

Notes

Hammond Comprehensive Plan – Hands On Workshop *December 5, 2009*

Table 1 – Michael’s Table

- Low lying areas (flood zones) should be identified as green spaces
- Connect subdivisions to Downtown –continue the grid
- Density at main intersections
- Introduce residential at Hammond Square
- Airport Road needs attention; development is coming
- Hammond is known for its trees; make them visible at the City’s “front doors”
- Create a logical placement of transit stops (at centers)
- Conserve neighborhoods
- “Extra-territorial-jurisdictional district” – ETJD

- Influencing development adjacent to City boundaries (in the Parish)
- Extend greens North & South along the railroad tracks
- Civic character is important to Downtown
- Cypress Street – liner buildings w/parking behind
- Locate parking in the interior of blocks and push buildings to the front
- Railroad station is a huge asset
- North of Downtown should continue the historic patterns
- Green belt: ribbon of green can continue to connect around the City for paths, etc.

Table 2 – Paul’s Table

- Infill downtown and establish new areas of mixed-use density at periphery
- Incorporate green trails – pedestrian
- Enhance regional light rail (and local)
 - Connect Covington and North shore region

- Bus route or streetcar should be integrated
- Establishment of gateways or entrance points
 - Using buildings, public art, nature, et.c.
- Connections with SLU – constant activity
- Convert one-way streets to two-ways
 - Roadway beautification: tree-lined streets

University Area

- Linear greens create multi-modal connections to Downtown
- Tree lined University Avenue, add in mixed-use – possibly a boulevard

Table 3 – Roy's Table

- Downtown corridor is an opportunity
 - State hwy is a mixed blessing
 - Re-establish two-way traffic
- Morrison & University: something is going to happen
 - Higher density mixed-use

- Waterways are a major opportunity for enhancement
- Multi-use green space along Fagan should be developed carefully
- Bikeways & “park”ways are important
- Street design influences traffic calming – slow cars as they approach Downtown
- Church Street extension @ Morrison: higher density, mixed-use. Also a gateway opportunity

Table 4 – Paul

- Extra-territorial interest
- Mixed-use near Hammond Square
- Incorporate senior housing into the community
- Add trees on Morrison & University
 - Make roads more people-friendly
- No more subdivisions, instead rethink how Hammond develops
 - Utilize vacant parcels within City limits
 - Re-examine City lot sizes
- Bike trails

- Integrate area adjacent to Fagan Drive with a multi-modal framework
- Connect recreational areas
- Recreational and environmental utilization at confluence of streams (north of University)
- Retention ponds coordinate throughout the City
- What happens outside the City
- More trees everywhere!
- Enhance bicycle mobility options and paths:
 - I-90 bike paths

I-12 & South Railroad

- Fire & police presence
- Synchronized lights
- More street lights
- Needs for Downtown
 - Amenities for senior community
- Encourage walking instead of driving by distributing retail closer to residential

Table 5 – Brent’s Table

- Tree preservation – keep existing and plant more
- Senior services
- Children’s services
- Bike paths
- Transit loop – ability to circulate City and connect University
- Seniors would like to be close and be able to serve their needs
- Incorporate sidewalks – they promote community character
- Pedestrians will help the City grow appropriately
- Expand residential with Downtown’s existing grid
- Provide neighborhood serving commercial opportunities – this can capture vehicle trips
- Make pedestrians feel comfortable

- Community schools should be integrated into the neighborhood
- Reconfigure truck stops
- University is a recreational area and its master plan is commendable
 - Continue to enhance it as a recreational amenity for the community

University Ave, East of Morrison

- Redevelop large tract of unimproved land east of University campus
 - Create a connection to University
 - It should be “compact urban” extension of the grid
- Incorporate recreation fields for the public that could be shared by neighboring school
- Develop and enhance existing amenities that are often overlooked
- Utilize “green” & sustainable architecture
- Incorporate a community garden

- Reconfigure parking to hide it from view – utilizing liner buildings

Table 6 – Greg

- Create and enhance existing green space – link them
- Extend the Downtown grid towards the University
- Emulate existing grid in any new annexation of new development
- Increase connection of community and SLU
- Connected green spaces lined with walking paths and integrate them into new residential areas
- Mixed-use areas around City w/public green spaces
- Create transit-ready mixed-use centers
- Intersperse neighborhood commercial
- Walkways to and from SLU (across the tracks)
- Biking, jogging, walking loop through Downtown (connected)

- Commercial restaurant center near airport, w/an observation tower
- Bicycle rental shops
- Expand parking along medians, where applicable
- Avoid traffic congestions
- Use curb & gutter on primary streets
- Increase sidewalks – amount and dimensions
- Enhance intersections with visual friction to civilize vehicular traffic

Table 7 Mike

- New development should follow grid system
- Control & limit expansion of City. Control character of boundary areas
- Linear greens through waterways
- Small parks
- East of North Cherry St. opportunity for mixed-use development

- University Blvd. add landscaped median
- Improve gateways into City. Currently dominated by billboards
- Airport – take advantage of as an amenity
- Increase connectivity to less accessible parts of the City
- Underground utilities
- Move wastewater treatment plant. Site is a good opportunity for recreation.
- Extend street grid to school to make walkable.

Table 11 Michael

- Hammond a “City of quality”
- Have everything families need here
- Cate Square area is a good example of a complete community
- Magazine St area is too isolated
- Multi-use streets for biking, walking and driving to connect neighborhoods to downtown
- Make it possible to walk to schools

- Residential opportunities on Morrison
- Use grid connectivity rather than disconnected subdivisions
- More routes from here to there

Table 12 Louise

- Add sidewalks to neighborhoods including historic streets (we have a plan)
- Bike lanes, trails for recreation and transportation (i.e. in Old Covington Hwy)
- Underground utilities
- Small community parks in addition to larger ones
- Find a place for community theater and cultural facilities
- Dog park
- Waterway north to south, make trail alignment with a dog park.

Additional comments:

- Limit expansion of residential around airport to avoid noise conflicts
- Small roundabouts at intersections
- SLU 4th year students – have a plan for Zemurray Park