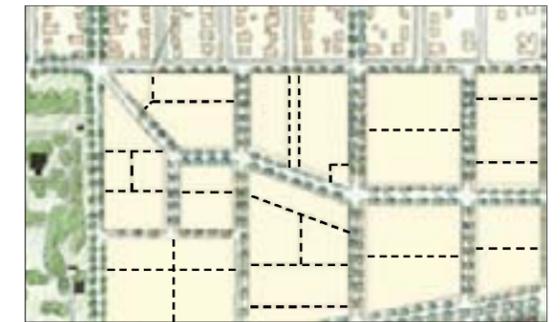


Introduce Alleys: Illustrative Diagram

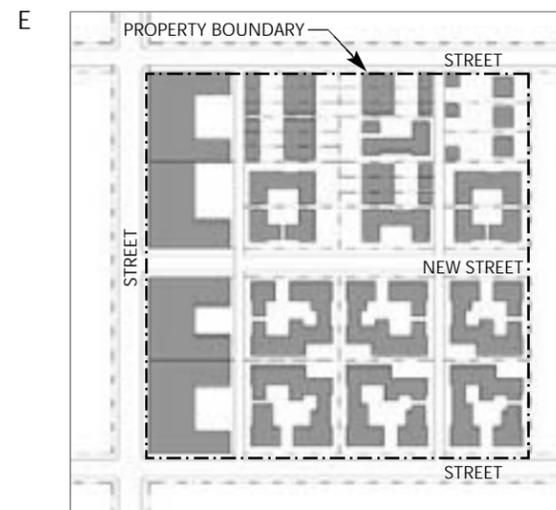


D. Introduce Lots

Based on the type(s) of blocks created and the thoroughfare(s) that they front, lots (parcels) are introduced on each block to correspond with the allowable architectural types in section 7.7.

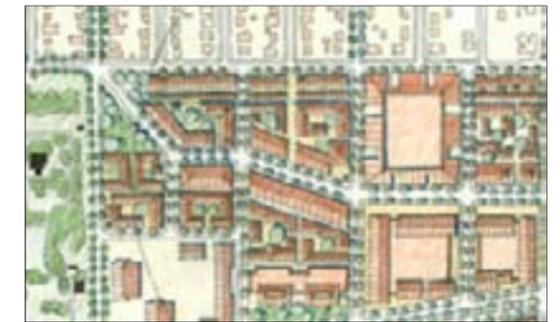


Introduce Lots: Illustrative Diagram



E. Introduce Projects

Each lot is designed to receive a building per the allowable architectural types identified in section 7.7 and can be arranged to suit the particular organization of buildings desired for each particular block. The allowable building types then are combined with the allowable frontage types in section 7.6 per the zone in which the lot is located to generate a particular neighborhood form and character.



Introduce Projects: Illustrative Diagram

THE CODE

7.6 Frontage Types

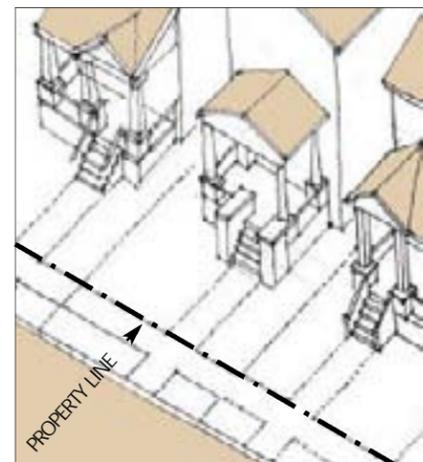
A. Purpose. This Chapter identifies the frontage types allowed within the Plan area, and for each type, provides a description, a statement as to the type's intent and design standards to ensure that proposed development is consistent with the City's goals for building form, character, and quality.

B. Applicability. The provisions of this Chapter work in combination with the underlying Zone as identified on the Regulating Plan.

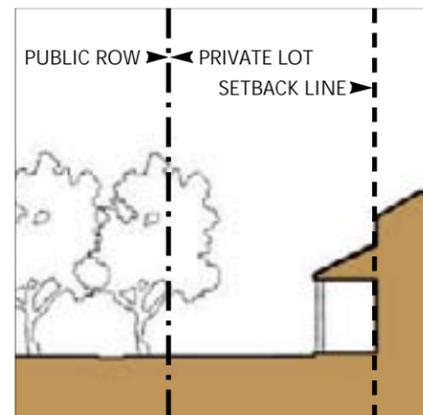
C. Allowable Frontage types by zone. Each Zone (section 7.4 Urban Standards) identifies the Frontage Types allowed and refers to this Chapter for the appropriate information.

D. Definitions and Standards. Frontage types are the architectural element of a building between the public right-of-way and the private property associated with the building. Frontage Types combined with the public realm create the perceptible streetscape. The following types are listed as they appear in this code. The following standards are identified below by frontage type with requirements regarding intent and use of each type, height, width, depth and general disposition to the public right-of-way.

1. Frontyard / Porch

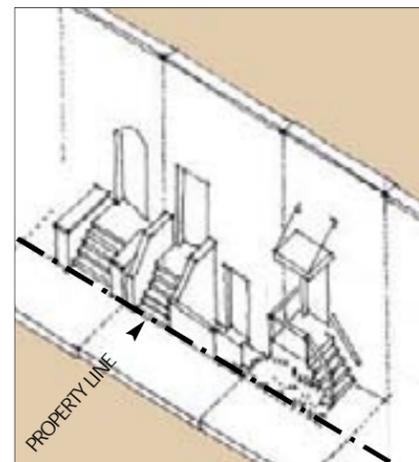


Frontyard / Porch : Diagram

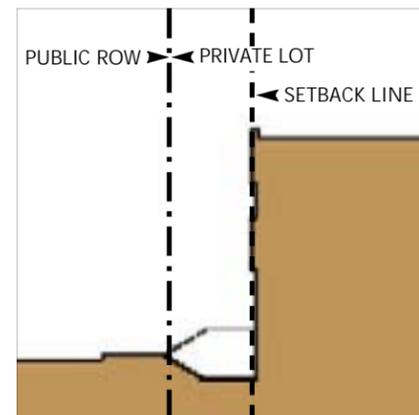


Frontyard / Porch : Section Diagram

2. Stoop / Terrace

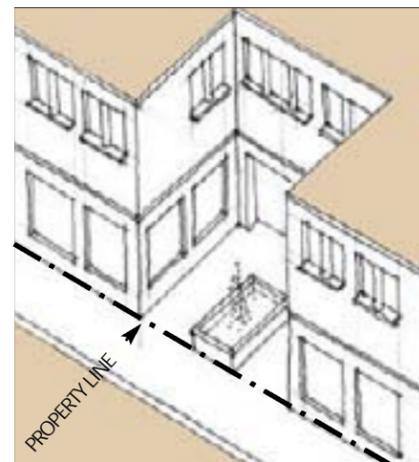


Stoop / Terrace : Diagram

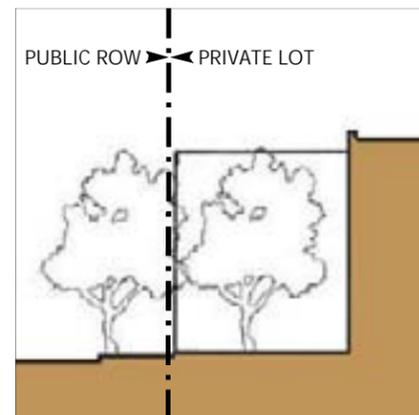


Stoop / Terrace : Section Diagram

3. Forecourt

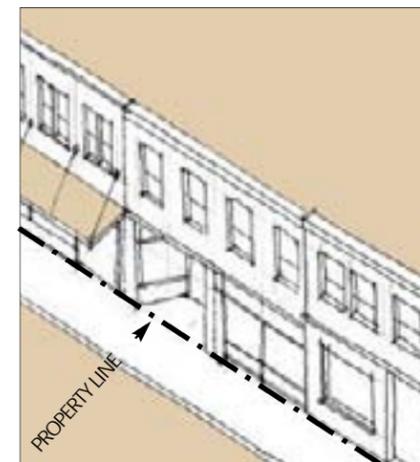


Forecourt : Diagram

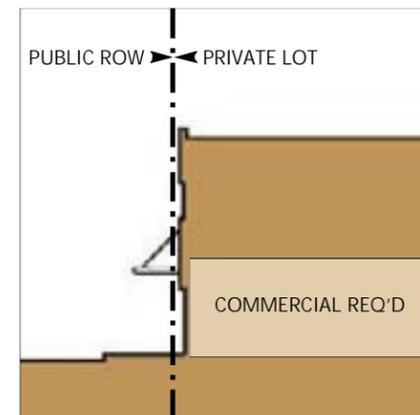


Forecourt : Section Diagram

4. Shopfront

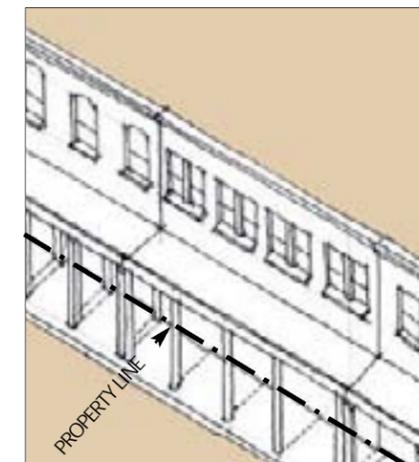


Shopfront : Diagram

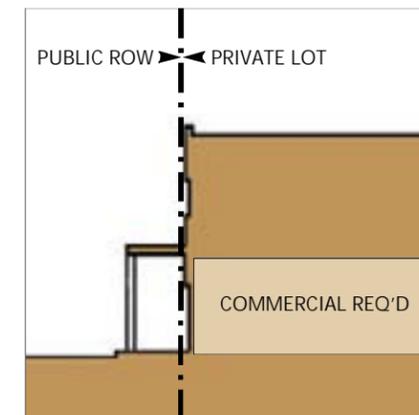


Shopfront : Section Diagram

5. Gallery

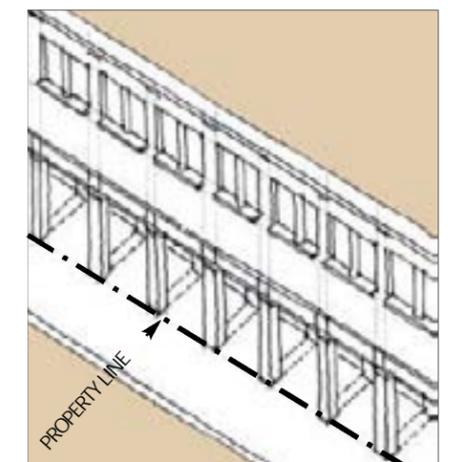


Gallery : Diagram

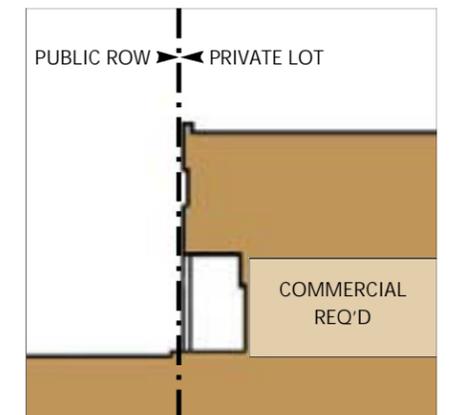


Gallery : Section Diagram

6. Arcade



Arcade : Diagram



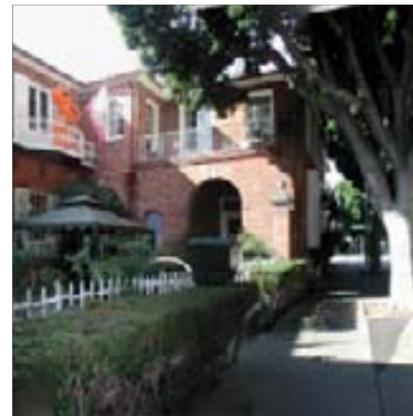
Arcade : Section Diagram



Frontyard / Porch



Stoop / Terrace



Forecourt



Shopfront



Gallery



Arcade



Frontyard / Porch



Stoop / Terrace



Forecourt



Shopfront



Gallery



Arcade

Description

The facade is set back from the right of way with a front yard. An encroaching porch may also be appended to the facade. A fence or wall at the property line may be used to define the private space of the yard. The front yard may also be raised from the sidewalk, creating a small retaining wall at the property line with entry steps to the yard.

Standards

Front Yard

- (a) Fences defining the yard shall not exceed 4 feet in height from the adjacent sidewalk.
- (b) Yard may be raised up to 3 ft max from the adjacent sidewalk

Porch

- (c) Min: 6 feet deep (clear), 12 feet wide (clear) and 10 feet tall (clear).
- (d) May be at grade or raised to transition into the building but no more than 3 feet from the adjacent grade.

Description

Stoop - An elevated entry porch/stair placed close to the frontage line with the ground story elevated from the sidewalk, securing privacy for the windows and front rooms.

Terrace - An elevated terrace or sunken light court that buffers residential use from urban sidewalks and removes the private yard from public encroachment.

Standards

- (a) In no case shall the ground story be elevated more than 3 feet above the adjacent sidewalk.
- (b) Stoops must correspond directly to the building entry(s) and be at least 3 feet wide (perpendicular to or parallel with the adjacent sidewalk).
- (c) Sub-basements accessed by a doorway shall not be more than 6 feet below the adjacent sidewalk.

Description

Forecourt - A recessed court within a storefront, gallery or arcade frontage. The court is suitable for gardens, vehicular drop offs, and utility off loading. This type should be used sparingly.

Standards

- (a) In no case, shall the forecourt exceed 40 feet in depth or 30 feet in width.
- (b) A fence or wall (4 ft tall max) at the property line may be used to define the private space of the yard.
- (c) The court may also be raised from the sidewalk, creating a small retaining wall at the property line with entry steps to the court, but should not exceed 36" above the sidewalk grade.

Description

Shopfront - A facade placed at or close to the right-of-way line, with the entrance at sidewalk grade. This type is conventional for retail frontage and is commonly equipped with cantilevered shed roof(s) or awning(s). Recessed storefronts are acceptable. The absence of a raised ground floor precludes residential use on the ground floor facing the street, although such use is appropriate above.

Standards

- (a) Ground floor: 10 feet to 16 feet tall, as measured from the adjacent sidewalk.
- (b) The corresponding storefront(s) opening(s) along the primary frontage shall be at least 65% of the 1st floor wall area and not have opaque or reflective glazing.
- (c) Facades may be recessed up to 5 feet from the frontage line.

Description

Gallery - A storefront with an attached colonnade, that projects over the sidewalk and encroaches into the public right of way. This frontage type is ideal for retail use but only when the sidewalk is fully absorbed within the colonnade so that a pedestrian cannot bypass it.

Standards

- (a) Min: 10 feet wide clear (all directions)
- (b) Along primary frontages, the structure shall correspond to storefront openings.
- (c) Primary frontage storefront openings shall be at least 65% of the 1st floor wall area and not have opaque or reflective glazing.

Description

Arcade - A facade with an attached colonnade, that is covered by upper stories. This type is ideal for retail use, but only when the sidewalk is absorbed within the arcade so that a pedestrian cannot bypass it. For Building Code considerations, this frontage type cannot cover the public r.o.w. as can the Gallery frontage type.

Standards

- (a) Min: 10 feet wide clear(all directions)
- (b) Along primary frontages, the arcade shall correspond to storefront openings.
- (c) Primary frontage storefront openings shall be at least 65% of the 1st floor wall area and not have opaque or reflective glazing.

THE CODE

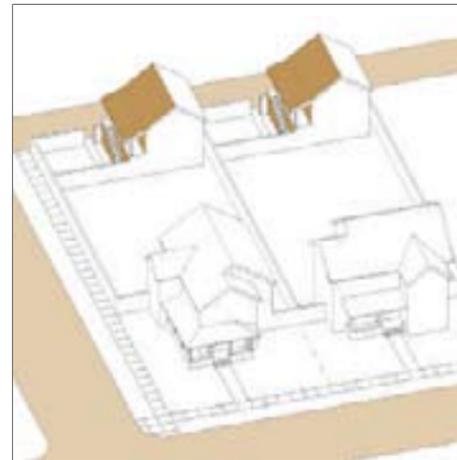
7.7 Permitted Architectural Types

A. Purpose and Intent. This Chapter identifies the architectural types allowed within the plan area, and provides design standards for each type, to ensure that proposed development is consistent with the City's goals for building form, character, and quality.

B. Applicability. Each proposed building shall be designed in compliance with the standards of this Chapter for the applicable architectural type, except for public and institutional buildings, which because of their unique disposition and application are not required to comply with building type requirements.

C. Allowable architectural types by zone. Each proposed building shall be designed as one of the types allowed by the following table for the zone applicable to the site.

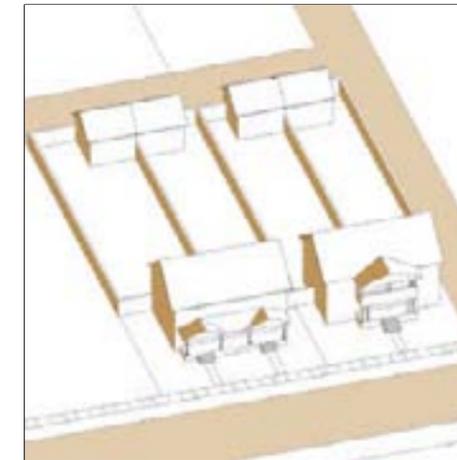
Architectural Type	Architectural Types Allowed by Zone			
	T3 Sub-Urban	T4 General Urban	T5 Urban Center	SD Casino Corridor
Accessory Dwelling	Y	Y		
House	Y	Y	Y	
Antebellum Mansion	Y	Y		
Shotgun	Y	Y		
Camelback	Y	Y		
Creole Cottage, Biloxi Cottage	Y	Y		
Duplex / Triplex / Quadplex	Y	Y		
Rosewalk, Cottage Court	Y			
Rowhouse		Y	Y	
Live/Work		Y	Y	
Courtyard Housing (incl 2-4-6)		Y	Y	Y
Commercial Block			Y	Y
Podium			Y	Y
Liner			Y	Y
Tower Building				Y



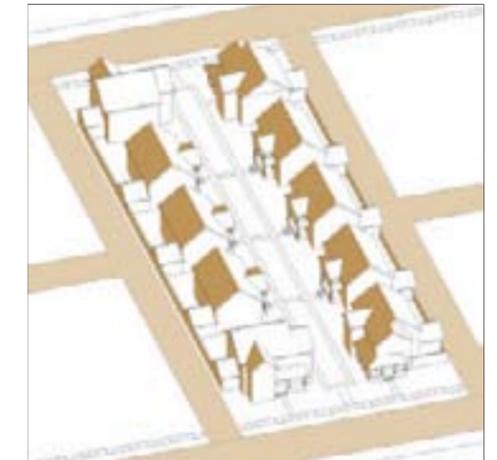
Accessory Dwelling



House



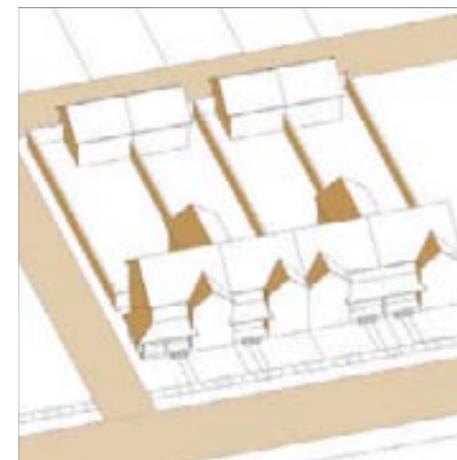
Duplex/Triplex/Quadplex



Rosewalk



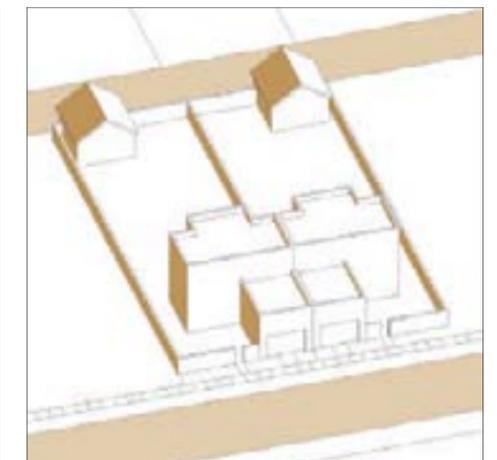
Cottage Court



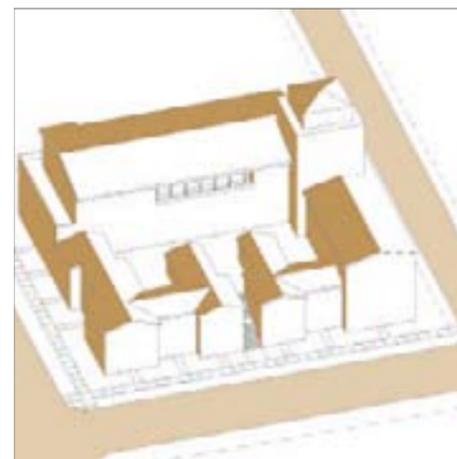
Rowhouse



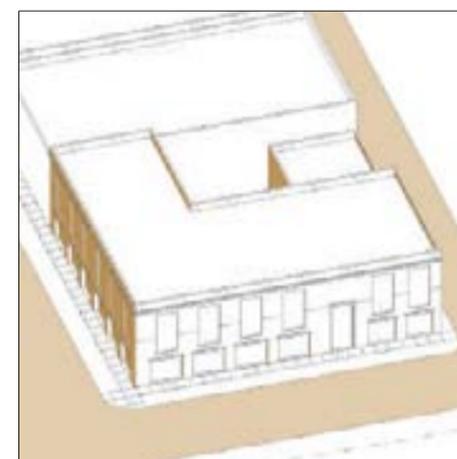
Courtyard Housing



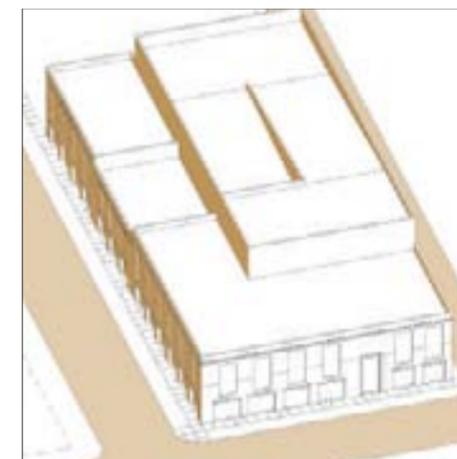
Live-Work



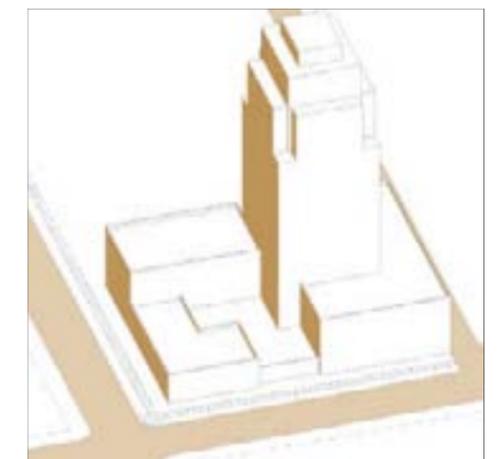
Podium



Commercial Block



Liner



Tower Building



Transect of Biloxi Architectural Types

THE CODE

7.7 Accessory Dwelling

An attached or detached residence which provides complete independent living facilities for one or more persons and which is located or established on the same lot on which a single-family residence is located. Such dwellings may contain permanent provisions for living, sleeping, eating, cooking and sanitation. This definition includes 'granny flats'.

1: Lot Width

- (a) Minimum: 14 to 35 ft

2: Access

(a) Standards

- i. The main entrance to the unit shall be accessed from the side yard of the main house.
- ii. Where an alley is present, parking and services shall be accessed through the alley.
- iii. Where an alley is not present, parking and services shall be accessed by of a driveway 7 to 10 feet wide, and with 2-foot planters on each side.
- iv. On a corner lot without access to an alley, parking and services shall be accessed by a driveway of 16 feet maximum width, and with 2-foot planters on each side

- (b) Guidelines: N.A.

3: Parking

(a) Standards

- i. Required parking shall be screened from the street.
- ii. Where an alley is present, services, including all utility access and above ground equipment and trash container areas shall be located on the alley.
- iii. Where an alley is not present, utility access, above ground equipment and trash container areas shall be located at least 10 feet behind the front of the house and be screened from view from the street with a hedge or fence.
- iv. A non-alley-accessed garage may accommodate no more than 2 cars. A side street facing garage shall have 1-car garage doors.

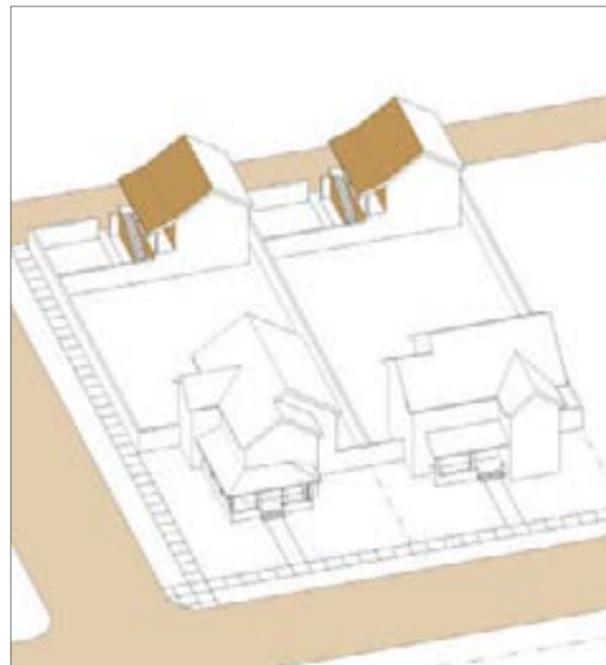
(b) Guidelines

- i. An alley accessed garage may accommodate up to three cars.

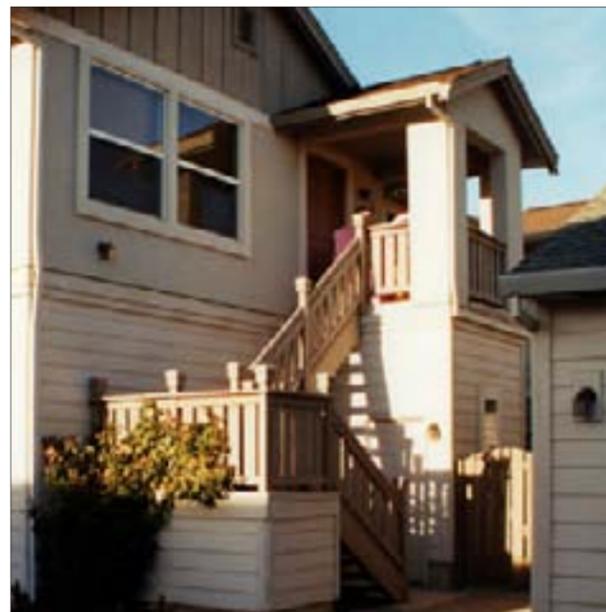
4: Open Space

(a) Standards

- i. Side-yards shall be a minimum of five feet on



Accessory Dwelling: Axonometric Diagram



Accessory Dwelling: Illustrative Photo

7.7 House

A structure occupied by one primary residence.

1: Lot Width

- (a) 14 to 35 ft

2: Access

(a) Standards

- i. The main entrance to the house shall be accessed directly from and face the street.
- ii. Where an alley is present, parking and services shall be accessed through the alley.
- iii. Where an alley is not present, parking and services shall be accessed by of a driveway 7 to 10 feet wide, and with 2-foot planters on each side.
- iv. On a corner lot without access to an alley, parking and services shall be accessed by a driveway of 16 feet maximum width, and with 2-foot planters on each side.

(b) Guidelines

- N.A.

3: Parking

(a) Standards

- i. Required parking shall be screened from the street.
- ii. A non-alley-accessed garage may accommodate no more than 2 cars. A side street facing garage shall have 1-car garage doors.
- iii. Where an alley is present, services, including all utility access and above ground equipment and trash container areas shall be located on the alley.
- iv. Where an alley is not present, utility access, above ground equipment and trash container areas shall be located at least 10 feet behind the front of the house and be screened from view from the street with a hedge or fence.

(b) Guidelines

- i. An alley accessed garage may accommodate up to three cars.

4: Open Space

(a) Standards

- i. At least one side yard shall be designed to provide an open area no less than 10 by 10 feet.
- ii. Rear yards shall be no less than 15% of the area of each lot and of a regular geometry (e.g., rectangular).

(b) Guidelines



House: Axonometric Diagram



House: Illustrative Photo

the ground level and 20 feet on the upper level.

- ii. One of the side-yards shall be no less than 20 feet and shall include the stairs to the unit and same as its private space.

- (b) Guidelines
N.A.

5: Landscape

- (a) Standards
 - i. The garden entrance to the guest house shall contain one canopy tree.
- (b) Guidelines
N.A.

6: Frontage

- (a) Standards
 - i. As carriage house units are located on top of the garage, their stairs shall be located on the side yard.
- (b) Guidelines
 - i. Balconies, loggias, bay windows are allowable frontage types at the alley.

7: Building Size and Massing

- (a) Standards
 - i. Thirty feet (30') maximum along the alley.
 - ii. Carriage houses shall be designed as flats located above garages.
 - iii. Carriage Houses can be no taller than 2 stories.
- (b) Guidelines: N.A.



Accessory Dwelling: Illustrative Photo



House: Illustrative Photo

- i. Front yards are defined by the setback and frontage type requirements of the applicable zone.

5: Landscape

- (a) Standards
 - i. Landscape shall not be used to separate a front yard from front yards on adjacent parcels. Front yard trees shall be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity).
 - ii. At least one large tree shall be provided in each rear yard for shade and privacy.
- (b) Guidelines
 - i. Side yard trees may be placed to protect the privacy of neighbors.

6: Frontage

- (a) Standards
 - i. A house's ground level shall be designed so that living areas (e.g., living room, family room, dining room, etc.), rather than sleeping and service rooms, are oriented toward the fronting street.
 - ii. The applicable frontage requirements apply per Section 7.6
- (b) Guidelines
 - i. Frontage types that provide a transition from public to private, indoor to outdoor at the entrance to the house are required. Porches, towers, loggias, dooryards and stoops are preferred types.

7: Building Size and Massing

- (a) Standards
 - i. Building elevations abutting side yards shall be designed to provide at least one horizontal plane break of at least three feet, and one vertical break.
 - ii. Houses on corner lots shall be designed with two front facades.
 - iii. Buildings shall be composed of one and/ or two story volumes, each designed to house scale.
- (b) Guidelines
 - i. Attic space may be occupied and not count as a story when applying the height limits of the applicable zone.

8: Accessory Dwellings

See Section 7.7.A 'Accessory Dwelling'



House: Illustrative Photo



House: Illustrative Photo

THE CODE

7.7 Duplexes, Triplexes, and Quadplexes

Duplexes, triplexes, and quadplexes are multiple dwelling forms that are architecturally presented as large single-family houses in their typical neighborhood setting.

1: Lot Width

- (a) Minimum: 25 to 75 ft

2: Access

- (a) Standards
 - i. The main entrance to each dwelling shall be accessed directly from and face the street. Access to second floor dwellings shall be by a stair, which may be open or enclosed.
 - ii. Where an alley is present, parking and services shall be accessed through the alley.
 - iii. Where an alley is not present, parking and services shall be accessed by of a driveway 7 to 10 feet wide, and with 2-foot planters on each side.
 - iv. On a corner lot without access to an alley, parking and services shall be accessed by driveways of 7 to 8 feet maximum width, and with 2-foot planters on each side.

- (b) Guidelines
 - N.A.

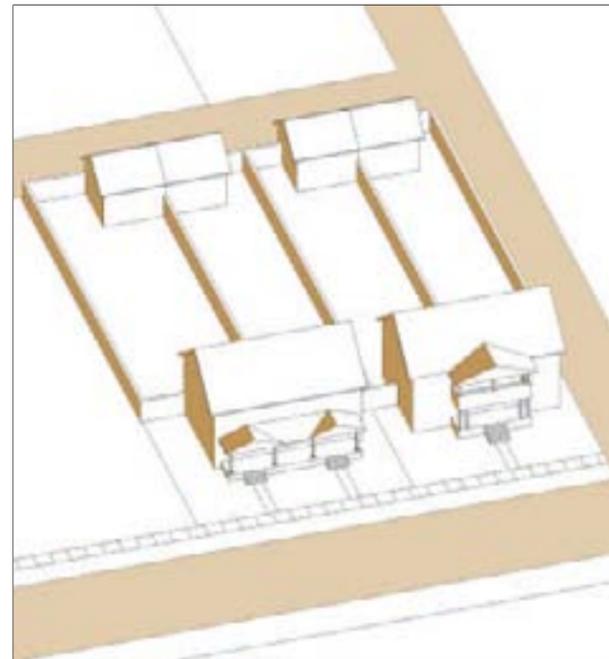
3: Parking

- (a) Standards
 - i. Required parking shall be screened from the street.
 - ii. Garages on corner lots without alleys may front onto the side street only if provided with 1-car garage doors, and with driveways no more than 8 feet wide that are separated by planters at least 2 feet wide.
 - iii. Where an alley is present, services, including all utility access and above ground equipment and trash container areas shall be located on the alley.
 - iv. Where an alley is not present, utility access, above ground equipment and trash container areas shall be located at least 10 feet behind the front of the house, and be screened from view from the street with a hedge or fence.

- (b) Guidelines
 - N.A.

4: Open Space

- (a) Standards
 - i. Each ground floor dwelling shall have a private or semi-private required yard of at least 150



Duplex, Triplex, Quadplex: Axonometric Diagram



Duplex, Triplex, Quadplex: Illustrative Photo



7.7 Rosewalk

Rosewalks are an architectural type consisting of free-standing single-family residences arranged on either side of a common green. The rosewalk green, having the same right-of-way width as a narrow neighborhood street, must connect two parallel streets.

1: Lot Width

- (a) Minimum: 50 to 150 ft

2: Access

- (a) Standards
 - i. Entrances to dwellings shall be directly from the front yard or from the common green.
 - ii. Parking and services shall be accessed through an alley.

3: Parking

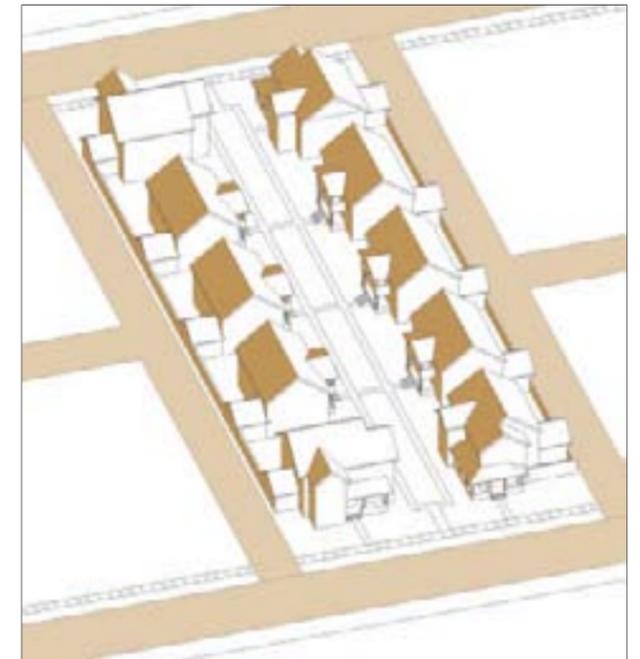
- (a) Standards
 - i. Required parking shall be screened from the street.
 - ii. Services, including all utility access, above ground equipment, and trash container areas shall be located on the alley.

4: Open Space

- (a) Standards
 - i. Common shall have a right-of-way width of at least 26 feet.
 - ii. Each ground floor dwelling shall have a private or semi-private required yard of at least 150 square feet, which may be located in the side yard or rear yard, .
 - iii. Required yards shall be at least 10 feet wide, and enclosed by a fence, wall or hedge.
- (b) Guidelines
 - i. Front yards are defined by the setback and frontage type requirements of the applicable zone.
 - ii. Porches, stoops and dooryards may encroach into required yards. See Frontages, below.

5: Landscape

- (a) Standards
 - i. Landscape shall not be used to separate a front yard from front yards on adjacent parcels. Front yard trees shall be of porch scale (no



Rosewalk: Axonometric Diagram



Rosewalk: Illustrative Photo



Rosewalk: Illustrative Photo

square feet

- ii. Required yards shall be at least 8 feet wide, and enclosed by a fence, wall or hedge.

(b) Guidelines

- i. Front yards are defined by the setback and frontage type requirements of the applicable zone.
- ii. Porches, stoops and dooryards may encroach into a required yard. See Frontages, below.

5: Landscape

(a) Standards

- i. Landscape shall not be used to separate a front yard from front yards on adjacent parcels. Front yard trees shall be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity).
- ii. At least one large tree shall be provided in each rear yard for shade and privacy.

(b) Guidelines

- i. Side yard trees may be placed to protect the privacy of neighbors.

6: Frontage

(a) Standards

- i. Dwellings abutting front yards shall be designed so that living areas (e.g., living room, family room, dining room, etc.), rather than sleeping and service rooms, are oriented toward the fronting street.
- ii. The applicable frontage requirements apply per Section 7.6

(b) Guidelines

- i. Frontage types that provide a transition from public to private, indoor to outdoor at the entrance to the house are required. These may be determined through the Design Review process to serve also as the required yard for some or all of the dwellings. Porches, towers, loggias, dooryards and stoops are preferred types.
- ii. On corner lots, entrances to dwellings on both frontages are encouraged, particularly in triplexes and quadplexes.
- iii. See the requirements of the applicable zone for allowed encroachments into required setbacks.

7: Building Size and Massing

(a) Standards

- i. Building elevations abutting side yards shall be designed to provide at least one horizontal plane break of at least three feet, and one vertical break.
- ii. Buildings on corner lots shall be designed with two front facades.
- iii. Buildings shall be massed as large houses, composed principally of two story volumes, each designed to house scale.

(b) Guidelines

- i. Dwellings within buildings may be flats and/or townhouses.
- ii. Attic space may be occupied and not count as a story when applying the height limits of the applicable zone.

8: Accessory Dwellings

See Section 7.7.A 'Accessory Dwelling'

more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity).

- ii. At least one large tree shall be provided in each rear yard for shade and privacy.

(b) Guidelines

- i. Side yard trees may be placed to protect the privacy of neighbors.

6: Frontage

(a) Standards

- i. Buildings shall be designed so that living areas (e.g., living room, family room, dining room, etc.), rather than sleeping and service rooms, are oriented toward the fronting street and/or to the courtyard.
- ii. Frontage types that provide a transition from public to private, indoor to outdoor at the main entrance to each dwelling are required. Porches, dooryards and stoops are preferred types, and may encroach into the courtyard.
- iii. The applicable frontage requirements apply per Section 7.6

(b) Guidelines

- i. See the requirements of the applicable zone for allowed encroachments into required setbacks.

7: Building Size and Massing

(a) Standards

- i. Buildings shall be composed of one and/or two story volumes and massed as houses.
- ii. Building elevations abutting side yards shall be designed to provide at least one horizontal plane break of at least three feet, and one vertical break.

(b) Guidelines

- i. Dwellings within the buildings may be flats and/or townhouses.
- ii. Attic space may be occupied and not count as a story.

8: Accessory Dwellings

See Section 7.7.A 'Accessory Dwelling'

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7.7 Cottage Court

Cottage Courts are an architectural type consisting of freestanding single-family residences arranged around a common, shared courtyard. The individual buildings are arrayed next to each other to form a shared type that is wholly open to the street.

1: Lot Width

- (a) 125 to 200 ft

2: Access

(a) Standards

- i. Entrances to dwellings shall be directly from the front yard or from the courtyard. Access to second floor dwellings shall be by a stair, which may be open or enclosed.
- ii. Where an alley is present, parking and services shall be accessed through the alley.
- iii. Where an alley is not present, parking and services shall be accessed by a driveway 7 to 10 feet wide, and with 2-foot planters on each side.

(b) Guidelines

- i. On a corner lot without access to an alley, parking and services may be accessed from the side street.

3: Parking

(a) Standards

- i. Required parking shall be screened from the street.
- ii. Where an alley is present, services, including all utility access and above ground equipment and trash container areas shall be located on the alley.
- iii. Where an alley is not present, utility access, above ground equipment and trash container areas shall be located in a side or rear yard, at least 10 feet behind the front of the house, and be screened from view from the street with a hedge or fence.

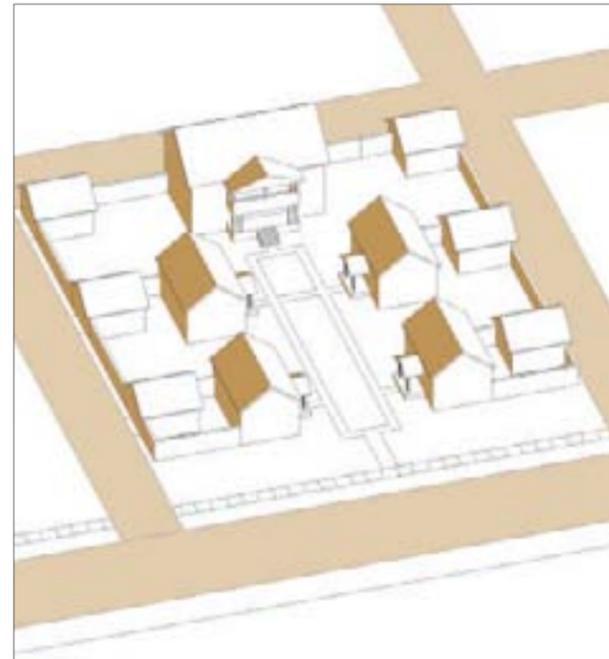
(b) Guidelines

- i. Garages on corner lots without alleys may front onto the side street only if provided with 1-car garage doors, and with driveways no more than 8 feet wide that are separated by planters at least 2 feet wide.

4: Open Space

(a) Standards

- i. A central courtyard shall comprise at least 15% of the lot area. See Courtyard Type.



Cottage Court: Axonometric Diagram



Cottage Court: Illustrative Photo

7.7 Rowhouse

An individual structure occupied by one primary residence or a structure of multiple townhouse unit types arrayed side by side.

1: Lot Width

- (a) Minimum: 14 to 50 ft

2: Access

(a) Standards

- i. The main entrance to each unit shall be accessed directly from and face the street.
- ii. Garages and services shall be accessed from an alley. This type is not allowed on a lot without an alley.

(b) Guidelines

N.A.

3: Parking

(a) Standards

- i. Required parking shall be screened from the street.
- ii. Services, including all utility access, above-ground equipment, and trash containers, shall be located on an alley.

(b) Guidelines

N.A.

4: Open Space

(a) Standards

- i. Rear yards shall be no less than 15% of the area of each lot and of a regular geometry (e.g., rectangular).

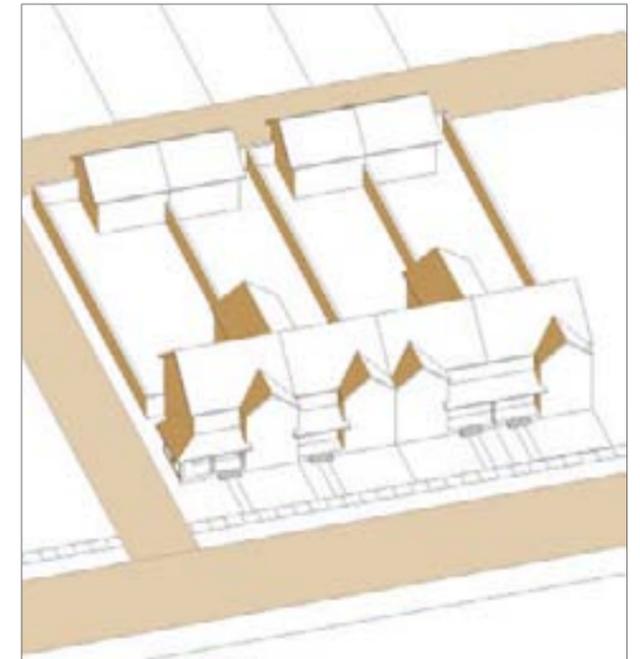
(b) Guidelines

- i. Front yards are defined by the setback and frontage type requirements of the applicable zone.

5: Landscape

(a) Standards

- i. Landscape shall not be used to separate a front yard from front yards on adjacent parcels. Front yard trees, if provided, shall be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity).
- ii. At least one large tree shall be provided in



Rowhouse: Axonometric Diagram



Rowhouse: Illustrative Photo

- ii. Each ground floor dwelling shall have a private or semi-private required yard of at least 150 square feet, which may be located in a side yard, the rear yard, or the courtyard.
- iii. Required yards shall be at least 8 feet wide, and enclosed by a fence, wall or hedge.

(b) Guidelines

- i. Front yards are defined by the setback and frontage type requirements of the applicable zone.
- ii. Porches, stoops and dooryards may encroach into required yards. See Frontages, below.

5: Landscape

(a) Standards

- i. Landscape shall not be used to separate a front yard from front yards on adjacent parcels. Front yard trees shall be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity).
- ii. At least one large tree shall be provided in each rear yard for shade and privacy.

(b) Guidelines

- i. Side yard trees may be placed to protect the privacy of neighbors.

6: Frontage

(a) Standards

- i. Buildings shall be designed so that living areas (e.g., living room, family room, dining room, etc.), rather than sleeping and service rooms, are oriented toward the fronting street and/or to the courtyard.
- ii. Frontage types that provide a transition from public to private, indoor to outdoor at the main entrance to each dwelling are required. Porches, dooryards and stoops are preferred types, and may encroach into the courtyard.
- iii. The applicable frontage requirements apply per Section 7.6

(b) Guidelines

- i. See the requirements of the applicable zone for allowed encroachments into required setbacks.

7: Building Size and Massing

(a) Standards

- i. Buildings shall be composed of one and/or two story volumes and massed as houses.
- ii. Building elevations abutting side yards shall be designed to provide at least one horizontal

plane break of at least three feet, and one vertical break.

(b) Guidelines

- i. Dwellings within the buildings may be flats and/or townhouses.
- ii. Attic space may be occupied and not count as a story.

8: Accessory Dwellings

See Section 7.7.A 'Accessory Dwelling'

each rear yard for shade and privacy.

(b) Guidelines

N.A.

6: Frontage

(a) Standards

- i. Each rowhouse ground level shall be designed so that living areas (e.g., living room, family room, dining room, etc.), rather than sleeping and service rooms, are oriented toward the fronting street and/or to the courtyard.
- ii. Frontage types that provide a transition from public to private, indoor to outdoor at the main entrance to each dwelling are required. Porches, dooryards and stoops are preferred types.
- iii. The applicable frontage requirements apply per Section 7.6

(b) Guidelines

- i. See the requirements of the applicable zone for allowed encroachments into required setbacks.

7: Building Size and Massing

(a) Standards

- i. Buildings shall be composed of 2- and/or 3-story volumes in compliance with the regulations for the applicable zone.
- ii. Buildings on corner lots shall be designed with two front facades.
- iii. Each rowhouse building shall maintain setbacks from property lines on at least 2 sides, with as much direct access to yards as possible.

(b) Guidelines

- i. In a 3-story building, a townhouse dwelling may be stacked over a ground floor flat. In this case, the flat shall be accessed by its own front door at the frontage, and the townhouse dwelling shall be accessed by a separate front door and a stair.

8: Accessory Dwellings

See Section 7.7.A 'Accessory Dwelling'



Rowhouse: Illustrative Photo



Rowhouse: Illustrative Photo

THE CODE

7.7 Court

Courts are an architectural type consisting of residences that can be arranged in four possible configurations: townhouses, townhouses over flats, flats, and flats over flats. These are arrayed next to each other, on one or more courts, to form a shared type that is partly or wholly open to the street.

1: Lot Width

(a) 125 to 200 ft

2: Access

(a) Standards

- i. The main entrance to each ground floor dwelling shall be directly off a common courtyard or directly from the street.
- ii. Access to second story dwellings shall be through an open or roofed stair, serving no more than 2 dwellings.
- iii. Elevator access may be provided between the garage and podium only.
- iv. Where an alley is present, parking shall be accessed through the alley and services through the alley and side yards.
- v. Where an alley is not present, parking and services shall be accessed from the street by side yard driveways flanked by planters, at least 1-foot wide.
- vi. On a corner lot without access to an alley, parking and services shall be accessed from the side street and services shall be underground and/or in the side and rear yards.

(b) Guidelines: N.A.

3: Parking

(a) Standards

- i. Required parking shall be screened from the street.
- ii. Where an alley is present, services, including all utility access and above ground equipment and trash container areas shall be located on the alley.
- iii. Where an alley is not present, services shall be located in compliance with the setback requirements of the applicable zone.

(b) Guidelines

- i. Dwellings may have direct or indirect access to their parking stall(s), or direct access to

stalls enclosed within the garage. A combination of these conditions is encouraged.

- ii. Parking entrances to subterranean garages and/or driveways shall be located as close as possible to the side or rear of each lot.

4: Open Space

(a) Standards

- i. Courtyard housing shall be designed to provide a central courtyard and/or partial, multiple, separated or interconnected courtyards of a size of at least 15% of the lot.
- ii. In a project with multiple courtyards, at least two of the courtyards shall conform to the patterns below.
- iii. Minimum courtyard dimensions shall be 40 feet when the long axis of the courtyard is oriented East/West and 30 feet when the courtyard is oriented North/South.
- iv. In 40-foot wide courtyards, the frontages and architectural projections allowed within each urban zone are permitted on two sides of the courtyard. They are permitted on one side of 30-foot wide courtyards.
- v. Private patios may be provided at side yards, rear yards and courtyards.
- vi. Courtyards shall be connected to each other and to the public way by zaguanes or paseos.
- vii. Surface parking for five cars or less is allowed in a front garden, screened from the street by a decorative wall.

(b) Guidelines: N.A.

5: Landscape

(a) Standards

- i. Landscape shall not obscure front yards on adjacent lots or the storefront of the ground floor flex space. Front yard trees, if provided, shall be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity).
- ii. At least one large tree shall be provided in each rear yard for shade and privacy.
- iii. At least one large tree planted directly in the ground shall be provided in at least one courtyard for shade, privacy and scale.



Court: Axonometric Diagram



Court: Illustrative Photo



Court: Illustrative Photo



Court: Illustrative Photo



- (b) Guidelines
 - i. Sideyard trees may be placed to protect the privacy of neighbors.
 - ii. Courtyards located over garages should be designed to avoid the sensation of forced podium hardscape.

6: Frontage

- (a) Standards
 - i. Entrance doors, living space (e.g., living rooms and dining rooms) shall be oriented toward the courtyard(s) and the fronting street to the degree possible. Service rooms shall be oriented backing to sideyards, service yards and rear yards to the degree possible.
 - ii. Frontage types are required that provide a transition from public to private, indoor to outdoor at the entrance to each dwelling. Porches, towers, loggias, dooryards entry stairs and stoops are allowed. No arcade or gallery may encroach into the required minimum width of a courtyard.
 - iii. Stoops up to 3 feet in height and dooryards up to 2 feet in height may placed above subterranean parking, provided that they are landscaped and scaled to the street and building.
 - iv. The applicable frontage requirements apply per Section 7.6

- (b) Guidelines
 - i. See the requirements of the applicable zone for allowed encroachments into required setbacks.

7: Building Size and Massing

- (a) Standards
 - i. Buildings shall be composed of one, two and three story masses, each designed to house scale, and not necessarily representing a single dwelling.
 - ii. The intent of these regulations is to provide for courtyard housing projects with varying building heights. Height ratios for various courts are as follows:

2.0 stories: 80% 2 stories, 20% 1 stories

2.5 stories: 60% 2 stories, 40% 3 stories

3.0 stories: 50% 2, 40% 3, 10% 1

4.0 stories: 40% 2, 30% 3, 20% 4, 10% 5

(2-4-6) 6.0 stories: 30% 2, 35% 4, 35% 6

- iii. Buildings over 3 stories shall be composed of single loaded and stacked dwellings. In this case, the visibility of elevators and of exterior corridors at the third story shall be minimized by incorporation into the mass of the building.

(b) Guidelines

- i. Buildings may contain any of four combinations of units: flats, flats over flats, townhouses, and townhouses over flats.
- ii. Dwellings may be as repetitive or unique as deemed by individual designs.
- iii. Four story masses should be minimized inside courtyards and apparent on street frontages.

8: Accessory Dwellings

Not allowed



Court: Illustrative Photo

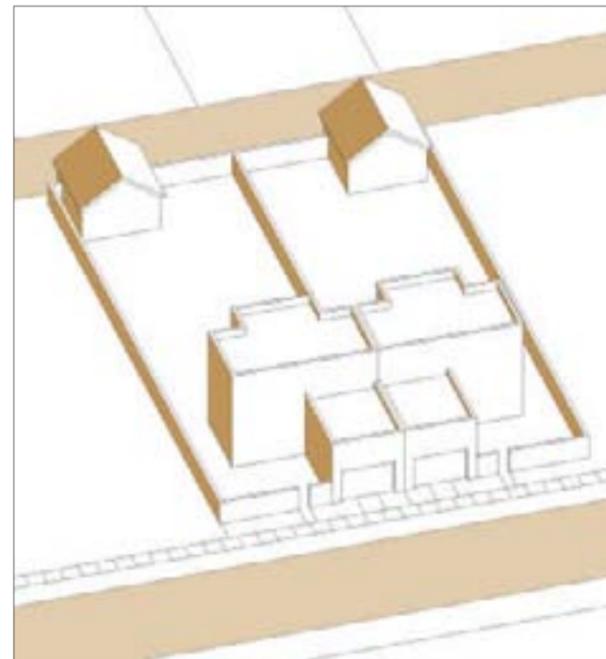


THE CODE

7.7 Live/Work

An integrated residence and working space, occupied and utilized by a single household in a structure, either single-family or multi-family, that has been designed or structurally modified to accommodate joint residential occupancy and work activity.

- 1: Lot Width**
 - (a) 14 to 50 ft
- 2: Access**
 - (a) Standards
 - i. The main entrance to the ground floor flex space shall be accessed directly from and face the street.
 - ii. The upstairs dwelling shall be accessed by a separate entrance, and by a stair.
 - iii. Garages and services shall be accessed from an alley. This type is not allowed on a lot without an alley.
 - (b) Guidelines
 - N.A.
- 3: Parking**
 - (a) Standards
 - i. Required parking shall be screened from the street.
 - ii. Services, including all utility access, above-ground equipment, and trash containers, shall be located on an alley.
 - (b) Guidelines
 - i. Additional required parking spaces may be enclosed, covered or open.
- 4: Open Space**
 - (a) Standards
 - i. Rear yards shall be no less than 15% of the area of each lot and of a regular geometry (e.g., rectangular).
 - (b) Guidelines
 - i. Front yards are defined by the setback and frontage type requirements of the applicable zone.
- 5: Landscape**
 - (a) Standards
 - i. Landscape shall not obscure front yards on adjacent lots or the storefront of the ground floor flex space. Front yard trees, if provided, shall be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they



Live-Work: Axonometric Diagram

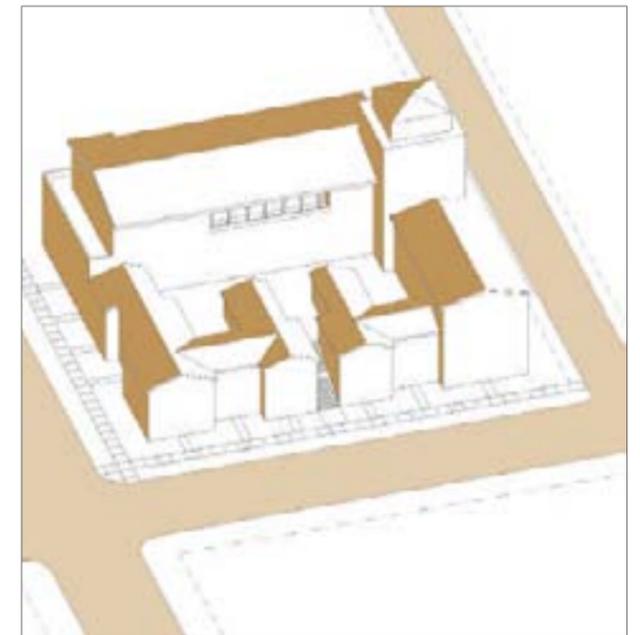


Live-Work: Illustrative Photo

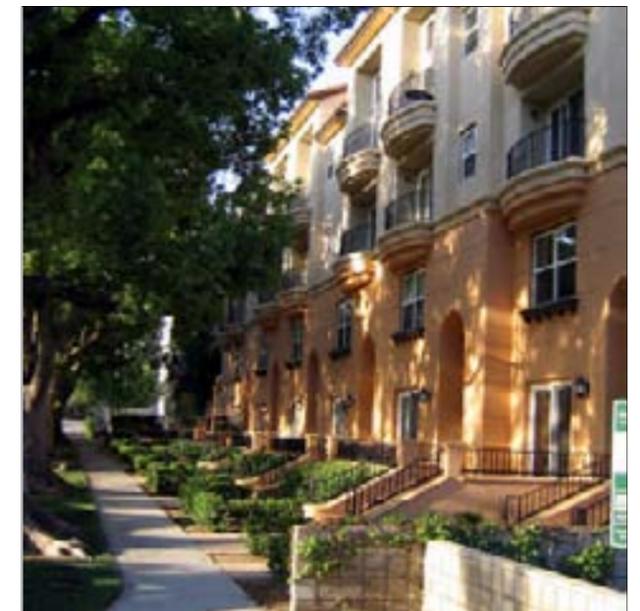
7.7 Podium

A Podium building is defined by the condition that its principal residential level is raised one level above ground. The ground level is typically occupied by parking or commercial uses. Individual units can be designed in a rich variety of types and configurations.

- 1: Lot Width**
 - (a) Minimum: 150 ft
- 2: Access**
 - (a) Standards
 - i. There is always elevator access provided between the garage and podium.
 - ii. At least one exterior stairway accessing the podium level from the street shall be provided for each principal street.
 - iii. If a liner building is located on the ground floor, then the main entrance to each ground floor commercial or residential unit shall be directly from the street.
 - iv. The main entrance to podium level units shall be directly from the courtyard.
 - v. All third-floor and above units shall be accessed via a lobby, an elevator and corridor.
 - vi. Where an alley is present, services, including all utility access and above ground equipment and trash container areas shall be located on the alley.
 - vii. Where an alley is not present, parking and services shall be accessed from the street by side yard driveways flanked by planters, at least 1-foot wide.
 - viii. On a corner lot without access to an alley, parking and services shall be accessed from the side street and services shall be underground and/ or in the side and rear yards.
 - (b) Guidelines
 - i. Access to units, two levels off the podium may be through an open or roofed stair, serving no more than 2 dwellings.
- 3: Parking**
 - (a) Standards
 - i. Required parking shall be in a completely concealed garage. If the garage is on the ground, then it shall be lined by a commercial or residential building.
 - ii. Where an alley is present, parking shall be accessed through the alley and services through the alley and side yards.
 - iii. Where an alley is not present, services shall be located in compliance with the setback requirements of the applicable zone.
 - (b) Guidelines
 - i. Parking entrances to garages and/or driveways shall be



Podium: Axonometric Diagram



Podium: Illustrative Photo

- may be of house scale (no more than 1.5 times the height of the house at maturity).
- ii. At least one large tree shall be provided in each rear yard for shade and privacy.

- (b) Guidelines
N.A.

6: Frontage

- (a) Standards
 - i. Each livework unit shall be designed so that living areas (e.g., living room, family room, dining room, etc.), rather than sleeping and service rooms, are oriented toward the fronting street and/or to the courtyard.
 - ii. The applicable frontage requirements apply per Section 7.6

- (b) Guidelines
 - i. Frontage types that provide a transition from public to private, indoor to outdoor at the main entrance to each dwelling are required. Storefronts, dooryards and stoops are preferred types.
 - ii. See the requirements of the applicable zone for allowed encroachments into required setbacks.

7: Building Size and Massing

- (a) Standards
 - i. Buildings shall be composed of 2- and/or 3-story volumes in compliance with the regulations for the applicable zone.
 - ii. Buildings on corner lots shall be designed with two front facades.

- (b) Guidelines
N.A.

8: Accessory Dwellings

Not allowed



Live-Work: Illustrative Photo



Live-Work: Illustrative Photo

located as close as possible to the side or rear of each lot.

4: Open Space

- (a) Standards
 - i. Podium buildings shall be designed to provide a central courtyard and/or partial, multiple, separated or interconnected courtyards of a size of at least 15% of their lot.
 - ii. In a project with multiple courtyards, at least two of the courtyards shall conform to the patterns below.
 - iii. Minimum courtyard dimensions shall be 45 feet when the long axis of the courtyard is oriented East/West and 40 feet when the courtyard is oriented North/South.
 - iv. In these courtyards, the frontages and architectural projections allowed within each urban zone are permitted on two sides of 45 foot wide courtyards and on one side of 40-foot wide courtyards.
 - v. Courtyards shall be connected to each other and to the public way by zaguans or paseos.

(b) Guidelines

- i. Private patios may be provided at side yards, rear yards and/or courtyards.

5: Landscape

- (a) Standards
 - i. Landscape shall not obscure front yards on adjacent lots or the store front of any flex space. Front yard trees, if provided, shall be of 3/4 building scale. (not to exceed three stories at maturity)
 - ii. At least one large tree shall be provided in each rear yard for shade and privacy.
 - iii. At least one large tree planted directly in the ground shall be provided in at least one courtyard for shade, privacy and scale.

(b) Guidelines

- i. Side yard trees may be placed to protect privacy from neighbors.
- ii. Courtyards should be designed as inviting outdoor rooms for social interaction.

6: Frontage

- (a) Standards
 - i. On direct access units, entrance doors, living space (e.g., living rooms and dining rooms) shall be oriented toward the courtyard(s) and the fronting street to the degree possible. Service rooms shall be oriented backing to sideyards, service yards and rear yards to the degree possible.
 - ii. Frontage types are required that provide a transition from public to private, indoor to outdoor space at the entrance to each dwelling. Porches, towers, loggias, dooryards, entry stairs and stoops, gal

- leries and arcades are allowed.
- iii. Stoops up to 3 feet in height and dooryards up to 2 feet in height may be placed on the podium, provided that they are landscaped and scaled to the street and building.
- iv. The applicable frontage requirements apply per Section 7.6.

(b) Guidelines

- i. See the requirements of the applicable zone for allowed encroachments into required setbacks.

7: Building Size and Massing

- (a) Standards
 - i. Buildings shall be composed of two to five story masses, designed to house scale, and not necessarily representing a single dwelling.
 - ii. Three, four, and five story buildings shall be composed in part of single- and/or double-loaded, stacked dwellings. In the case, of single-loaded corridors, the visibility of elevators and of exterior corridors at the third story shall be minimized by incorporation into the mass of the building.

(b) Guidelines

- i. Buildings may contain any of four combinations of units: flats, flats over flats, town houses, and townhouses over flats.
- ii. Dwellings may be as repetitive or unique as deemed by individual designs.
- iii. Buildings should be setback at the fourth level, a minimum of 12' from the edge of the courtyard.

8: Accessory Dwellings

Not allowed

THE CODE

7.7 Commercial Block

A building designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors also configured for those uses or for residences.

1: Lot Width

- (a) Minimum: 25 ft

2: Access

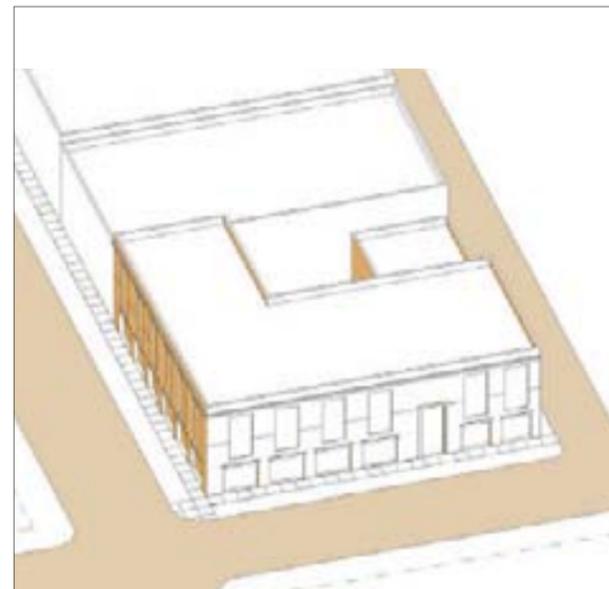
- (a) Standards
 - i. The main entrance to each ground floor commercial or residential storefront is directly from the street.
 - ii. Entrance to the residential portions of the building is through a street level lobby, or through a podium lobby accessible from the street or through a side yard.
 - iii. Interior circulation to each dwelling is through a corridor.
 - iv. Where an alley is present, parking may be accessed through the alley.
 - v. For corner lots without access to an alley, parking is accessed from the side street through the building.
 - vi. Where an alley is not present, parking is accessed from the street through the building.
- (b) Guidelines
 - i. Elevator access should be provided between the garage, and every one of the levels of the building.

3: Parking

- (a) Standards
 - i. Required parking is accommodated in an underground garage, surface parking, tuck under parking, or a combination of any of the above.
 - ii. Dwellings have indirect access to their parking stall(s).
 - iii. Services, including all utility access and above ground equipment and trash are located on alleys.
 - iv. Where alleys don't exist, utility access, above ground equipment and trash are located as provided under the urban regulations for each zone.
- (b) Guidelines
 - i. Parking entrances to subterranean garages and/or driveways are located as close as possible to the side or rear of each lot.

4: Open Space

- (a) Standards
 - i. The primary shared open space is the rear yard designed as a courtyard. Courtyards can be located on the ground or on a podium. Side yards may also be formed to provide outdoor patios connected to ground floor commercial uses.
 - ii. Minimum courtyard dimension shall be 40 feet



Commercial Block: Axonometric Diagram



Commercial Block: Illustrative Photo



Commercial Block: Illustrative Photo

7.7 Liner

A building that conceals a larger building such as a public garage that is designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors also configured for those uses or for residences.

1: Lot Width

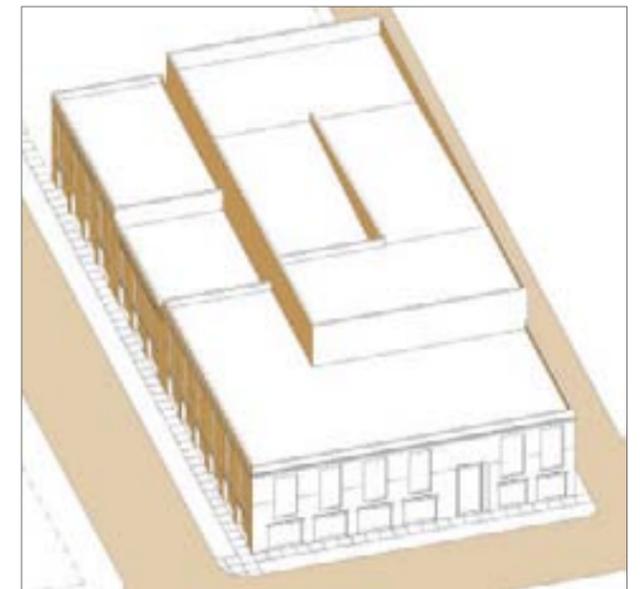
- (a) Minimum: 125 ft

2: Access

- (a) Standards
 - i. The main entrance to each ground floor commercial or residential storefront is directly from the street.
 - ii. Entrance to the residential portions of the building is through a street level lobby, or through a podium lobby accessible from the street or through a side yard.
 - iii. Interior circulation to each dwelling is through a corridor.
 - iv. For corner lots without access to an alley, parking is accessed from the side street through the building.
 - v. Where an alley is not present, parking is accessed from the street through the building.
- (b) Guidelines
 - i. Elevator access should be provided between the garage, and every one of the levels of the building.
 - ii. Where an alley is present, parking may be accessed through the alley.

3: Parking

- (a) Standards
 - i. Required parking is accommodated in an underground or above-grade garage, tuck under parking, or a combination of any of the above.
 - ii. Dwellings have indirect access to their parking stall(s).
 - iii. Services, including all utility access and above ground equipment and trash are located on alleys.
 - iv. Where alleys don't exist, utility access, above ground equipment and trash are located as provided under the urban regulations for each zone.
- (b) Guidelines
 - i. Parking entrances to subterranean garages and/or driveways are located as close as possible to the side or rear of each lot.



High-Rise: Axonometric Diagram



High-Rise: Illustrative Photo

when the long axis of the courtyard is oriented EW and 30 feet for a NS orientation. Under no circumstances will a courtyard be of a proportion of less than 1:1 between its width and height.

- iii. In 40 foot wide courtyards, frontages and architectural projections allowed within each urban zone are permitted on two sides of the courtyard. They are permitted on one side of 30 foot wide courtyards.

(b) Guidelines

- i. Private patios may be provided at side yards and rear yards.

5: Landscape

(a) Standards

- i. In the front yard, there is no landscape, but the streetscape.
- ii. At least one large tree planted directly in the ground shall be provided in the rear yard.
- iii. Courtyards located over garages should be designed to avoid the sensation of forced podium hardscape.

(b) Guidelines

- i. Sideyard trees may be placed to create a particular sense of place.

6: Frontage

(a) Standards

- i. Entrance doors, public rooms, such as living rooms and dining rooms are oriented to the degree possible fronting toward the courtyard(s) and street. Service rooms are oriented to the degree possible backing to corridors.
- ii. The applicable frontage requirements apply per Section 7.6.

(b) Guidelines

- i. Frontage types that provide a transition from public to private, indoor to outdoor at the entrance to commercial ground floor spaces are allowed. Store fronts, arcades and galleries are preferred.

7: Building Size and Massing

(a) Standards

- i. Target height ratios for various commercial blocks are as follows:
1.0 story: 100% 1 story
2.0 stories: 85% 2 stories, 15% 3 stories
3.0 stories: 40% 2 stories, 50% 3 stories, 10% 4 stories
4.0 stories: 30% 2 stories, 40% 3 stories, 20% 4 stories, 10% 5 stories
- ii. Each dwelling may have only one side exposed to the outdoors with direct access to at least a doorway, patio, terrace or balcony.

(b) Guidelines

- i. Buildings may contain any of three types of dwellings: flats, town houses and lofts.
- ii. Dwellings may be as repetitive or unique as deemed by individual designs.
- iii. Buildings may be composed of one dominant volume.



Commercial Block: Illustrative Photo

8: Accessory Dwellings

Not Allowed

4: Open Space

(a) Standards

- i. The primary shared open space is the rear or side yard designed as a courtyard. Courtyards can be located on the ground or on a podium. Side yards may also be formed to provide outdoor patios connected to ground floor commercial uses.
- ii. Minimum courtyard dimension shall be 20 feet when the long axis of the courtyard is oriented EW and 15 feet for a NS orientation. Under no circumstances will a courtyard be of a proportion of less than 1:1 between its width and height.
- iii. In 20 foot wide courtyards, frontages and architectural projections allowed within each urban zone are permitted on two sides of the courtyard. They are permitted on one side of 15 foot wide courtyards.

(b) Guidelines

- i. Private patios may be provided at side yards and rear yards.

5: Landscape

(a) Standards

- i. In the front yard, there is no landscape, but the streetscape.

(b) Guidelines

- i. Courtyards located over garages should be designed to avoid the sensation of forced podium hardscape.

6: Frontage

(a) Standards

- i. Entrance doors, public rooms, such as living rooms and dining rooms are oriented, to the degree possible, fronting toward the courtyard(s) and street. Service rooms are oriented to the degree possible backing to corridors.
- ii. The applicable frontage requirements apply per Section 7.6.

(b) Guidelines

- i. Frontage types that provide a transition from public to private, indoor to outdoor at the entrance to commercial ground floor spaces are allowed. Storefronts, arcades and galleries are preferred.

7: Building Size and Massing

(a) Standards

- i. Target height ratios for various liners are as follows:
1.0 story: 100% 1 story
2.0 stories: 75% 2 stories, 30% 3 stories
3.0 stories: 40% 2 stories, 50% 3 stories, 10% 4 stories

- stories
 - ii. Each dwelling may have only one side exposed to the outdoors with direct access to at least a doorway, patio, terrace or balcony.
- (b) Guidelines
- i. Buildings may contain any of three types of dwellings: flats, town houses and lofts.
 - ii. Dwellings may be as repetitive or unique as deemed by individual designs.
 - iii. Buildings may be composed of one dominant volume.

8: Accessory Dwellings

Not Allowed

THE CODE

7.7 Tower Building

A multi-level building organized around a central core with the first five floors expressed as a Podium building.

1: Lot Width

- (a) Minimum: 200 ft

2: Access

(a) Standards

- i. Entrance to the building is through a street level lobby.
- ii. The entrance to each ground floor is directly from the street every 25 feet at a minimum. The entrance to each podium floor unit is directly from the podium
- iii. Access to all other units is through a lobby, and elevator.
- iv. Interior circulation to each above the third level is through a central corridor.
- v. Where an alley is present, parking may be accessed through the alley.
- vi. Where an alley is not present, parking is accessed from the street through the building.
- vii. For corner lots without access to an alley, parking is accessed from the side street through the building.

(b) Guidelines

- i. Elevator access is provided between the garage, and every one of the levels of the building.

3: Parking

(a) Standards

- i. Required parking shall be in a completely concealed garage. If the garage is partially or wholly on the ground, then it shall be lined by a commercial or residential building.
- ii. Dwellings shall have indirect access to their parking stall(s).
- iii. Services, including all utility access and above ground equipment and trash are located on alleys.
- iv. Where alleys don't exist, utility access, above ground equipment and trash are located as provided under the urban regulations for each zone.

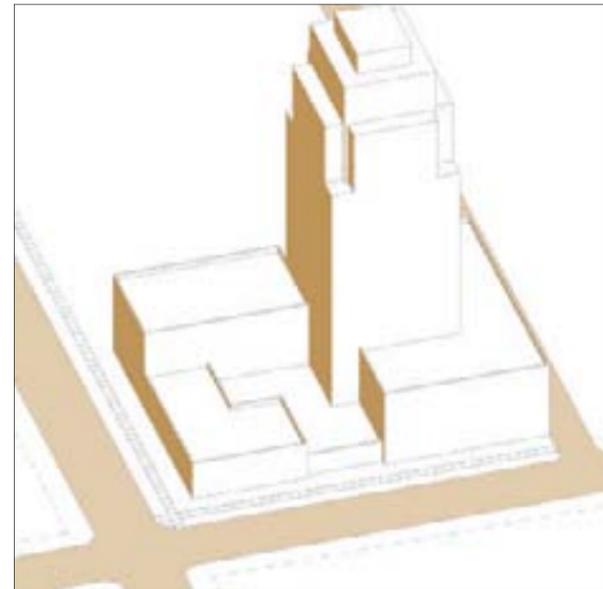
(b) Guidelines

- i. Parking entrances to garages and/ or driveways are located as close as possible to the side or rear of each lot.

4: Open Space

(a) Standards

- i. Tower buildings shall be designed to provide a quadrangle-sized space that shall be located on the ground, on a podium or on a roof garden of a size



Tower Building: Axonometric Diagram



Tower Building: Illustrative Photo

- of at least 20% of their lot.
- ii. Minimum dimensions for such a space shall be 60 feet. Frontages and architectural projections allowed within each urban zone are permitted on the sides of the quad.
- iii. Private patios may be provided at side yards, rear yards and balconies

- (b) Guidelines
N.A.

5: Landscape

- (a) Standards
 - i. A canopy of at least four significant trees shall be planted within each quad.
 - ii. At least one large tree shall be provided in each rear yard for shade and privacy.

- (b) Guidelines
 - i. Side yard trees may be placed to protect the privacy of neighbors.
 - ii. Quads shall be designed as inviting out-door rooms.

6: Frontage

- (a) Standards
 - i. Frontage types are required that provide a transition from public to private, indoor to outdoor at the entrance to each dwelling. Arcades, galleries, towers, loggias and entry stairs are allowed
 - ii. No frontage types may encroach into the required minimum width of a quad.
 - iii. The applicable frontage requirements apply per Section 7.6.

- (b) Guidelines
 - i. See the requirements of the applicable zone for allowed encroachments into required setbacks.

7: Building Size and Massing

- (a) Standards
 - i. Buildings shall be composed of bases and towers. Bases shall be two to five stories, designed to house scale, and not necessarily representing in their massing a single dwelling. Towers shall be composed as bundles of different heights and they shall enrich the skyline of the City.
 - ii. The base relates to the pedestrian scale and connects large buildings such as this to their surroundings.

- (b) Guidelines
 - i. Buildings may contain any of three types of dwellings: flats, town houses and lofts.
 - ii. Dwellings may be as repetitive or unique as deemed by individual designs.

- iii. Buildings may be composed of one dominant volume, flanked by secondary ones.

8: Accessory Dwellings

Not Allowed



Tower Building: Illustrative Photo

THE CODE

6.8 - Code Glossary

A. Purpose

This Section provides definitions of terms and phrases used in this Code that are technical or specialized, or that may not reflect common usage. If any of the definitions in this Section conflict with definitions in the Zoning Code or other provisions of the Biloxi Municipal Code, these definitions shall control for the purposes of this Code. If a word is not defined in this Section, or in other provisions of the City of Biloxi Municipal Code, the Director shall determine the correct definition.

B. Definitions of Specialized Terms and Phrases

Land use type classifications. The land use types listed in Table 5-1 shall be defined as provided in the City's Municipal Zoning Code except for use types that are defined in Subsection B., and identified as "(land use)."

Terms and phrases. As used in this Code, each of the following terms and phrases shall have the meaning ascribed to them in this Section, unless the context in which they are used clearly requires otherwise.

Accessory Dwelling: an apartment not greater than 500 square feet sharing ownership and utility connections with a principal building. An accessory dwelling may or may not be within an outbuilding.

Accessory Structure: a detached building or structure, part of a building or structure, which is incidental or subordinate to the main building, structure or use on the same parcel, without cooking facilities (e.g., storage shed, garage, gazebo).

Allee: a row of trees planted along a Thoroughfare or Pedestrian Walkway.

Alley: a low capacity thoroughfare with one, shared lane and no parking lanes, designed and intended for service and/or secondary access purposes (the rural version of an alley is a 'lane').

Antique or Collectible Store (land use). A retail store that sells antiques, curios, gifts and souvenirs, and collectible items including sports cards and comic books. A store that primarily sells books is included under "General Retail." Does not include stores selling other types of second hand items (e.g., clothing), which are instead included in the definition of "Second Hand Store."

Apartment: a dwelling sharing a building and a lot with other dwellings and/or uses. Apartments may be for rent or for sale as condominiums.

Arcade: see 'Frontage Types'

Architectural Type (also referred to as 'Building Type': a structure defined by the combination of configuration, placement and function.

Bicycle Path: a dedicated area, paved in a variety of materials (e.g., asphalt to decomposed granite) that is non-traversable by vehicles and is often shared with pedestrians.

Bicycle Route: an identified area, usually by white lines, that is part of the vehicular road-

way that allows bicycle use.

Block: the aggregate of private lots, passages, common drives and, lanes, circumscribed by thoroughfares.

Block Face: the aggregate of all the building facades on one side of a block. The block face provides the context for establishing architectural harmony.

Building Function: the uses accommodated by a building and its lot.

Building Height: the vertical extent of a building measured in stories, not including a raised basement or a habitable attic. Height limits do not apply to masts, belfries, clock towers, chimney flues, and similar structures. Building height shall be measured from the average grade of the enfronting Thoroughfare.

Building Placement: the maximum envelope available for placing a building on a lot.

Building Type: (also referred to as 'Architectural Type': a structure defined by the combination of configuration, placement and function. The Types used in this Specific Plan are listed below in the order they appear in the document:

Carriage House: An attached or detached residence which provides complete independent living facilities for one or more persons and which is located or established on the same lot on which a single-family residence is located. Such dwellings may contain permanent provisions for living, sleeping, eating, cooking and sanitation. This definition includes 'granny flats'.

Duplexe, Triplex, and Quadplex: These structures are multiple dwelling forms that are architecturally presented as large single-family houses in their typical neighborhood setting.

Rowhouse: An individual structure occupied by one primary residence or a structure of multiple townhouse unit types arrayed side by side along the primary frontage.

Live/Work: An integrated residence and working space, occupied and utilized by a single household in a structure, either single-family or multi-family, that has been designed or structurally modified to accommodate joint residential occupancy and work activity.

Bungalow Court: a building type consisting of freestanding single-family residences arranged around a common, shared courtyard. The individual buildings are arrayed next to each other to form a share type that is wholly open to the street.

Court: A type consisting of residences that can be arranged in four possible configurations: townhouses, townhouses over flats, flats, and flats over flats. These are arrayed next to each other, on one or more courts, to form a shared type that is partly or wholly open to the street.

Stacked Dwellings: A structure of single-floor residences of similar configuration either above or below.

Commercial Block: A building designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors also configured for those uses or for residences.

Liner: A structure that conceals a larger building such as a public garage that is designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors also configured for those uses or for residences.

Civic: the term defining not-for-profit organizations dedicated to the arts, culture, education, government, transit and municipal parking facilities.

Civic Space: an open area dedicated for public use, typically for community gatherings. Civic Space Types are defined by the combination of certain physical constants defined by the relationship between their intended use, their size, their landscape and their enfronting buildings.

Colonnade: a series of columns similar to an arcade but spanned by straight lintels rather than arches, linked together, usually as an element of a building.

Commercial Recreation Facility - Indoor (land use). Establishments providing indoor amusement and entertainment services for a fee or admission charge, including:

bowling alleys
coin-operated amusement arcades
dance halls, clubs and ballrooms
electronic game arcades (video games, pinball, etc.)
ice skating and roller skating
internet/cyber café
pool and billiard rooms as primary uses

This use does not include adult businesses. Four or more electronic games or coin-operated amusements in any establishment, or a premises where 50 percent or more of the floor area is occupied by amusement devices, are considered an electronic game arcade as described above; three or fewer machines are not considered a land use separate from the primary use of the site.

Commercial Frontage: the non-residential frontage of a building. Non-residential activities subject to city approval are allowed within this space, which must be at least 25 feet in depth. These spaces are limited to the first floor and as such, have different building requirements than upper floors (e.g., large storefront windows, signage, etc.).

Context: the particular combination of elements that create a specific environment. A Context Zone (e.g., D-LP: Downtown-La Plaza) is administratively similar to the land-use zones in conventional zoning ordinances, except that in addition to specifying the building use, density, height and setback, all the relevant elements and characteristics of the intended environment are integrated. The integration includes the characteristics of the private lot and building as well as those of the enfronting public streetscape. Their combination and the ratio of natural-urban intensity is determined by their location on the Transect.

Curb: the edge of the vehicular pavement detailed as a raised curb or a swale. The curb usually incorporates the drainage system.

Density: the number of dwelling units within a standard measure of land area, usually as units per acre.

Design Speed: the velocity at which a Thoroughfare can be comfortably driven without the constraints of signage or enforcement. there are 4 ranges of speed: Very Low: below

20mph, Low: 20-25mph, Moderate: 25-35mph and High: above 35mph. This factor determines the character and context for a particular segment of the Thoroughfare system.

Developable Areas: those areas of a site that are not designated Open Space.

Dooryard: see ‘Frontage Types’

Driveway: a vehicular lane within a lot, usually leading to a garage. A Driveway may be used for parking, providing that it is no more than 18 feet wide.

Dwelling, Multi-Family (land use). See the descriptions of building types in Section 5.3.010 (Architectural Types).

Edgeyard Building: a building that occupies the center of its lot with setbacks on all sides. This is the least urban of types as the front yard sets it back from the frontage, while each of the side yards weakens the spatial definition of the public thoroughfare space. The front yard is intended to be visually continuous with the yards of adjacent buildings. The rear yard can be secured for privacy by fences/walls and a well-placed outbuilding/garage.

Elevation (Building): the exterior walls of a building not along a frontage. Also referred to as ‘Facade’ when the elevation is along a frontage line.

Enfront: the placement of an element along a frontage line, as in "arches enfront the street."

Entrance (Principal): the principal point of access of pedestrians to a building. In the support of pedestrian activity, the Principal Entrance should give to the frontage rather than to the parking.

Fabric Building: A building which is not civic or otherwise especially important in the overall neighborhood of blocks and buildings. A building which contributes to the forming of public space by being contextual so that civic and institutional buildings are emphasized.

Facade: the exterior wall of a building that is set along a frontage line. Facades support the public realm and are subject to frontage requirements additional to those required of elevations.

Forecourt: see ‘Frontage Types’

Frontage Line: those lot lines that coincide with a public frontage line. One shall be designated as the Principal Frontage Line. Facades along Frontage Lines define the public realm and are therefore more highly regulated than the elevations that coincide with other lot lines.

Frontage Type: the architectural element of a building between the public right-of-way and the private property associated with the building. Frontage Types combined with the public realm create the perceptible streetscape. The following types are listed as they appear in this code:

Frontyard / Porch: a common frontage associated with single family houses, where the facade is set back from the right of way with a front yard. An encroaching porch may also be appended to the facade. A fence or wall at the property line may be used to define the private space of the yard. The front yard may also be raised from the sidewalk, creating a small retaining wall at the property line with entry steps to the yard.

Stoop / Dooryard: an elevated entry porche/stair placed close to the frontage line with the ground story elevated from the sidewalk, securing privacy for the windows and front rooms. This type is suitable for ground-floor residential uses with short setbacks. This type may be interspersed with the shopfront frontage type. A porch or shed roof may also cover the stoop.

Forecourt: a semi-public exterior space partially surrounded by a building and also opening to a thoroughfare. These spaces usually lead to a Court, which is a private exterior space. It is often used as a vehicular entrance or drop-off, and its landscape may be improved with paving.

Storefront: a facade placed at or close to the right-of-way line, with the entrance at sidewalk grade. This type is conventional for retail frontage and is commonly equipped with cantilevered shed roof(s) or awning(s). Recessed storefronts are also acceptable. The absence of a raised ground floor precludes residential use on the ground floor facing the street, although such use is appropriate above.

Gallery: a storefront with an attached colonnade, that projects over the sidewalk and encroaches into the public right of way. This frontage type is ideal for retail use but only when the sidewalk is fully absorbed within the colonnade so that a pedestrian cannot bypass it.

Arcade: a facade with an attached colonnade, that is covered by upper stories. This type is ideal for retail use, but only when the sidewalk is fully absorbed within the arcade so that a pedestrian cannot bypass it. For Building Code considerations, this frontage type cannot cover the public r.o.w. as can the Gallery frontage type.

Gallery: see ‘Frontage Types’

General Retail (land use): Stores and shops selling many lines of merchandise. Examples of these stores and lines of merchandise include:

art galleries, retail
art supplies, including framing services
bicycles
books, magazines, and newspapers
cameras and photographic supplies
clothing, shoes, and accessories
department stores
drug stores and pharmacies
dry goods
fabrics and sewing supplies
florists and houseplant stores (indoor sales only outdoor sales are "Building and Landscape Materials Sales")
hobby materials
jewelry
luggage and leather goods
musical instruments (small), parts and accessories (large instruments are under "Furniture, Furnishings, and Appliance Store")
orthopedic supplies
small wares
specialty shops
sporting goods and equipment
stationery
toys and games
variety stores
videos, DVDs, records, CDs, including rental stores

Does not include adult businesses, antique or collectible stores, furniture and appliance stores, or second hand stores, which are separately defined.

Infill Development: a site seamlessly developed within an existing urban fabric, balancing, completing and/or repairing the surrounding areas.

Inside Turning Radius: the curved edge of a Thoroughfare at an intersection, measured at the inside edge of vehicular tracking. The smaller the Turning Radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn. Control of the Curb Radius is an important variable in the fostering of a pedestrian-friendly environment.

Layer: a range of depth of a lot within which certain elements are permitted.

Liquor Store (land use). A retail store that primarily sells wine, beer, and/or spirits, that may specialize in one or more of the above, and may also sell convenience merchandise including food products.Lot: a separately platted subdivision of land held privately, usually intended for the purposes of building.

Lot Line: the boundary that legally and geometrically demarcates a lot. Such lines appear graphically on a Tract Map or Development Permit Site Plan

Lot Width: the length of the Principal Frontage Line.

Medical Services - Clinic, Urgent Care (land use). A facility other than a hospital where medical, mental health, surgical and other personal health services are provided on an outpatient basis. Examples of these uses include:

medical offices with five or more licensed practitioners and/or medical specialties
out-patient care facilities
urgent care facilities
other allied health services

These facilities may also include incidental medical laboratories. Counseling services by other than medical doctors or psychiatrists are included under "Offices - Professional/Administrative."

Medical Services - Doctor Office (land use). A facility other than a hospital where medical, dental, mental health, surgical, and/or other personal health care services are provided on an outpatient basis, and that accommodates no more than four licensed primary practitioners (for example, chiropractors, medical doctors, psychiatrists, etc., other than nursing staff) within an individual office suite. A facility with five or more licensed practitioners is instead classified under "Medical Services - Clinic, Urgent Care." Counseling services by other than medical doctors or psychiatrists are included under "Offices - Professional / Administrative."

Medical Services - Extended Care (land use). Residential facilities providing nursing and health-related care as a primary use with in-patient beds. Examples of these uses include: board and care homes; convalescent and rest homes; extended care facilities; and skilled nursing facilities. Long-term personal care facilities that do not emphasize medical treatment are included under "Residential Care."

Meeting Hall: a building accommodating at least one room with an area equivalent to a minimum of 10 square feet per projected dwelling unit within the pedestrian shed in which the meeting hall is located.

Neighborhood Market/Convenience Store (land use). A neighborhood serving retail store of 2,500 square feet or less in gross floor area, which carries a range of merchandise ori-

THE CODE

ented to daily convenience shopping needs. May include alcoholic beverage sales only where Section _____ (Allowed Land Uses, Permit Requirements) allows alcoholic beverage sales as part of a general retail use

Net Developable Area: the private area defined by blocks which is not to remain for public uses such as Plazas, Greens, Squares, Thoroughfares or Streetscapes.

Office (land use). This Code distinguishes between the following types of offices. These do not include medical offices (see "Medical Service - Clinic, Laboratory, Urgent Care," and "Medical Service - Doctor Office.")

1. Business, Service. Establishments providing direct services to consumers. Examples of these uses include employment agencies, insurance agent offices, real estate offices, travel agencies, utility company offices, elected official satellite offices, etc. This use does not include "Bank, Financial Services," which are separately defined.

2. Processing. Office-type facilities characterized by high employee densities, and occupied by businesses engaged in information processing, and other computer-dependent and/or telecommunications-based activities. Examples of these uses include:

- airline, lodging chain, and rental car company reservation centers
- computer software and hardware design and development
- consumer credit reporting
- data processing services
- health management organization (HMO) offices where no medical services are provided
- insurance claim processing
- mail order and electronic commerce transaction processing
- telecommunications facility design and management
- telemarketing

3. Professional/Administrative. Office-type facilities occupied by businesses that provide professional services, or are engaged in the production of intellectual property. Examples of these uses include:

- accounting, auditing and bookkeeping services
- advertising agencies
- attorneys
- business associations, chambers of commerce
- commercial art and design services
- construction contractors (office facilities only)
- counseling services
- court reporting services
- detective agencies and similar services
- design services including architecture, engineering, landscape architecture, urban planning
- educational, scientific and research organizations
- financial management and investment counseling
- literary and talent agencies
- management and public relations services
- media postproduction services
- news services
- photographers and photography studios
- political campaign headquarters
- psychologists
- secretarial, stenographic, word processing, and temporary clerical employee services
- security and commodity brokers
- writers and artists offices

Open Space Types: the various types of open space ranging from the regionall-oriented to those types oriented at the level of the block. The following types are listed as they appear in this code:

Nature: An interacting process, responsive to laws constituting a value system, offering intrinsic opportunities and limitations to human uses.

Creek: A collective drainage that serves as an interim, open storm water conductor to a larger drainage such as a river or lake. Creeks are stabilized by indigenous, riparian trees, shrubs and ground covers at its edges.

Plaza: An open space that is available for civic purposes and commercial activities. A plaza is spatially defined by building frontages and normally has a floor of pavement. Plazas should be located at the intersection of important streets and they frequently enfront civic buildings. Size is flexible depending on block size and location but seldom exceeds 2 acres.

Green: An open space available for informal active and passive recreation. A green may be spatially defined by ground plane landscape and informal trees rather than buildings. Minimum size of a green may be 1/2 acre and a maximum size of 10-15 acres. A green is the least formal of urban open spaces

Square: An open space available for unstructured recreation and civic purposes. A square is spatially defined by building frontages and its landscape shall consist of pathways, lawns and trees. Trees are normally formally aligned in Bosque's or Allee's. Squares have a wider array of passive and recreational opportunities than greens.

Tot Lot: An open space designed and equipped specifically for the recreation of children. A tot lot may be fenced and may include an open shelter. Tot lots should be interspersed within residential areas and may be placed within a block.

Outbuilding: an ancillary building (e.g., garage, storage area, crafts space, etc.), usually located towards the rear of the same lot as the principal building. It is sometimes connected to the principal building and sometimes occurs as a separate building (also known as an 'Accessory Structure').

"Park-Once" (Shared Parking Policy): an accounting for parking spaces that are available to more than one function. The requirement is based on a range of parking-demand found in mature, mixed-use centers (1.4 to 2.5 spaces per 1000 square feet of non-residential floor area). The Shared Parking ratio varies according to multiple functions in close proximity unlikely to require the spaces at the same time.

Pedestrian First: the practice of addressing the needs of people, once out of their automobiles, through a series of interdependent urban design and streetscape principles (e.g., wide sidewalks, street trees and shade, on-street parking, outdoor dining, inviting storefronts, the feeling of being in an 'outdoor room', short crosswalk distances, interconnected and short blocks).

Pedestrian Shed: an area defined by the average distance that may be traversed at an easy pace from its Edge to its Center in approximately 5 minutes. This distance is used to determine the size of a Neighborhood. This dimension averages one quarter of a mile or approximately 1400 feet for generally flat terrain.

Personal Services (land use). Establishments providing non-medical services to individuals as a primary use. Examples of these uses include:

- barber and beauty shops
- clothing rental
- dry cleaning pick-up stores with limited equipment
- home electronics and small appliance repair
- laundromats (self-service laundries)
- locksmiths
- massage (licensed, therapeutic, non-sexual)
- pet grooming with no boarding
- shoe repair shops
- tailors
- tanning salons

These uses may also include accessory retail sales of products related to the services provided.

Personal Services - Restricted (land use). Personal services that may tend to have a blighting and/or deteriorating effect upon surrounding areas and which may need to be dispersed to minimize their adverse impacts. Examples of these uses include:

- check cashing stores
- fortune tellers
- palm and card readers
- pawnshops
- psychics
- spas and hot tubs for hourly rental
- tattoo and body piercing services

Planter: the layer of the streetscape which accommodates street trees. Planters may be continuous or individual according to the Thoroughfare and location within the neighborhood.

Porch: see 'Frontage Types'

Principal Building: the main building on a lot, always located toward the frontage.

Principal Frontage: the frontage of a parcel which is used to identify the parcel for street address purposes.

Private Frontage: the privately held layer between the frontage line and the principal building facade. The structures and landscaping within are held to specific standards. The variables of Private Frontage are the depth of the setback and the combination of architectural elements such as fences, stoops, porches and galleries. These elements influenced social behavior in the public realm. The Frontage layer may overlap the public streetscape in the case of awnings, galleries and arcades.

Public Frontage: the area between the frontage line and the curb of the vehicular lanes, and the type and dimension of curbs, walks, planters, street trees and streetlights.

Rearyard Building: a building that occupies the full frontage, leaving the rear of the lot as the sole yard. This type, with its continuous facade, steadily defines the public thoroughfare. The rear elevations may be articulated for functional purposes. In its residential form, this type is the RowHouse. For its commercial form, the RearYard can accommodate substantial parking.

Recess Line: a horizontal line, the full width of a facade, above which the facade sets back a minimum distance from the facade below.

Residential: premises available for long-term dwelling.

Retail: premises available for the sale of merchandise and food service.

Retail Frontage Line: Frontage Line designating the requirement for a shopfront, making the ground level available for retail use. This applies to the UC Zone only.

Setback: the area of a lot measured from a lot line to a building facade or elevation that must be maintained clear of permanent structures excepting galleries, fences, garden walls, arcades, porches, stoops, balconies, bay windows, terraces and decks (that align with the first floor level) which are permitted to encroach into the Setback.

Storefront: see 'Frontage Types'

Sideward Building: a building that occupies one side of the lot with the setback to the other side. The visual opening of the side yard on the street frontage causes this building type to appear freestanding. A shallow frontage setback defines a more urban condition. If the adjacent building is similar with a blank party wall, the yard can be quite private. This type permits systematic climactic orientation in response to the sun or the breeze.

Sidewalk: the paved layer of the public frontage dedicated exclusively to pedestrian activity.

Stoop: see 'Frontage Types'

Story: a habitable level within a building of no more than 14 feet in height from finished floor to finished ceiling. Attics and raised basements are not considered a story for the purposes of determining building height.

Streetscape: the urban element that provides the major part of the public realm as well as paved lanes for vehicles. A streetscape is endowed with two attributes: capacity and context. Capacity is the number of vehicles that can move safely through a segment within a given time period. It is physically manifested by the number of lanes and their width, and by the curb radius. Context is physically manifested by the appropriate Frontage types as determined by the Neighborhood Zone in which it is located and in the corresponding portion of the Public Realm Plan.

Streetwall: an opaque, freestanding wall built along the Frontage Line, or coplanar with the facade, often for the purpose of masking a parking lot from the adjacent Thoroughfare. Streetwalls shall be between 3.5 and 8 feet in height, and constructed of a material matching the adjacent building facade. The wall may be replaced by a hedge, subject to City Approval. Streetwalls may have openings no larger than necessary to allow automobile and pedestrian access.

Terrace: a level, paved area accessible directly from a building as its extension. A terrace is typically private and is most common as a RearYard in single-family development.

Thoroughfare: a vehicular way incorporating moving lanes and parking lanes (except alleys/lanes which have no parking lanes) within a right-of-way.

Thoroughfare Types: the three principal movement-types of thoroughfares that comprise

an interconnected, varied and hierarchical network:

Free Flow: a thoroughfare which has dedicated, striped lanes of travel and tends to be a more highly traveled thoroughfare. Typical speeds are up to 55 mph.

Slow Flow: a thoroughfare, of moderate capacity (shorter in length than a free flow street) which does not have striped, dedicated (not striped) lanes of travel but has enough width for cars to pass each other comfortably but at a slow speed. Typical speeds are up to 20 mph

Yield Flow: a thoroughfare of low capacity, shortest in length, and of a type where a single travel lane is shared by cars in both directions. Typical speeds are up to 15 mph.

Traffic Calming: a set of techniques which serves to reduce the speed of traffic. Such strategies include lane-narrowing, on-street parking, chicanes, yield points, sidewalk bulge-outs, speed bumps, surface variations, midblock deflections, and visual clues. Traffic calming is a retrofit technique unnecessary when thoroughfares are correctly designed for the appropriate speed at initial construction.

Transect: a system of classification deploying the conceptual range of 'rural-to-urban' to arrange in useful order, the typical context groupings of natural and urban areas. This gradient, when rationalized and subdivided into zones becomes the basis of the Regulating Plan and the 5 zones supporting this Plan.

Transit-Oriented Development: a remedial pattern that within a loose urbanized area, its structure creates nodes at an efficient spacing for light rail. These nodes are mixed-use areas limited in extent by walking distance to the transit stop. These nodes are usually surrounded by a residential hinterland, structured as neighborhood TOD's connected by a feeder bus system.

Transition Line: a horizontal line, the full width of a facade expressed by a material change or by a continuous horizontal articulation such as a cornice or a balcony.

Type: a form determined by function and confirmed by culture. A Type is physically defined by its function, its disposition on the lot and its configuration, including frontage and height.

Vernacular: the common language of a region, particularly in reference to the architectural tectonics. Through time and use, the vernacular has intrinsically resolved the architectural response to climate, construction technique, and to some extent, social mores.

Yard: a private area that adjoins or surrounds a building, its landscape subject to the landscape requirements.

Zaguan: a pedestrian passage between courts of one to two rooms in depth and one story in height.