



Staff Report

Rezoning

Case #: Z-2016-05-00022

Attachments:

Staff Report, Letters, Comprehensive Master Plan Info, Photos, Legal Description, Application, Property Information Sheet, Zoning Map, Aerial Map

Zoning Commission Public Hearing: Thursday, June 2, 2016

City Council Introduction: Tuesday, June 14, 2016

City Council Final: Tuesday, June 28, 2016

City Council Request (Ordinance):

Introduction of an Ordinance to approve rezoning request by Charles Street LLC to rezone 507 & 509 W. Charles St. (100'x150') from RS-11 to RS-3; Hyer-Cate Overlay (Z-2016-05-00022) recommend approval 2-1 with the understanding any subdivision request will be brought to the Planning Commission for approval (Josh Taylor)

Site Information:

Location (Address): 507 W Charles St (2 lots)

Council District: City Council District 2

Existing Zoning: RS-11

Future Land Use: Low Density Residential

Existing Land Use: Undeveloped

Site Description:

Property sits on the center of the block being 2 50' lots. One has a single family house, other is undeveloped. Also has a large oak tree close to the front of the lot.

Adjacent Land Use and Zoning:

<u>Direction:</u>	<u>Land Use/Zoning:</u>
North	Single Family/RS-11 (across Charles_
South	Undeveloped/MX-N
West	Single Family\RS-11 (across Hazel)
East	Church/MX-N (across Spruce)

Additional Information:

For: Joe Stayton (510 W. Charles St), Matt Sandifer (408 W. Charles), Raymond Pierce (611 W. Charles & 711 W. Thomas)

Against: Nancy Coleman (504 W. Church), Hall Starns (601 W. Charles St), Martie Fellom (203 N. Spruce), Anne Alford (700 W. Church). Linda and Kenneth Ross (Per Email), Janet Davis (per email)

In Attendance: Courtney Newton (602 W. Thomas), Margaret Gonzales (500 W. Church), Monte Guidry (200 S. General Pershing), Tom & Donna Anderson (Church 706 E. Charles), Dorothy Purser, Jason Hood.

Findings:

- Will this diminish the value of the surrounding properties?
- Will this alter the essential character of the neighborhood?
- Will granting this request be detrimental to the public welfare?
 - Light and air?
 - Traffic congestion or hazard?
 - Overburden existing drainage and utilities?
 - Emissions of odors, fumes, gasses, dust, smoke?
 - Noise and vibrations?

Public Hearing:

For: Paul Murphy, Brett Gasaway (Owners)

Against:

Commission Recommendation:

Motion: Stanley Young recommded approval to rezone from RS -11 to RS-3 with the understanding any subdivision request come to the Planning Commission for approval

For: Stanley Young, Jimmy Meyer

Against: William Travis

Abstain:

Absent: Sam McClugage

Ordinance to Read:

WHEREAS, on June 2, 2016 the Hammond Zoning Commission held a public hearing on a rezoning request by Charles Street LLC to rezone 507 & 509 W. Charles St. (100'x150') from RS-11 to RS-3; Hyer-Cate Overlay (Z-2016-05-00022);

WHEREAS, the Zoning Commission recommends approval to rezone from RS -11 to RS-3 with the understanding any subdivision request will be brought to the Planning Commission for approval has been forwarded to the Hammond City Council .

NOW, THEREFORE, BE IT ORDAINED, that the City Council of Hammond, Louisiana hereby approves the rezoning request by Charles Street LLC to rezone 507 & 509 W. Charles St. (100'x150') Hyer-Cate Overlay from RS-11 to RS-3 with the understanding any subdivision request will be brought to the Planning Commission for approval . (Z-2016-05-00022).

From: Josh Taylor, City Planner _____



WFG National Title Insurance Company
a Wellstar Financial Group Company

SCHEDULE A
ALTA OWNER'S POLICY WITH LOUISIANA MODIFICATIONS

Name and Address of Title Insurance Company: WFG National Title Insurance Company, 340 Oswego Pointe Drive, Suite 100, Lake Oswego, OR 97034
File No.: **15-847** Policy No.: **3167822-01913779**
Address Reference: **109 N. Spruce Street, Hammond, LA 70401** Premium: **\$1,917.70**
Amount of Insurance: **\$405,000.00**
Date of Policy: **September 2, 2015 @ 3:14PM**

1. Name of Insured:
Charles Street, LLC, A Limited Liability Company
2. The estate or interest in the Land that is insured by this policy is: **FEE SIMPLE**
3. Title to the estate or interest in the land is vested in:
Charles Street, LLC, A Limited Liability Company

* 4. The Land referred to in this policy is described as follows:
PARCEL 1
One certain lot pr parcel of ground together with all buildings and improvements thereon, and all of the rights, ways, privileges, servitudes, and advantages thereunto belonging or in anywise appertaining, being the East 1/3 of the NW 1/4 of Sq. 125 of the Cate Addition to the City of Hammond, Tangipahoa Parish, Louisiana, being a parcel of ground fronting 50 feet on West Charles and running back a depth of 150 feet between equal and parallel lines as per plat of survey of Gilbert Sullivan, Registered Land Surveyor, dated November 29, 1979.

Being the same property acquired by Vendors herein by Judgment of Possession in the Succession of John S. Mashburn, Probate Docket No. 2000-030326, 21st JDC, Tangipahoa Parish, dated September 19, 2006, recorded at COB 1392, Page 157, official records of Tangipahoa Parish, Louisiana;

Municipal Address: 507 West Charles Street, Hammond, LA 70401

AND

* **PARCEL 2**
One Lot measuring Fifty feet (50') by One Hundred Fifty Feet (150'), being the center one-third of the Northwest 1/4 of Sq 125 of the Cate Addition to the City of Hammond, Louisiana, fronting Fifty Feet (50') on Charles Street, by a depth of One Hundred Fifty (150') feet between equal and parallel lines. As per survey of Ansil M. Bickford, Land Surveyor, dated August 25, 1970.

Being the same property acquired by Vendors herein from Mrs. Sadie Pugh by Cash Sale dated December 23, 1976 and recorded at COB 429, Page 676, official records of Tangipahoa Parish, Louisiana;

Municipal Address: 509 West Charles Street, Hammond, LA 70401

AND

PARCEL 3
One Lot measuring One Hundred Fifty (150') Feet by One Hundred Fifty Feet (150'), being the Northeast 1/4 of Sq 125 of the Cate Addition to the City of Hammond, Louisiana, fronting One Hundred Fifty Feet (150') on Charles Street, by a depth and front of One Hundred Fifty Feet (150') on Spruce Street.

Being the same property acquired by Vendors herein from Mrs. Sadie Pugh by Cash Sale dated December 23, 1976 and recorded at COB 429, Page 676, official records of Tangipahoa Parish, Louisiana;

Municipal Address: 109 North Spruce Street, Hammond, LA 70401

By: Northshore Title, LLC


Authorized Signatory

A VISION FOR THE CITY OF HAMMOND

Through the community workshop process and meetings with public and city officials the community arrived at a series of goals to guide future development and public policy in Hammond. The vision statement and supportive goals embody the citizenry's vision for the future of their community. The goals summarize the results of the public planning process and promote responsible growth, planning and development. Specific design components and policies for each goal are further described and illustrated throughout the Comprehensive Master Plan elements.

The City of Hammond's vision is to continue its role as an expanding regional hub of economic, transportation, higher education and cultural activity while growing in a sustainable manner that respects our history, enhances our quality of life and creates a stronger, more complete community for all residents while maintaining our City's character and appeal.

The City of Hammond will:

- Ensure that future development preserves and enhances existing neighborhoods; encourages a high-quality mix of uses in a traditional neighborhood form; respects the natural environment and agricultural areas; and discourages sprawl development.
- Encourage sustainable design that enhances and expands the existing community character and identifies Hammond as a special place.
- Provide safe and convenient mobility and support a multi-modal transportation system that provides linkages to neighborhoods, schools and other community facilities and uses; at the same time the city will efficiently provide for and equitably fund quality infrastructure facilities.
- Encourage a variety of good quality, affordable housing choices through preservation, rehabilitation, code enforcement and new development.
- Improve the quality of Hammond's natural resources, by protecting wetlands, native habitat, water and air quality; recognizing that local efforts have local, regional and global effects.
- Identify and foster opportunities for expanded cooperation with the Parish, including intergovernmental and annexation agreements, to manage growth, promote economic development, create gateways that impart a positive image of the city, and form a rational city pattern.
- Provide community services and facilities that meet the physical, educational, economic, and recreational needs of all segments of Hammond's community.

COMMUNITY CONCERNS

PRIORITIZE INFILL IN THE DOWNTOWN AND HISTORIC NEIGHBORHOODS

The City of Hammond and its citizens have worked to revitalize the Downtown and its adjacent historic neighborhoods. Efforts include awarding facade restoration grants, creating design review boards, and creating the Hammond Downtown Development District Authority, which assesses a tax millage solely for use within the District. The Downtown is already an exemplary mixed-use, compact, walkable neighborhood, and the City should make compatible mixed-use infill in the Downtown and outlying neighborhoods a development priority.

CONSERVE EXISTING NEIGHBORHOODS

Hammond's historic, established neighborhoods are built on a connected grid of streets and feature a mix of housing types with a limited amount of neighborhood commercial and civic uses. These neighborhoods support a high quality of life for residents at a low cost in terms of gas mileage, infrastructure, and environmental degradation. Efforts should be made to conserve these neighborhoods and their unique character while encouraging high-quality, compatible infill development.

GROW AROUND PLANNED TRANSIT LINES

As Hammond grows as a satellite community of New Orleans and Baton Rouge, the viability of commuter rail will increase. It currently takes two days to travel to New Orleans and back by train. A commuter rail stop in Downtown, as well as potential additional stops near I-12 and I-55 could serve as impetus for transit-oriented development that is walkable and well connected by rail. This will reduce dependence on automobiles while still affording Hammond's unique, small-town way of life. Should commuter rail grow in use, an increase in local transit service will be needed. A planned loop of frequent buses, trolleys, or streetcars will allow for convenient circulation within Hammond without the need of a car. Future development should be prioritized around these local transit stops, in a manner that is mixed-use and walkable, to reduce automobile dependence in those locations.

GROW COMPLETE, COMPACT, WALKABLE NEIGHBORHOODS IN AND AROUND HAMMOND

Hammond's Downtown and adjacent historic neighborhoods are great examples of complete, compact, walkable neighborhoods. Future development in Hammond should look to the Downtown and historic neighborhoods for cues as to how to build in complete, walkable neighborhood increments, with a mix of housing types and land uses on an interconnected, walkable street network. In time, these walkable neighborhood units can be connected by local transit.

AMEND DEVELOPMENT REGULATIONS TO ACHIEVE DESIRED DEVELOPMENT PATTERNS

Particular locations in Hammond should be identified as higher-density, mixed-use areas in order to allow for commercial growth that is walkable, transit-served, and connected to the community, rather than spread thinly along automobile-oriented corridors leading to the interstates. Some areas identified by the community for higher-density mixed use development include: the Hammond Square area, the intersection of University Ave and Morrison Boulevard, Airport Road, I-12 and South Railroad, and University Avenue East of Morrison.

CONTROL GROWTH AROUND THE AIRPORT

Many community members are concerned by the haphazard growth occurring around the Hammond Airport, where neighborhoods and industrial districts are isolated from the rest of the City. The expansion of residential development around airport should be limited to avoid conflicts. Development around the airport should be carefully considered to provide for useful and compatible land uses that will create a diversified and more stable economy for Hammond.

KEEP A PERMANENT GREEN PRESERVE IN AND AROUND THE CITY

The existing farmland and natural open space in and around Hammond is a source of pride for residents and contributes to the small-town, rural character of the City. This land should be preserved and protected in a planned, rational manner that contributes to the quality of life for citizens and maintains Hammond's rural character.

PRIORITIZE DEVELOPMENT AREAS

In the interest of long-term fiscal responsibility, development should occur first where there is available adequate public facilities or proximity to services. New subdivision roads in rural areas may be built by the private sector initially but they will be inherited by the municipality and new residents will require utilities (water and electricity) and services (schools, police and fire protection, to name a few) that will be paid for by all residents of the entire City.

DEVELOPMENT TIERS AND SECTOR MAP

The Development Tiers and Sector Map (referred to simply as the Sector Map) define a prioritization of lands for development to maximize the public investment already made on roads, utilities and services. The Sector Map is not a zoning map but is intended to guide local decisions concerning zoning, the subdivision of land, infrastructure investment and the provision of services.

Development should occur first where there has been significant public investment (Tier 1- Infill Areas) and secondarily where there has been substantial investment (Tier 2 - New Development and Redevelopment Areas). In Tier 3 - Controlled Growth Areas, new development is inevitable, yet the City should be prudent in its provision of infrastructure and services and require compact development with road alignments that will eventually create a compact city similar in character to the existing Tier 1. By satisfying market needs with infill development, densities that could support public transit are expected in time and natural and rural areas shall be preserved.

TIER 1 - INFILL AREAS

Infill areas are identified stable neighborhoods that are located on a connected grid of streets with a high intersection density. These areas should be targeted first for compatible development such as urban revitalization, urban infill and urban extension. Surrounding Infill Areas are Single-use District Areas include large institutional areas like the University that should be planned as a whole and Infill with Restrictions Areas that must be planned with airport compatibility in mind.

TIER 2 - NEW DEVELOPMENT AND REDEVELOPMENT AREAS

New Development and Redevelopment areas should be planned for future growth which includes suburban retrofit, new neighborhoods on existing infrastructure and new neighborhoods requiring new infrastructure.

TIER 3 - CONTROLLED GROWTH AREAS

Controlled Growth areas are areas just outside of the City boundary that may be annexed in time. Growth in these areas are planned using Sectors to create a form similar to the Downtown (see the Land Use Appendix for a more detailed discussion) and include new neighborhoods on existing infrastructure, new neighborhoods requiring new infrastructure and new neighborhoods in environmentally sensitive areas.

TIER 4 - RESERVED/PRESERVED OPEN AREAS

Reserved/Preserved Open areas are defined areas beyond the proposed Potential Annexation Boundary that are intended for agricultural and natural land uses with a limited amount of development.

FIGURE 2.3: SECTOR MAP LEGEND SAMPLES



Infill Areas: filling in the gaps between buildings



New Development and Redevelopment Areas: neighborhoods integrate with redeveloped commercial areas

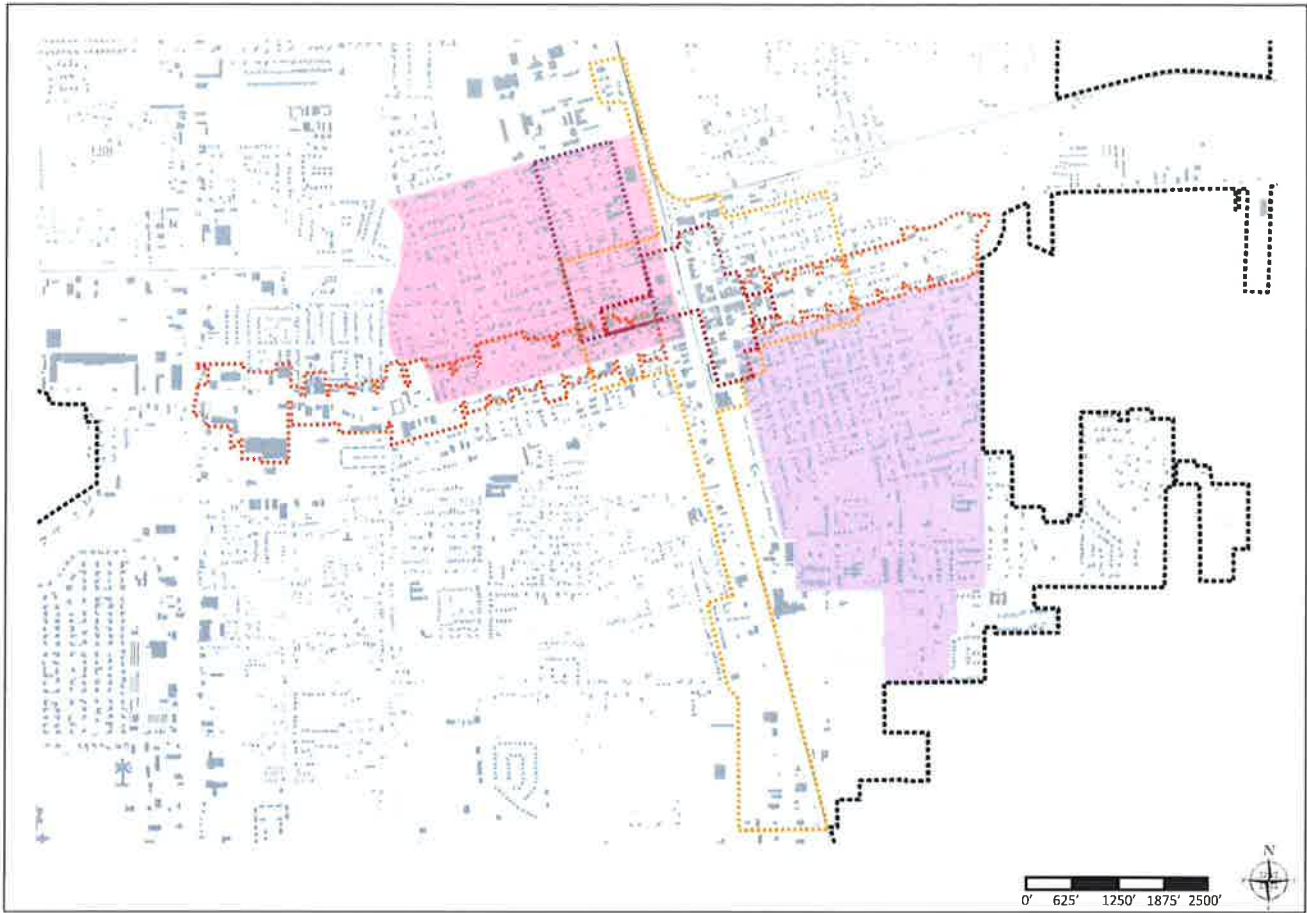


Controlled Growth Areas: compact neighborhoods



Reserved/Preserved Open Areas: preserving natural areas and farmland in the Parish

FIGURE 2.9: OVERLAY DISTRICTS



- Central Business District
- Downtown Development District
- Thomas / Morris Street Overlay & Economic Development District
- Garden District
- Hy-Cate Preservation District
- Iowa Addition Overlay District

Central Business District: The C-1 Central Business District is a multi-use District in which retail, office and some residential uses coexist in the older business section of the City. Many of the buildings are constructed with common walls, no yard area, and no off-street parking, affecting the types of activities and uses that should be allowed.

Downtown Development District: The Downtown Development District was created by the Louisiana State Legislature in 1986, and in January 1987 the Hammond Downtown Development District was formed. The major goal of the Downtown Development District is to upgrade and improve downtown Hammond. To carry out this mission, the Downtown Development District Authority can, through a referendum vote of citizens living in the district, assess themselves a tax millage specifically dedicated for use in the district.

Thomas / Morris Street Overlay & Economic Development District (OED District): The OED District intends to encourage investment and restoration of property that values the preservation of historic structures while enhancing property values while providing predictability and conformity of zoning designations with adjoining properties through the use of minimum design standards. Compliance with the district overlay is encouraged through the use of incentives such as City, State and Federal tax credits and tax abatement programs, a reduction in parking requirements, and funding for facade improvements, sidewalks, infrastructure, and street lights installation may be provided by the City or the Downtown Development District (DDD).

Garden District and Hyer-Cate Preservation District: The district is to preserve and secure the single family residential character of the Historic Hyer-Cate neighborhood and foster the clearly defined community character by striking a balance between growth and preservation consistent with the valued historic nature of the neighborhood.

Iowa Addition Overlay District: The district is to preserve and secure the single family residential character of the Iowa Addition neighborhood and the quality of housing and site improvements by enhancing the clearly defined neighborhood character, which fosters health, safety, and stability.

GOAL

THE CITY OF HAMMOND WILL ENSURE THAT FUTURE DEVELOPMENT PRESERVES AND ENHANCES EXISTING NEIGHBORHOODS; ENCOURAGES A HIGH-QUALITY MIX OF USES IN A TRADITIONAL NEIGHBORHOOD FORM; RESPECTS THE NATURAL ENVIRONMENT AND AGRICULTURAL AREAS; AND DISCOURAGES SPRAWL DEVELOPMENT.

Objective 2.1 – Direct both public infrastructure funding and private development to infill areas where they will have the greatest social and economic benefit, with the least environmental and transportation costs.

Policy 2.1.2 – Create incentives for the private sector to encourage growth and infill development in identified Tier 1 priority areas.

Policy 2.1.2.1 – Projects within infill areas should be placed at the front of meeting agendas and prioritized in development application processing.

Policy 2.1.2.2 – Projects within infill areas should be considered for financial assistance in the form of public-private partnerships or tax relief.

Policy 2.1.3 – The City should avoid or oppose the relocation of public facilities such as government offices, post offices and schools to outlying suburban areas.

Policy 2.1.4 – The selection process for sites for new public facilities and infrastructure should first consider locating new services in Infill areas. In areas of emerging development the City should utilize the Sector Map to identify community centers where such new facilities would be an encouragement for development of these centers.

Objective 2.2 – Encourage infill development to address missing residential, employment and recreational opportunities.

Policy 2.2.1 – Projects within infill areas should be placed at the front of development approval agendas for approval.

Policy 2.2.2 – Encourage apartments and rowhouses where appropriate.

FIGURE 2.12: INFILL AREAS



Downtown neighborhood feels fragmented with vacant lots.



Empty lots imply disinvestment and lack of natural surveillance.



In-filling houses reconnects the neighborhoods and creates a safer, more complete neighborhood.

COMMUNITY CONCERNS

NEW DEVELOPMENT SHOULD REFLECT THE CHARACTER OF HAMMOND

Each generation in Hammond inherits the legacy and responsibility handed down from predecessors such as Peter Hammond, C. E. Cate, and Congressman James H. Morrison. Hammond residents are charged with managing change so that ecology, economy and culture are sustained and advanced. The keys to this are straightforward: first, to adhere to the lessons in reliable precedents, and second, to treat each planning decision as an important part in a cumulative chain of events.

Hammond's community character is not the result of piecemeal development; rather Hammond's character is found in its compact, connected historic neighborhoods and Downtown. Hammond could better its quality of life and gradually construct a better human habitat by growing more complete neighborhoods—if growth and reinvestment can be channeled into physical forms, and each new debate about growth is approached with a problem-solving attitude.

To meet this challenge, Hammond must strive to restore its existing urban centers and neighborhoods, reconfigure sprawling suburbs into communities of real neighborhoods and diverse districts, conserve natural environments, and preserve Hammond's built legacy.

LOCATE PARKING ON-STREET & BEHIND BUILDINGS
 Parking should be encouraged to be located on-street and behind buildings in mid-block parking lots or parking garages that are lined with buildings instead of in fields of parking lots in front of buildings. This will allow buildings to be street-oriented and enhance the public space of the street by making it accessible to multiple modes of transportation such as pedestrians and bicyclists in addition to vehicular traffic.

CONSERVE NEIGHBORHOODS
 The neighborhoods adjacent to the Downtown core: Hyer-Cate neighborhood, the Garden District, and the Iowa Addition neighborhood, showcase the qualities of excellent neighborhoods. These neighborhoods each maintain a distinct character. They can further build on their strengths through improved street design and in-fill development. They feature building types that are moderately dense, architecturally rich, and well-oriented towards the street. These neighborhoods should be preserved while empty or vacant lots within the central core of downtown Hammond may be infilled with denser unit types such as townhomes and mansion apartments.



Hammond's community character is defined best by Downtown.



Civic character is found in prominently placed civic buildings.



The streets are public spaces that create a civic character.



Historic homes are a reminder of the City's continuity & evolution.

WEST THOMAS STREET & MORRISON BOULEVARD

MAKE WEST THOMAS AVENUE A WALKABLE "GREAT STREET"

As it is currently configured, West Thomas Avenue is a thoroughfare whose primary purpose is to move traffic east and west. Instead of functioning solely as a route from one place to another, West Thomas Street should be transformed into a place of its own. The character of West Thomas Street must be valued as highly as its capacity to move traffic. During the charrette, residents expressed their desire to see West Thomas Street enhanced with street trees and reconfigured as a place that is safe and inviting to pedestrians. Walking, cycling, shopping, working, and living experiences must be increased and improved to transform West Thomas Street from a conventional strip-commercial corridor to a great street. The illustrative master plan shows new directions for the massing, frontage and orientation of new structures. Parking is consolidated and located mid-block, behind buildings. A continuous system of sidewalks connects the entire length of West Thomas Street.

CONTROL SIZE AND SCALE

Commercial, office and residential development should not be consumed in single, massive complexes, they should be developed at numerous multiple mixed-use centers. Development must be encouraged along major intersections first, to create walkable centers where each new reinvestment will encourage the next. Any intersection that achieves redevelopment on all four sides will have the feel of a complete place and become a magnet for new investment.

It is essential that new development respect the existing neighborhoods and make appropriate transitions from larger mixed-use buildings along the main corridors to residentially-scaled development closer to homes. This can be achieved with form-based regulations which employ metrics that respect the community's vision for the corridors.

PLANT AND MAINTAIN PROPER URBAN STREET TREES

Trees improve property values, and establish a sense of place. Urban street trees should be planted in aligned rows, with regular spacing, using consistent species. Proper, formal tree placement shapes public space, produces shade continuous enough to make walking viable, and has a calming effect on traffic. Trees should be native species which are pollution tolerant and do not produce seeds or fruit which stain and litter the sidewalk.

CREATE NEW GREENS AND PARKS ALONG THOMAS STREET

The plan shows two large greens on Thomas Street east and west of the Morrison Boulevard intersection which would provide two centers, two different and differentiable places on Thomas Street, which is currently an undistinguished strip of development. The green spaces should be spaced at 5-minute walking intervals approximately 4 to 5 blocks apart. The green spaces should be fronted with commercial storefronts or urban format residences to ensure that they are well used. The spaces will be safer if buildings front them and people frequent them.

GROW A MIX OF USES & DESTINATIONS

Currently, the majority of lots and parcels along the corridors contain single uses. To provide a center for the community and better address transportation issues, Thomas Street and Morrison Boulevard need to support a healthy mix of uses. These uses would include housing, offices, commercial spaces, civic uses and green spaces.

Focused centers in a main street environment create interesting places for residents and destinations for visitors. If land uses are mixed, fewer automobile trips will be necessary for residents to meet their daily needs and congestion will be reduced.

MANAGE PARKING

Balance pedestrian and vehicular access to buildings by creating a variety of parking options. Parking should be located behind buildings, with on-street parking next to the sidewalk. Insist that varied uses (retail, entertainment, civic, office, housing) share their parking supply efficiently. As the area is built out, a shift to structured parking will allow for the better use of valuable land. These practices will reduce the amount of land dedicated to parking.

DENSITY HAND-IN-HAND WITH CONSERVATION

The potential for a transferable development rights program should be investigated as many small agricultural uses exist within the current City boundary that would ideally be preserved in perpetuity. People are increasingly willing to pay for local, fresh, healthy food yet the incentive to sell farms to residential developers is high. Through a transferable development rights (TDR) program a farmer that plans to sell his or her farm can instead sell the farm's developmental potential while continuing to work the land. Higher density development along corridors than would otherwise be allowed could be achieved through the purchase and transference of development rights from farms.

GOAL

THE CITY OF HAMMOND WILL ENCOURAGE SUSTAINABLE DESIGN THAT ENHANCES AND EXPANDS THE EXISTING COMMUNITY CHARACTER AND IDENTIFIES HAMMOND AS A SPECIAL PLACE.

Objective 3.1 – Create walkable, mixed-use neighborhoods throughout the City, not just in Downtown.

Policy 3.1.1 – Identity priority mixed-used centers along multi-modal networks such as transit routes, bike routes, and pedestrian paths.

Policy 3.1.2 – Enhance the street network in these priority mixed-use centers to approach a street-network density of at least 140 intersections/mile.

Policy 3.1.3 – Require a mix of lot types and sizes in priority mixed-use centers to allow a range of housing and building types.

Objective 3.2 – Protect and enhance Hammond’s existing small-town and rural character.

Policy 3.2.1 – Investigate adopting a form-based code in select areas that provides development regulations based on lot orientation and building form tailored to the desired character of each neighborhood.

Policy 3.2.2 – Create a mixed-use zoning district designation which property owners/developers with large tracts of contiguous acres can apply for. Developers can only receive the designation if they comply with an adopted form-based code per a development agreement.

Policy 3.2.3 – Preserve open space and agricultural lands along gateway roadways into the City in order to enhance Hammond’s character.

Policy 3.2.4 – Continue to enhance and improve Downtown in accordance with its existing character.

Policy 3.2.5 – Continue to identify, protect, and encourage the preservation and rehabilitation of Hammond’s existing historic resources.

Objective 3.3 – Create a connected street network and robust urban fabric throughout the City that supports multi-modal opportunities and is resilient through multiple generations of land use and development.

Policy 3.3.1 – Expand upon the City’s existing Major Street Plan Map and identify additional street connection opportunities.

Policy 3.3.2 – Create a downtown parking strategy plan that continues to utilize and improve upon the provision of shared parking, public parking lots, and on-street parking identified in the Downtown Development Plan with clear signage and mapping.

Objective 3.4 – Designate priority locations for civic sites and open space throughout the City.

Policy 3.4.1 – Identify parameters and locations for appropriate parks and civic sites in each neighborhood and district in Hammond.

Policy 3.4.2 – Design civic sites and parks as neighborhood centerpieces that can be accessed by foot and by car.

Policy 3.4.3 – Design public facilities with civic art, as a focus of community pride.

Objective 3.5 – Use the illustrative plans in this element as examples to guide land use, development and infrastructure decisions.

Policy 3.5.1 – Evaluate new development proposals based upon adherence to the plan vision, goals, objectives and policies. Refer to the illustrative plans for conceptual approaches when possible.

Policy 3.5.2 – Evaluate new infrastructure proposals using the illustrative plans as examples illustrating the goals of this document, especially in terms of the siting of new roads.

HOUSING 5

CURRENT CONDITIONS

The residential housing development pattern in Hammond has changed over time. The founders of Hammond planned a grid of streets, locating residential units above shops in the center of town, surrounded by single family residential homes stretching out along the network of the grid. Blocks were subdivided based on the amount each purchaser of land could afford, creating a range of lot sizes and housing types. The variety of housing types created a community of residents with a variety of incomes and ages. Yet all the lot widths were still narrow compared to contemporary standards allowing homes to be closer to one another and generally within walking distance of employment, services and shopping.

As automobile ownership became more common in the mid-twentieth century, homes could be built further out of town on larger lots. This led to the construction of suburban residential developments comprised solely of single-family detached homes. In 1984, the City of Hammond institutionalized the practice of single-use development with the adoption of a Euclidian zoning code. Disconnected single-family subdivisions developed along Hammond's main commercial corridors, far from the traditional center of the City.

New developments in Hammond should take the form of complete neighborhoods, which include a wide range of housing types in order to create the kind of social networks only possible where there is a diversity of ages and incomes. Life-cycle housing, which provides options in one City for the range of a person's needs throughout their life must include rental apartments, condominiums, live/work buildings, rowhouses, cottages, small houses, large houses and mansions.

EXISTING HOUSING STOCK

Hammond is fortunate to have an abundant supply of good quality housing. Diversity characterizes the City's housing stock. For many of its formative years, Hammond was a town comprised primarily of single-family dwellings, with some live/work structures primarily in the Downtown area. Starting in the 1980s, during a time when Southeastern University was expanding, a number of multi-family apartment complexes were constructed to house students. Today, single-family units, duplexes, small- and mid-sized multi-family apartment complexes are found throughout the City. In older neighborhoods, many large single-family dwellings have been converted to two, three and four-unit apartments. The City also has a number of mobile home parks, located predominantly outside of the historic core of the City.



Sideyard home



Large home



Large historic mansion estates



Apartment units within the downtown

FIGURE 5.3



BEFORE

Downtown neighborhoods are fragmented with vacant lots.



AFTER

Infill houses reconnect the neighborhoods and create a safer, fuller neighborhood.

FIGURE 5.5: KEEPING THE RURAL CHARACTER

Traditional homes in a rural landscape behave differently than recently built homes found in rural subdivisions. New homes, if thoughtfully designed, can be a pleasing neighbor in a rural community. The difference is in the details.

Traditional homes:

- Are located close to the street, creating an interesting experience;
- Often have deep, usable porches;
- Have simple volumes and proportions;
- Have an architectural style and details in keeping with the southern Louisiana building tradition;
- Typically define their property with fences or knee walls;
- Locate parking at the rear of the lot by use of alleys or long drives.

**Typical subdivisions:**

- Are generally set far back, the street is not defined, creating an unwelcoming appearance;
- Often do not have porches;
- Have a convoluted volume and proportion;
- Often have no architectural style;
- Typically do not define their property boundaries;
- Locate parking at the front of the lot, often in the form of parking garages which turn a blank wall to the street.



DESIGNING AT THE SCALE OF THE BUILDING

MIX LAND USES, BUILDING TYPES AND HOUSING OPTIONS

Hammond contains a diverse mix of businesses, residences, and workplaces. New land uses should not be segregated into individual pods of development, they should be integrated within neighborhoods. A variety of uses within a neighborhood creates the ability to live, work, shop, and have one's daily needs and services within walking distance.

The illustrative master plan identifies specific sites for residential and mixed-use infill development. As cities grow, it is natural to add or fill-in existing neighborhoods and to build new neighborhoods. A genuine neighborhood should contain a variety of uses within close proximity to enable people to live, work, and shop in the same neighborhood. It is especially important to have daily needs and basic services, such as the dry cleaner, corner store, and day care, within walking distance to homes.

This provides additional convenience for adults and the ability for kids to enjoy some independence as they grow older. A neighborhood contains not just houses, but a mix of uses that are adaptable for change over time.

New houses in Hammond should not be just one type; there should be a range of housing types that occur on a variety of lot sizes. A variety of building types allows for a diversity of family sizes, ages, and income levels to live in the same neighborhood. Hammond should be a place for everyone, and should support a diverse population. This mix of incomes is essential for securing a socially and economically balanced community.

The unit types envisioned by the Master Plan for the area near CM Fagan Drive and Morrison Boulevard are shown below.

FIGURE B.21



Mixed-Use



Live-work



Civic

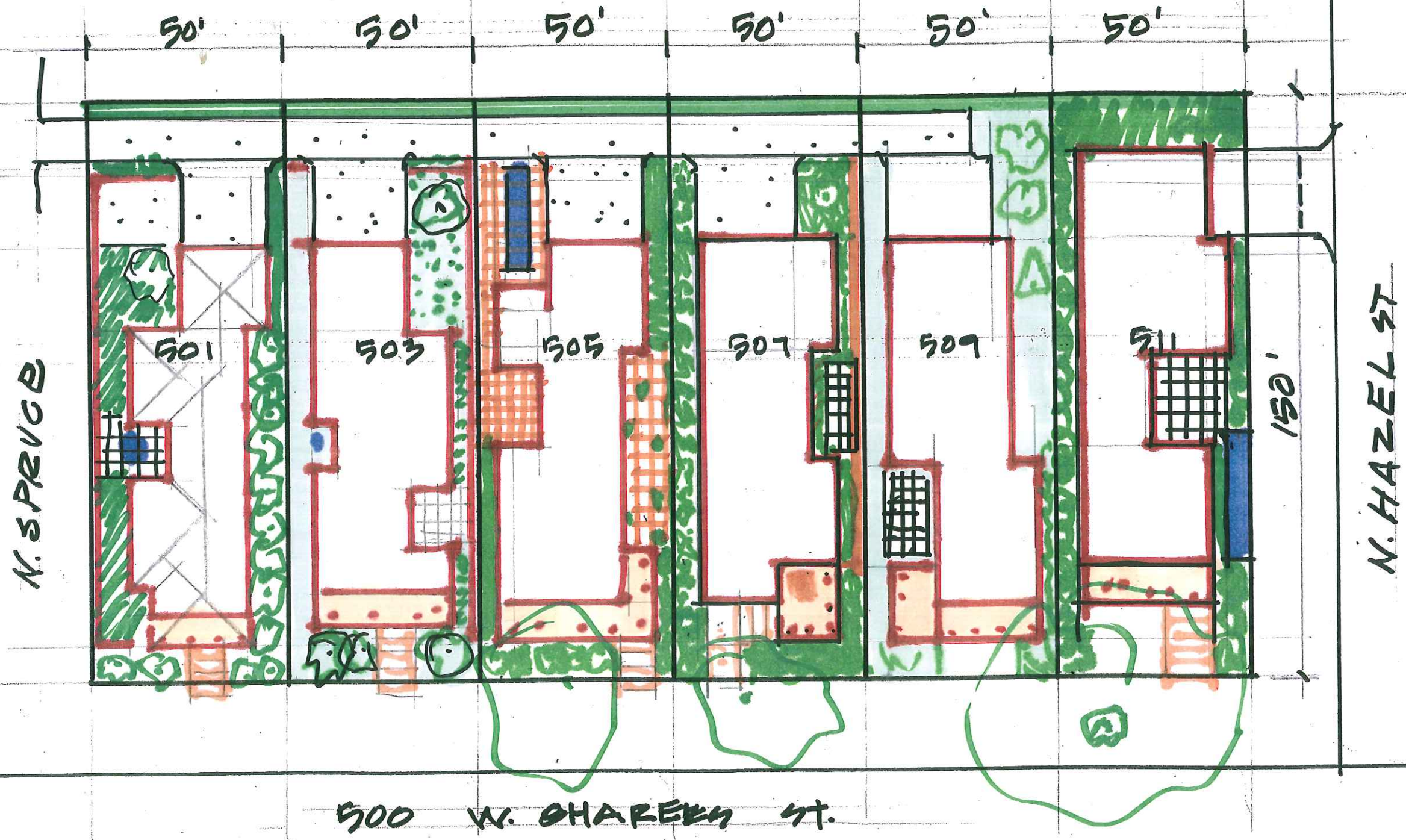


Small Houses

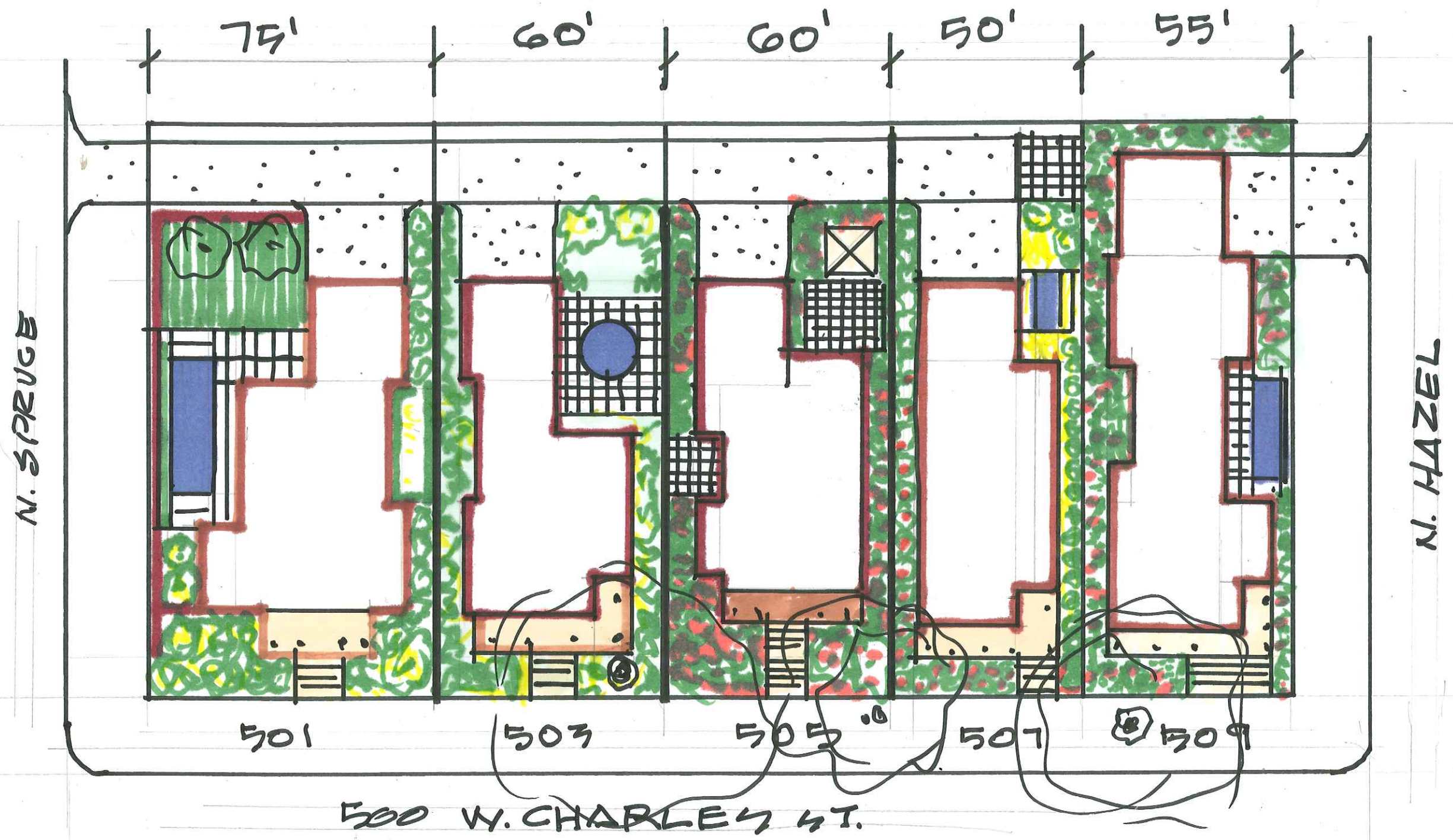


Upper W Charles Garden District





draft proposal



UPPER CHARLES ST GARDEN DISTRICT

draft proposal

From the desk of
Hall Starnes
601 West Charles Street
Hammond, LA 70401
Phone: 985-345-0724
Email: hall.starnes@gmail.com

20 May 2016

Re: Proposed RS-3 rezoning of 507-511 West Charles Street

Dear Josh,

Just letting you know I still have the opinion that the West Charles Street lots should be rezoned to RS-5, instead of the currently proposed RS-3.

I do appreciate your concern, as expressed at our meeting last Tuesday, about how variances can be precedent-setting and work against the City in future rezoning applications. However, I believe in this particular case a variance to the RS-5 restrictions to allow a 10' front setback can be defended. Here the applicant is proposing that the access to the garages in the rears of the lots will be from a proposed common driveway the developer intends to have along the rear property line. With this rear access, the applicant now needs more room in front to compensate for the loss of space taken by the rear driveway.

Another point I wish to make: it is also my opinion that the RS-3 rezoning, which allows 40' lots, will potentially expose the neighborhood, a mature neighborhood at that, to future requests for 40' lots. I do not think this would be good for the Hyer-Cate Preservation District.

In conclusion, each of the three existing lots being considered for rezoning are presently 50' in width. I suggest we not rezone such that they stay at least that width and not potentially become narrower. As mentioned above, I recommend the RS-5 zoning with a variance for 10' setback, conditioned on construction of a rear drive and rear access to the garages. This makes this variance unique in that it is granted conditionally on the rear access being part of the applicants' project.

If any questions or you wish to discuss further, please give me a call. Thank you.

Sincerely,



Hall Starnes

Attachment: Page 6-19 of Code comparing RS-5 to RS-3

50 x 150 = 7500[#]

40 x 150 = 6000[#]

	RS-11 RS-11.A	RS-8	RS-5	RS-3
Project				
Area (min acres)	n/a	n/a	n/a	n/a
Common Open Space (min)	n/a	n/a	n/a	n/a
Gross Density (max units/acre)	3.75	5.5	6.5	14.5
Lot				
Area (min square feet)	11,250	8,000	5,000	3,000
Building Coverage (max)	40%	45%	50%	65%
A Width (min)	75'	65'	50'	40'
Principal Structure Setbacks				
B Front (min)	25'	25'	25'	10'
C Side, street (min)	15'	15'	10'	8'
D Side, interior (min)	10'	10'	5'	5'
E Rear (min)	15'	15'	10'	10'
Accessory Structure Setbacks				
F Behind front façade of principal structure (min)	10'	10'	10'	10'
G Side, street (min)	15'	15'	10'	8'
H Side, interior (min)	10'	10'	5'	5'
I Rear, common lot line (min)	10'	10'	10'	5'
Principal Structure Height				
J Stories (max)	2	2	2	2
J Feet (max)	35'	35'	35'	35'
K Ground story elevation (min)	12"	12"	12"	12"
Bulk Plane				
Bulk Plane abutting RS-district (1:1 above 40')	n/a	n/a	n/a	n/a
Accessory Structure Height				
L Stories (max)	2	2	2	2
L Feet (max)	30'	30'	30'	30'
Building Entrance				
M Street facing entrance required	yes	yes	yes	yes
Building Elements Allowed				
Gallery				
Awning	■	■	■	■
Double gallery				
Porch, stoop	■	■	■	■
Balcony	■	■	■	■

7500 vs 6000
3750 vs 3900

SAME
SAME

- Ground Story Elevation is above Base Flood Elevation

Tracie Schillace

From: Linda Ross <lindaross52@gmail.com>
Sent: Wednesday, June 01, 2016 10:33 AM
To: Tracie Schillace; Josh Taylor
Subject: Opposition to rezoning 511 W Charles Street

Dear Zoning Board Members via the Planning Office,

I wish to voice my opposition to the rezoning of lots at 511 W. Charles Street from RS-11 to RS-3 via email as I will be out of town for the meeting. The zoning in this area is already established by city planning and the request constitutes spot zoning which is rarely good for the neighborhood.

The Hyer-Cate District is one of the oldest neighborhoods in Hammond with large lots and old established trees. The requested RSW-3 zoning for 40 foot lots with a 10 foot street setback does not fit the character of this neighborhood. We are not one of those 'let's see how many houses we can get in the smallest space' developments. It is my understanding that the city has established a minimum lot size within the city limits and that RS-3 would not be allowed under those rules. Downsizing lots and creating increased density is not beneficial to the ambience of the neighborhood nor property values.

New homes are being built within the current RS-11 zoning without the necessity of requesting smaller lots. Those owners understood the zoning when they purchased the property and are willing to invest in building under the established zoning. I'm sure the developer in the instant case knew the zoning requirements when they purchased the property from the Mashburn family. This request for rezoning is about benefiting the developer's profits, not benefiting the neighborhood, property values nor the city as a whole.

This property is in the Hyer Cate Preservation District established in 2004. The District was established to preserve the character of the neighborhood. Please do not undo our efforts by granting this small lot sized zoning.

Sincerely,

Linda Ross
610 W. Thomas Street
Hammond

Tracie Schillace

From: Kenneth Ross <kenross@sealeross.com>
Sent: Wednesday, June 01, 2016 11:08 AM
To: Tracie Schillace
Cc: Josh Taylor
Subject: Opposition to rezoning 511 W Charles Street

Please accept this as an expression of my opposition to the rezoning request for 511 W Charles Street. This property is in the oldest historic section of the city, and has an active and vibrant neighborhood association. This area is very desirable and is in demand for new construction and for renovation and upgrade. One of the primary reasons is the spacious and well maintained yards and setbacks. Please resist the temptation to increase the density by allowing smaller lots and reducing setbacks. It will harm the character of the whole area. The city decided some time ago to maintain 65 foot lots as the most desirable minimum and in keeping with what we are trying to maintain. I understand that 50 feet is the current zoning of this property and we have to live with that, but please do not give entirely the wrong signal and reduce this even further to 40 feet. This proposal will also create street parking problems. Even more importantly, please please do not reduce any of the setback requirements. All of the existing construction is well setback from the street and mostly uniform. Putting larger square footage homes on smaller lots by reducing the setbacks will change the whole look and character of the neighborhood. Leave the zoning and setbacks as they are without changing or granting variances. There is a reason everyone wants to buy here, keep Hyer Cate as it is.. Increasing the density only increases the developers profit in the short term, it will not improve or maintain the character of the neighborhood for the long term. Build in a hundred year old neighborhood with the same spaciousness as the visionaries who first developed here. If you want high density living, go build in one of the many new developments, you will fit in just fine.



KENNETH L. ROSS
BRIGADIER GENERAL USAF (RET)
www.sealeross.com
(985) 542-8500

Tracie Schillace

From: Janet Davis <janetd010100@gmail.com>
Sent: Tuesday, May 31, 2016 10:36 PM
To: Tracie Schillace; Josh Taylor
Subject: concerning the rezoning request for 507, 509, and 511 W Charles St

My husband and I are homeowners at 700 W Robert St, not far from the properties in question. We both OPPOSE this rezoning request. Allowing 40 ft wide lots will change the character of our neighborhood and not for the better. It could also start a trend for spot re-zoning requests in the area.

My mother, Betty Loupe, is the homeowner at 702 W Robert St and she asked me to write on her behalf that she also OPPOSES this rezoning request.

Janet Davis
Jim Davis
700 W Robert St
Hammond

Tracie Schillace

From: william coleman <williamcoleman5002@att.net>
Sent: Tuesday, May 24, 2016 10:51 AM
To: Josh Taylor; Tracie Schillace
Subject: Rezoning on Morris/Hazel and W. Charles

Hello,

I would like to note my opposition to the Murphy/Gasaway project on Morris/West Charles and Hazel Street which is in the Hyer-Cate Overlay District.

Adjacent neighbors to the project are in objection to rezone from a RS-11 to a RS-3. The neighbors are recommending a rezoning of RS-5. This appears to be a more reasonable option considering 2 lots will go from 75' to 50' vs. 75' to 40'.

From what I understand from the paperwork that I received from the Planning Dept. yesterday, the contention is with the Principal Structure Setbacks.

I can tell you when I was president of the Hyer Cate Neighborhood Association on numerous occasions we attended Zoning Board meeting in which the rezoning of a lot size was requested only to have a month later a request for a variance. In turn, the residents were committed to attend another meeting and learn the variance requests were mainly SETBACKS. Therefore, I hope you can understand the apprehension of the adjacent property owners for this project.

The Hyer-Cate Overlay District has always been a desirable area to live. Currently, we have homes on lots which are purchased/demolished and rebuilt on a regular basis. Some of these lots are 75' or greater. So what is the point of creating a denser project in this area? Desirability=denser developments=more profits for developers.

The Hammond Planning Department must consider the needs of an established neighborhood as well as allowing for development. Denser developments decrease green space, increase parking problems (there is never enough parking in these developments; eventually the streets are full of cars) and fire hazards. A good example of a fire hazard is Lee's Restaurant and Super King whose close proximity enabled a fire to spread from one building to the next in minutes.

Finally, I have a sense residents feel the Hammond Planning Department is in support of this project. In doing so, tax paying property owners do not feel they are properly represent.

I believe there is a compromise here and I hope ALL parties can be accommodated.

Sincerely,

Nancy Coleman
504 W. Church Street
Hammond, LA 70401

APPLICATION FOR REZONING, CONDITIONAL USE, OR INITIAL ZONING
CITY OF HAMMOND
 219 E. ROBERT ST, HAMMOND, LA 70401 / PHONE: (985) 277-5649 - FAX: (985) 277-5638
 FILING DATE: 5/13/2016 PERMIT# 16-Z-2016-05-00022

The next Zoning Commission Meeting will be held on 6/2/2016 at 5:00pm in the City Council Chambers, 312 E. Charles Street. Application to be submitted to the Planning Department according to the deadline schedule.

This Application for: **REZONING** **CONDITIONAL USE**: **EXPANDED** --OR-- **RESTRICTED**
 INITIAL ZONING/ANNEXATION

REZONING FEE: Single Lot \$120.00 Block or Area \$250.00 (Fees are not refundable based on decisions) Fifty percent (50%) of fee is refundable if application is withdrawn before first newspaper notice is filed.

PARCEL# 172 2736681415.00 2706681131 507 & 509

SITE ADDRESS: 509 WEST CHARLES ST West Charles
STREET # & STREET NAME

Legal Description or Survey SEE ATTACHED SCHEDULE 'A'

PROPERTY OWNER NAME: ATT ARLUGS STREET LLC
First Name MI Last Name

Owner Address: 1007 W. THOMAS ST (G) HMID LA 70401
Street Name/Street Number City State Zip
Telephone: (985) 345-5047 or Cell #: (985) 320-2104

PLEASE READ AND SIGN BELOW

APPLICANT NAME: ANDREW MI GASAWAY
First Name MI Last Name

COMPANY NAME: CHARLES ST, LLC **Owner** **Other**

Applicant Mailing Address: 802156 HAMMOND LA 70404
Street Name/Street Number City State Zip

Applicant Telephone: 985, 345, 5047 or Cell #: 985, 320-2104

PERMIT INFO-ADDITIONAL INFO

PRESENT ZONING: MX-N MX-C MX-CBD C-N C-H C-R I-H I-L
 RS-3 RS-5 RM-2 RS-8 **RS-11** RM-3 RP RS-11.A S-1 S-2 SC

REQUESTED ZONING: MX-N **MX-CBD** C-N C-H C-R I-H I-L
 RS-3 RS-5 RM-2 RS-8 RP RS-11.A S-1 S-2 SC

REASON FOR REZONING: To BUILD RESIDENCES ON 50' LOT

SPOT ZONING NOTE: Rezoning of a lot or parcel of land to benefit an owner for a use incompatible with surrounding uses and not for the purpose or effect or furthering the comprehensive zoning plan. Spot zoning is discouraged in Hammond

I/We being the legal owner(s) request zoning of my property from RS-11 District to a RS-3 District. I/We fully understand and agree to abide by the zoning restrictions for a RS-3 District. I am including with this application a copy of any covenants or restrictions and deeds governing this property.

Revised Per Owner

If there is more than one owner or a corporation is the owner of the property, each owner or authorized agent of the corporation must sign. If conditional zoning, submit in writing an explanation for this request on separate sheet. If you are applying for an area or block zoning furnish a map of area or block and a petition signed by at least 50% of the property owners in the area (including their addresses).

ALL INFORMATION ON THIS APPLICATION MUST BE COMPLETE. ALL FEES PAID, AND ALL REQUIRED DOCUMENTS RECEIVED BEFORE THIS APPLICATION WILL BE ACCEPTED BY THE AGENDA FOR THE CITY OF HAMMOND ZONING COMMISSION.

APPLICANT SIGNATURE [Signature] 4/20/16 **DATE**
 OWNER(S) SIGNATURE [Signature] 4/20/16 **DATE**

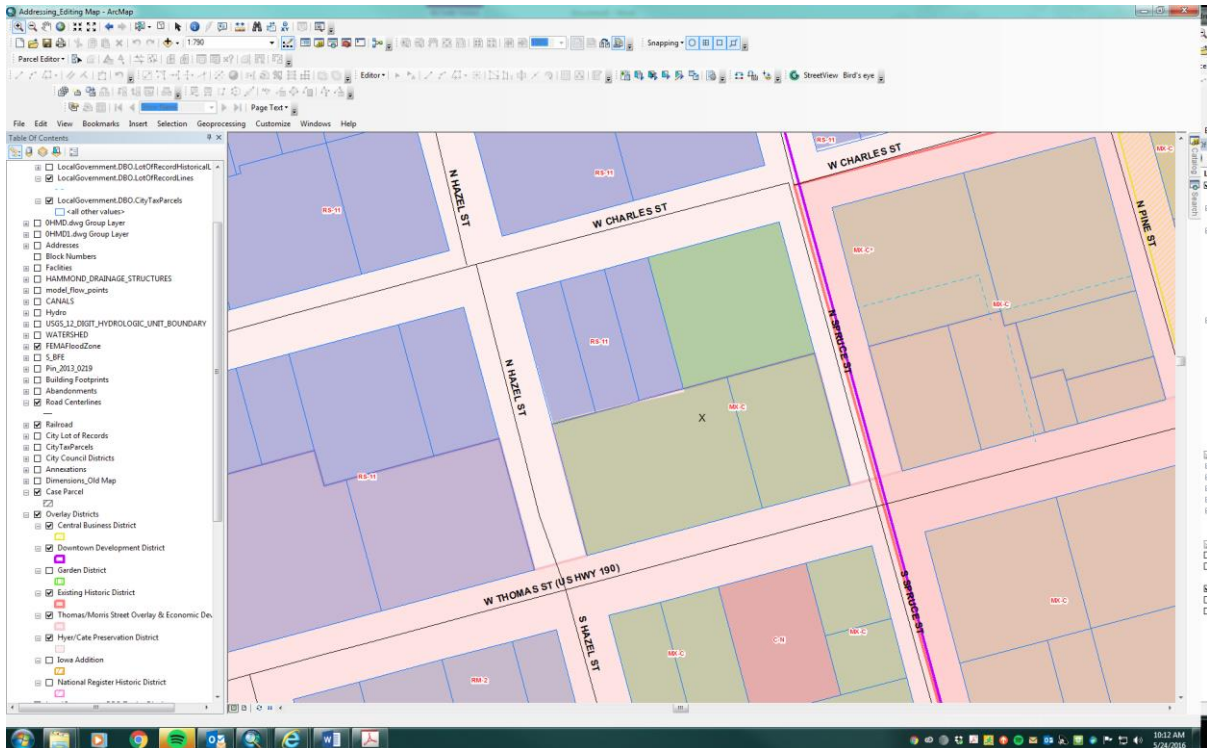
CITY PLANNER _____ **DATE** _____
 ***** **FOR OFFICIAL USE** *****
AMOUNT PAID \$ 120. **CHECK#** 5021 **CASH** **DATE PAID** 5/13/2016

PROPERTY INFORMATION SHEET

- | | | | | | |
|--------------------------|------------------|-------------------------------------|--------------------------|-------|----------|
| <input type="checkbox"/> | Type of Permit | Rezoning | <input type="checkbox"/> | Date: | 5/3/2016 |
| <input type="checkbox"/> | Permit/Case # | Z-2016-05-00022 | | | |
| <input type="checkbox"/> | Parcel # | 2706681131.00; 2736681415.00 | | | |
| <input type="checkbox"/> | Address | 509 & 507 W. Charles St | | | |
| <input type="checkbox"/> | Owner | Charles St. LLC | | | |
| <input type="checkbox"/> | Assessment # | 1406701; 1376306 | | | |
| <input type="checkbox"/> | Zoning | RS-11 | | | |
| <input type="checkbox"/> | Overlay District | Hyer Cate | | | |
| <input type="checkbox"/> | Flood Zone | X | | | |
| <input type="checkbox"/> | Flood Way | NO | | | |
| <input type="checkbox"/> | Holds/Taxes | NONE/NONE | | | |
| <input type="checkbox"/> | Bldg Tax Value | (x 10% Res/15% Cml) | 50% = | | |

(Renovations/additions 50% or more of the bldg value for properties in a flood zone-see regulations)

Screen
Print



Preparer Initials _____





Reviewer Initials _____

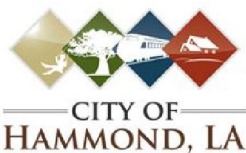
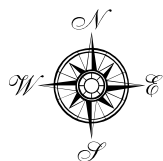
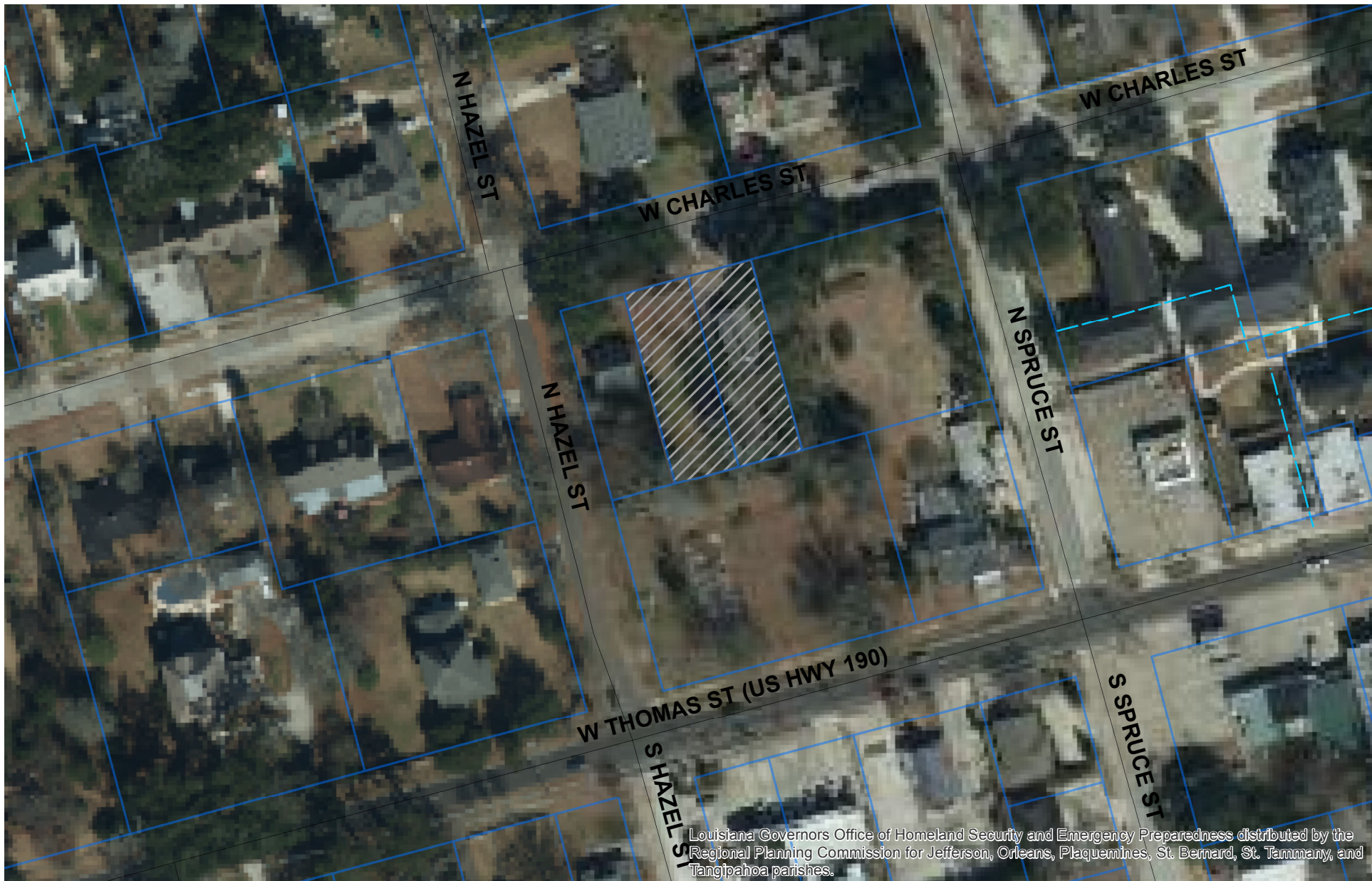


Z-2016-05-00022

507 & 509 W. Charles St

Legend




-  Tax Parcels
-  Lot Of Record Lines
-  Case Parcel
-  Hyper/Cate Preservation District



Z-2016-05-00022

507 & 509 W. Charles St

Legend

-  Tax Parcels
-  LotOfRecordLines
-  Case Parcel