



# **HAMMOND COMPREHENSIVE MASTER PLAN**

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**YOUR CITY  
YOUR VISION  
YOUR FUTURE**

**JUNE 1, 2011**

# ACKNOWLEDGEMENTS

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## INTRODUCTION

This Comprehensive Master Plan adopted by the City of Hammond Planning Commission on June 2, 2011 is in fulfillment of the requirements of LA RS 33:106 and serves as the basis for the City's laws and policies that guide the physical development of the municipality in the exercise of its police power to protect the health, safety and welfare of the public. This plan is a living document providing a flexible framework that can be updated, revised and improved in order to stay relevant both to the issues the City must confront as well as the ambitions the City decides to pursue. The plan contains a detailed vision, using illustrative master plans and visualizations created with direct community input to insure that as the plan evolves it stays true to the overall vision. The plan can serve as a tool to evaluate new development projects, direct capital improvements, guide public policy, and ensure that Hammond continues to be the community that its citizens desire it to be.

The plan identifies goals, objectives and policies that will enhance the City's quality of life, respect its natural environs and support complimentary economic growth and development.

Each element of the plan contains:

1. A discussion of the City's concerns or intentions;
2. Goals which chart a course of action based on the community vision;
3. Objectives to accomplish each goal; and
4. Policies which list implementation actions and the principles that form the basis for City regulations and procedures.

Within each element the plan's goals, objectives and policies range from the level of the region, which includes the City and surrounding lands, to the level of the individual street and lot, both existing and proposed. By designing at all scales using the same overall principles the City has created a vision that can operate cohesively, and help guide the efforts of the City's many stakeholders and decision makers at every level.

By reference herein, the following documents shall be considered a part of this Plan: *Major Street Plan, City of Hammond, LA* by Burk-Kleinpeter, Inc., June, 2006; *2002 Master Plan Update, Downtown Development District* by Dufreche, Marak and Torre, February, 2003; *Recreation Plan, Phase 1: Existing Conditions and Needs Assessment* by Burk-Kleinpeter, Inc., December, 2006; and *Workforce Housing Strategic Planning Report, The City of Hammond, LA*, June 20, 2007.



### THE PURPOSE OF PLANNING

Residents of the City of Hammond value their downtown and its variety of uses, the character and diversity of their neighborhoods, and the quality of their natural environment. Yet, residents express concern about the impacts of new growth on traffic, the cost of public facilities, and community character.

Much of the growth that has affected the City has occurred on Parish lands and the City recognizes the importance of coordinating growth and development with the Parish under an agreed-upon set of principles that utilize statewide planning tools such as the Louisiana Land Use Toolkit and Louisiana Speaks Plan.

The Louisiana Land Use Toolkit seeks to accomplish all of the goals of the City's adopted zoning ordinance by protecting public health, safety and welfare, while at the same time fostering predictable built results and a high-quality public realm of streets and green spaces. It uses physical form rather than the automatic separation of uses as the organizing principle for creating places.

The Louisiana Speaks Regional Plan showed how compact development could improve people's lives over placeless development: less commuting times, more water purifying wetlands preserved, less family expenses spent on transportation, and community character restored to areas that have lost it. The plans contained in the Community Design Element of the Comprehensive Master Plan are the expression of those ideas at the local level. They are a plan to channel the forces that made Hammond a highly liveable city to that continued end.

The illustrative plans shown in the Comprehensive Master Plan are consistent with both the Toolkit's recommendations at the level of the individual lot and the Louisiana Speaks Plans' regional objectives.

By building smarter at all levels, by accommodating growth within already developed areas and making more efficient use of existing infrastructure, the City seeks to lessen the amount of development that will occur in areas that lack facilities and services or contain pristine lands. To accomplish this the Comprehensive Master Plan provides detailed sample plans that show compact development in order to promote development and economic growth in areas that can be efficiently served by public facilities and services. More than this, the illustrative master plans were created with close coordination with business owners and residents with the goal of providing inspiring visions of the future. Growth can improve the character and function of the City, if properly directed.

### USING THE PLAN

The plan provides priorities for public action and direction for private decisions. The Comprehensive Master Plan can serve as guidance to the Planning and Zoning Commission, City Planner, and City Council when evaluating development proposals and considering the rezoning or annexation of lands. The plan also provides user-friendly information for use by citizens and community groups. Clear goals strengthen the partnership between the public and private sectors and between citizens and the development community.

Implementation of the plan will necessitate revisions to the City's land development regulations. This could, in part, be accomplished by use of the Louisiana Land Use Toolkit, and the plan provides direction for translating its recommendations into specific Toolkit plans. The Comprehensive Master Plan also provides guidance for capital improvement investments.

The plan recognizes that there is a close link between the City of Hammond and the Parish, and that regional issues such as the provision of public facilities and services, the accommodation of new residents, and the stewardship of the natural environment, requires intergovernmental coordination. Implementation of the plan is thus a joint effort between regional government, elected and appointed City officials, citizens, community groups, and the private sector. This document is intended to provide a common point of reference for everyone involved in shaping the City's future.

## 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 PROFILE

### DATA COLLECTION AND ANALYSIS

The following is a summary of the most critical findings of an analysis of demographic information, economic data and development trends concerning the City and Parish. Tables showing an expanded version of the statistics described below follows the analysis.

### HAMMOND CONTINUES TO GROW

The City of Hammond has experienced a steady 1% annual growth rate over the past 20 years. Between 1990 and 2010 the population of Hammond grew by approximately 19.9%. Hammond is largest city in Tangipahoa Parish, which is one of the fastest growing parishes in the State of Louisiana. Between 1990 and 2015 the population in Hammond is expected to grow by 47.3%. These levels of growth are expected to continue as infrastructure and housing develop in tandem with the growth of the I-12 corridor and the larger North Shore/Baton Rouge region.

Growth rates in Hammond and Tangipahoa Parish are in line with the expected growth rates in neighboring parishes. Livingston Parish, directly to the west of Tangipahoa, is expected to experience a 35% population growth between 2000 and 2015. St. Tammany Parish, directly to the east of Tangipahoa, is expected to almost double in population with a 48% population increase during the same period of time.

### HOUSEHOLDS ARE AGING IN PLACE

While the overall number of households and families is increasing in the City of Hammond, household size is decreasing, from an average of 2.67 to 2.48 people per household. As the population ages in place, children leave the home and decrease the overall household size. Households with families still make up the largest segment of the community, with approximately 56.7% of all households fitting into this category.

The proportion of owner-occupied housing to rental housing in the City of Hammond is relatively evenly split as of the 2010 Census, with 46.8% owner-occupied and 41.1% rental. In Tangipahoa Parish, the proportion of owner-occupied to rental is about two-thirds to one-third and the trends indicate these numbers are relatively stable. A major reason for the higher percentage of rental housing in the City is the presence of a large number of college students, who generally do not buy homes while attending school.

### THE CITY HOSTS A VARIETY OF AGES

As expected in a community where the household size is decreasing, the population in Hammond is also aging. From 1990 to 2015, the median age of residents is expected to increase from 25.4 to 28.9 years of age. Similarly, the median age of Parish residents is expected to increase from 30.1 to 35.5. Notable in this is the fact that the median age for the City is 5 to 7 years younger than the Parish as a whole because of the presence of Southeastern Louisiana University.

In addition to a younger school-aged cohort, there is also a dramatic increase in the over 55 population in both the City and the Parish. In the 55 to 64-year age bracket, the City is expected to increase by 43% and 52% in the Parish. In the 65 to 74-year age bracket the City should expect a 20% increase, and the Parish a 30% increase.

**POPULATION, INCOME AND HOUSING SUMMARIZED**

As of the 2000 Census, there were 17,639 people, 6,251 households and 3,707 families residing in the City of Hammond. Between 2000 and 2015, the population is expected to increase by 2,406 residents (+13.7%), 1,040 households (+16.6%) and 425 total families (+11.5%).

**EDUCATION**

In 2000, Hammond had an enrollment of 3,187 students in Kindergarten through 12th grade. In addition there are 228 students enrolled in preschool programs and 3,558 students in college or graduate level courses. School enrollment in Hammond at the college or graduate school level is higher in Hammond than the rest of Tangipahoa Parish and the state due to location of Southeastern Louisiana University within the City.

The percentage of people in Hammond that are 25 years of age or older that received a high school diploma or higher is similar to that within the Parish and State. However, there is a slightly greater percentage of people that continued on to obtain a bachelor's degree or higher in Hammond than within the Parish and State.

**EMPLOYMENT**

The average annual salary for individuals employed in the four zip codes that make up the City of Hammond as of 2008 was \$29,623.68, which is slightly higher than salaried positions in the Parish. While salaries in 2000 were slightly lower in the Hammond zip codes, they ultimately evened out and surpassed the Parish as a whole by approximately 4.8% by 2008. While the number of establishments has fluctuated just a bit, the concentration of government functions with relatively high paying jobs, the presence of Southeastern Louisiana University, and a steady increase in establishments and paid positions have helped the City and its immediate area maintain and increase total payroll and overall salaries.

**POPULATION GROWTH IS EXPECTED TO ACCELERATE**

Similar trends can be seen when the overall population changes, including projections to 2015, are taken into account. From 2000 to 2015, the City of Hammond is expected to continue growing as people shift from southern parts of the State north to the I-12 corridor. Between 2000 and 2015, the City is expected to grow from 17,639 residents to 20,045, an overall increase of approximately 13.7%. Between 2000 and 2015, the population in Tangipahoa Parish is expected to increase by roughly 25.5%, from 100,588 to 126,276 residents. These numbers are in line with the neighboring parishes, including Livingston (expected to increase population by 35%) and St. Tammany (expected to increase population by 48%) over the same fifteen-year period. While the rates of growth are not necessarily even across the Parish or the region, the numbers indicate that the City of Hammond has and will continue to experience its share of growth, and may find it necessary to provide services to many new residents outside of the City limits.

**ETHNICITY**

Of Hammond's 20,019 residents counted in the 2010 Census, 98.1% identify themselves as being of a single race. Of this percentage 48.6% are white and 48.6% are black, which represents a nearly even split between the two races. More noticeable are dramatic increases in the Native American population (+67.9%), the Asian population (+101.4%), Pacific Islanders (+266.7%) and Hispanic populations (+139.4%). There was also a sizeable increase (+39.4%) in the number of people identifying themselves as multi-racial. While there may be multiple explanations for why diversity is increasing in the City of Hammond, it is quite likely that increased ethnic diversity is due largely to the student body at Southeastern Louisiana University.

**AGE**

The age makeup of the City of Hammond is similar to Tangipahoa Parish as a whole with a few notable exceptions. Namely, the City of Hammond has a significantly higher percentage of the population in the 15 to 24 year age bracket and a significantly lower percentage of the population in the population between 35 and 54. The City of Hammond has 5,102 between the age of 15 and 24 or approximately 25.5% of its population, compared with 15.0% in the Parish as a whole. This is likely attributable to the presence of Southeastern Louisiana University, which enrolls approximately 15,000 students, a percentage of which most certainly respond the Census in the City of Hammond. Conversely, Tangipahoa Parish has approximately 25.4% of its population in the 35 to 44 and 45 to 54 age brackets, while the City has roughly 20.2% of its population in the same age range. This translates to a significantly younger population breakdown in Hammond, which should be taken into account when planning for future development and service provision.

The trends in age makeup are also similar to the larger Parish trends, with some minor exceptions and notable changes in overall population makeup. Between 2000 and 2015 both are expected to have a moderate decrease in the percentage of population under 44 years of age, including a slight percentile decrease in the 15 to 24 bracket for the City of Hammond. While population continues to grow in both the City and the Parish, the shift in age percentiles can be attributed to a large increase in the 55 to 64 and 65 to 74 year age bracket. Between 2000 and 2015, both the City and the Parish are expected to roughly double their 55 to 64, and increase the 65 to 74 populations by nearly 20% and 30% respectively. This is a dramatic shift, as it would appear that Hammond and the Parish are becoming retirement destinations for the region. In addition to a significant school aged population in Hammond, a growing retiree/senior cohort should be taken into account when planning for future development and services.

**INCOME**

In 2000, the Median household income for the City of Hammond was \$24,046, significantly lower than that of Tangipahoa Parish and the State of Louisiana. On the other hand, per capita income for the City is higher than the Parish, but lower than the State of Louisiana. Much of the disparity in income can be attributed to the significantly higher proportion of young residents, many of which are in school and therefore either don't work or only work part-time.

Between 2000 and 2014 the projected percentage increase in household income across the State of Louisiana is roughly 24%. During this same period the median household income in the City is expected to increase by 18% and nearly 16% for the Parish. Per capita income for the same time period is expected to increase by 8.1% for the City and 14.1% for the Parish, both of which will increase to more than \$16,000 per year. The rise and stabilization of per capita income in the City and the Parish can be attributed to the increase in older populations. Tables 6 and 7 provide a more detailed breakdown of the income distributions in the City of Hammond and the Parish as a whole.

TABLE 1.1: CITY OF HAMMOND SOCIO-ECONOMIC DEMOGRAPHICS

	1990 Census	2000 Census	2010 Estimates	2015 Projections
<b>Total Population</b>	16,712	17,639	20,019*	20,045
<b>Total Households</b>	5,586	6,251	7,021	7,291
<b>Total Families</b>	3,505	3,707	4,023	4,132
<b>Median Age</b>	25.4	27.1	28.3	28.9
<b>Average Household Size</b>	2.67	2.51	2.49	2.48
<b>Median Household Income</b>	\$15,381	\$24,046	\$27,184	\$28,380
<b>Average Household Income</b>	\$23,010	\$37,429	\$39,626	\$40,088
<b>Per Capita Income</b>	\$8,014	\$15,145	\$15,939	\$16,370
<b>Total Housing Units</b>	6,490	7,014	8,059*	8,827
<b>Owner Occupied Housing Units</b>	3,031	3,264	3,735	3,870
<b>Renter Occupied Housing Units</b>	2,555	2,987	3,286	3,421
<b>Vacant Housing Units</b>	904	763	865*	1,536**

Data Sources: U.S. Census Bureau (1990, 2000, 2010), ESRI Forecasts (2010, 2015)

\* Denotes 2010 U.S. Census information currently released

\*\* New 2015 estimates for vacant housing units will be released 11/2011

TABLE 1.2: TANGIPAHOA PARISH SOCIO-ECONOMIC DEMOGRAPHICS

	1990 Census	2000 Census	2010 Estimates	2015 Projections
<b>Total Population</b>	85,709	100,588	121,097*	126,276
<b>Total Households</b>	29,663	36,558	44,407	47,111
<b>Total Families</b>	21,680	25,768	30,631	32,249
<b>Median Age</b>	30.1	32.3	34.4	35.5
<b>Average Household Size</b>	2.79	2.66	2.61	2.60
<b>Median Household Income</b>	\$16,849	\$29,412	\$32,165	\$34,025
<b>Average Household Income</b>	\$23,241	\$38,480	\$42,519	\$43,037
<b>Per Capita Income</b>	\$8,150	\$14,461	\$16,178	\$16,503
<b>Total Housing Units</b>	29,663	40,794	50,073*	56,313
<b>Owner Occupied Housing Units</b>	21,564	26,800	32,028	34,067
<b>Renter Occupied Housing Units</b>	8,099	9,758	12,379	13,044
<b>Vacant Housing Units</b>	3,977	4,236	4,938*	9,202**

Data Sources: U.S. Census Bureau (1990, 2000, 2010), ESRI Forecasts (2010, 2015)

\* Denotes 2010 U.S. Census information currently released

\*\* New 2015 estimates for vacant housing units will be released 11/2011

TABLE 1.3: REGIONAL POPULATION CHANGE

Area	1990 Census	2000 Census	2010 Census	2015 Projections	% Change
Tangipahoa Parish	85,709	100,588	121,097	126,276	+25.5%
City of Hammond	16,712	17,639	20,019	20,045	+13.7%

Data Sources: U.S. Census Bureau (1990, 2000, 2010), ESRI Forecasts (2010, 2015)

TABLE 1.4: AGE COHORTS

	City of Hammond				Tangipahoa Parish			
	2000	2009	2015	% Change	2000	2010	2015	% Change
Under 5 years	6.4%	6.5%	6.5%	+1.6%	7.2%	7.2%	7.1%	-1.4%
5-14 years	13.3%	13.3%	12.4%	-6.8%	15.5%	14.1%	14.2%	-8.4%
15-24 years	27.3%	26.2%	25.5%	-6.6%	17.7%	15.7%	15.0%	-15.3%
25-34 years	12.6%	13.7%	13.2%	+5.5%	13.1%	14.0%	13.0%	-0.7%
35-44 years	11.1%	10.1%	10.5%	-5.4%	14.6%	12.8%	13.1%	-10.3%
45-54 years	10.3%	10.9%	9.7%	-5.8%	13.0%	13.8%	12.3%	+5.4%
55-64 years	6.8%	9.2%	9.7%	+42.6%	8.2%	11.3%	12.5%	+52.4%
65-74 years	5.4%	5.2%	6.5%	+20.3%	6.0%	6.1%	7.8%	+30.0%
75-84 years	4.6%	3.9%	3.8%	-17.4%	3.4%	3.6%	3.6%	+5.9%
85 plus years	1.4%	2.2%	2.0%	+42.9%	1.2%	1.4%	1.4%	+16.7%

Data Sources: U.S. Census Bureau (1990, 2000), ESRI Forecasts (2010, 2015)

TABLE 1.5: MEDIAN AND PER CAPITA INCOME

	City of Hammond	Tangipahoa Parish	State of Louisiana
Median Household Income 2000	\$24,046	\$29,412	\$32,809
Projected Median Household Income 2015	\$28,380	\$34,025	\$40,711
% Change in Household Income	+18.0%	+15.7%	+24.1%
Per Capita Income 2000	\$15,145	\$14,461	\$16,912
Projected Per Capita Income 2015	\$16,370	\$16,503	\$19,654
% Change in Per Capita Income	+8.1%	+14.1%	+16.2%

Data Sources: U.S. Census Bureau (2000), ESRI Forecasts (2015)

TABLE 1.6: CITY OF HAMMOND POPULATION COMPOSITION BY RACE, 2000-2015

Race	2000		2010		Change 2000-2010	
	Number	Percent	Number	Percent	Number	Percent
White	9,248	52.4%	9,724	48.6%	476	+5.1%
Black	7,972	45.2%	9,514	47.5%	1,542	+19.3%
American Indian or Native American	28	0.2%	47	0.2%	19	+67.9%
Asian	146	0.8%	294	1.5%	148	+101.4%
Pacific Islander	3	0.0%	11	0.1%	8	+266.7%
Some Other Race Alone	82	0.5%	206	1.0%	124	+151.2%
Two or More Races	160	0.9%	223	1.1%	63	+39.4%
Hispanic Origin (Any Race)	277	1.6%	663	3.3%	386	+139.4%

Data Sources: U.S. Census Bureau (2000, 2010), ESRI Forecasts (2015)

TABLE 1.7: CITY OF HAMMOND HOUSEHOLDS BY INCOME

Households by Income	2000		2010		2015	
	Number	Percent	Number	Percent	Number	Percent
<\$15,000	2,176	34.9%	2,140	30.5%	2,147	29.4%
\$15,000-\$24,999	1,011	16.2%	1,162	16.6%	1,143	15.7%
\$25,000-\$34,999	748	12.0%	955	13.6%	916	12.6%
\$35,000-\$49,999	746	12.0%	874	12.5%	1,129	15.5%
\$50,000-\$74,999	830	13.3%	1,015	14.5%	1,051	14.4%
\$75,000-\$99,999	276	4.4%	390	5.6%	392	5.4%
\$100,000-\$149,999	320	5.1%	359	5.1%	385	5.3%
\$150,000-\$199,999	33	0.5%	38	0.5%	41	0.6%
\$200,000	90	1.4%	86	1.2%	87	1.2%

Data Sources: U.S Census Bureau (2000), ESRI Forecasts (2010, 2015)

TABLE 1.8: TANGIPAHOA PARISH HOUSEHOLDS BY INCOME

Households by Income	2000		2010		2015	
	Number	Percent	Number	Percent	Number	Percent
<\$15,000	5,051	19.5%	11,250	25.33%	11,511	24.4%
\$15,000-\$24,999	3,583	13.8%	6,401	14.4%	6,323	13.4%
\$25,000-\$34,999	3,741	14.4%	6,467	14.6%	6,233	13.3%
\$35,000-\$49,999	4,565	17.6%	6,144	13.8%	8,109	17.1%
\$50,000-\$74,999	5,137	19.8%	8,015	18.1%	8,503	18.1%
\$75,000-\$99,999	2,088	8.1%	3,240	7.3%	3,314	7.0%
\$100,000-\$149,999	1,241	4.8%	2,191	4.9%	2,382	5.1%
\$150,000-\$199,999	185	0.7%	292	0.7%	313	0.7%
\$200,000	304	1.2%	407	0.9%	423	0.9%

Data Sources: U.S Census Bureau (2000), ESRI Forecasts (2010, 2015)

TABLE 1.9: ZIP CODE BUSINESS PATTERNS (2001-2007): 70401, 70402, 70403 &amp; 70404

Year	Number of Establishments	Number of Employees	Annual Payroll	Average Annual Salary
2008	1,300	21,620	\$640,464,000	\$29,623.68
2007	1,313	20,854	\$595,912,000	\$28,575.43
2006	1,270	21,725	\$566,519,000	\$26,076.82
2005	1,220	20,934	\$512,294,000	\$24,471.86
2004	1,185	20,921	\$470,270,000	\$22,478.37
2003	1,168	19,698	\$428,937,000	\$21,775.66
2002	1,171	18,569	\$404,699,000	\$21,794.33
2001	1,100	16,517	\$353,530,000	\$21,365.20
2000	1,114	16,556	\$340,299,000	\$20,554.42

Data Sources: U.S Census Bureau, North American Industry Classification System (NAICS)

TABLE 1.10: ZIP CODE BUSINESS PATTERNS (2000-2008): TANGIPAHOA PARISH

Year	Number of Establishments	Number of Employees	Annual Payroll	Average Annual Salary
2008	2,319	33,234	\$939,234,000	\$28,261.24
2007	2,357	32,799	\$887,914,000	\$27,071.37
2006	2,242	31,944	\$827,568,000	\$25,906.84
2005	2,150	30,204	\$736,266,000	\$24,376.44
2004	2,097	30,567	\$678,893,000	\$22,209.00
2003	2,037	29,031	\$631,938,000	\$21,767.70
2002	2,062	27,710	\$594,010,000	\$21,436.67
2001	1,989	25,918	\$534,335,000	\$20,616.37
2000	2,014	25,008	\$506,698,000	\$20,261.44

Data Sources: U.S Census Bureau, North American Industry Classification System (NAICS)

TABLE 1.11: SCHOOL ENROLLMENT, 2000

	City of Hammond		Tangipahoa Parish		State of Louisiana	
	Number	Percent	Number	Percent	Number	Percent
<b>Preschool</b>	228	3.3%	1,795	5.9%	89,597	7.0%
<b>Kindergarten</b>	199	2.9%	1,358	4.5%	69,264	5.4%
<b>Elementary School (Grades 1-8)</b>	2,008	28.8%	13,121	43.4%	571,548	45.0%
<b>High School (Grades 9-12)</b>	980	14.1%	6,501	21.5%	282,890	22.3%
<b>College or Graduate School</b>	3,558	51.0%	7,455	24.7%	258,000	20.3%
<b>Total</b>	6,973	100%	30,230	100%	1,271,299	100%

Data Sources: U.S Census Bureau

TABLE 1.12: EDUCATIONAL ATTAINMENT, 2000

	City of Hammond		Tangipahoa Parish		State of Louisiana	
	Number	Percent	Number	Percent	Number	Percent
<b>Less than 9th grade</b>	1,023	11.2%	5,869	9.8%	257,710	9.3%
<b>9th - 12th grade (no diploma)</b>	1,639	17.9%	11,184	18.7%	441,342	15.9%
<b>High School Graduate (includes equivalency)</b>	2,155	23.5%	20,531	34.3%	899,354	32.4%
<b>Some college (no degree)</b>	1,829	20.0%	11,150	18.6%	561,486	20.2%
<b>Associate's degree</b>	147	1.6%	1,408	2.4%	95,798	3.5%
<b>Bachelor's degree</b>	1,383	15.1%	6,531	10.9%	339,711	12.2%
<b>Graduate or professional degree</b>	981	10.7%	3,226	5.4%	180,067	6.5%
<b>Total (25 years and over)</b>	9,157	100%	59,909	100%	2,775,468	100%
<b>Percent high school graduate or higher</b>	n/a	70.9%	n/a	71.5%	n/a	74.8%
<b>Percent Bachelor's degree or higher</b>	n/a	25.8%	n/a	16.3%	n/a	18.7%

Data Sources: U.S Census Bureau

## CURRENT CONDITIONS

### A MIXED-USE DOWNTOWN

The City of Hammond is home to a revitalized Downtown and well-loved historic neighborhoods. These core areas are located on the City's original street grid, centered on the crossing of two railroad lines. The Downtown features a mix of uses, with historic storefront buildings, restaurants, offices, churches and municipal buildings, and multi-family and single-family housing within a compact, walkable grid. Surrounding the Downtown on outlying blocks are Hammond's historic neighborhoods, featuring a mix of single-family houses and some multi-family housing with dispersed commercial and civic uses at neighborhood centers. These neighborhoods are built on the historic grid and are walkable and well connected to the Downtown.

### STRIP COMMERCIAL AND SUBURBAN HOUSING

Outside of its intact and vibrant core, Hammond has experienced decades of exclusively auto-oriented development with commercial, residential, and civic uses which are primarily accessed by car. Since the construction of Interstates 12 and 55, Hammond has grown rapidly, expanding towards the interstate highways. In addition, the Hammond Northshore Regional Airport has caused another impetus for growth, with industrial uses and new neighborhoods being built alongside the property. Along the main roads leading to the interstates and to the Airport, strip commercial development have developed, with chain businesses on isolated lots behind large parking fields. Isolated suburban neighborhoods extend out to the City limits and into adjacent land in the Parish. These neighborhoods are laid out on disconnected streets and separated from necessary commercial and civic uses. Residents of these neighborhoods are required to drive everywhere to meet their daily needs. Automobile-oriented, suburban-style development continues to spread throughout Hammond, transforming the city's original agricultural and natural lands. The next phase of development in Hammond could provide centers of compact development to thinly developed commercial areas and community centers to neighborhoods.

### AGRICULTURAL AND NATURAL LANDS

Prior to the 1940s, Hammond's Downtown and historic neighborhoods created a sharp edge of development against the City's surrounding farmland and natural areas. Since that time, development has blurred the edge between Hammond's developed areas and its pristine open space. Despite this, there is still a significant amount of agricultural, forested and wetland areas land within and around Hammond. These lands lend Hammond a small-town, rural feel that residents take pride in.



*Downtown Hammond*



*Historic neighborhoods*



*Strip development*



*Disconnected neighborhoods*

## 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.

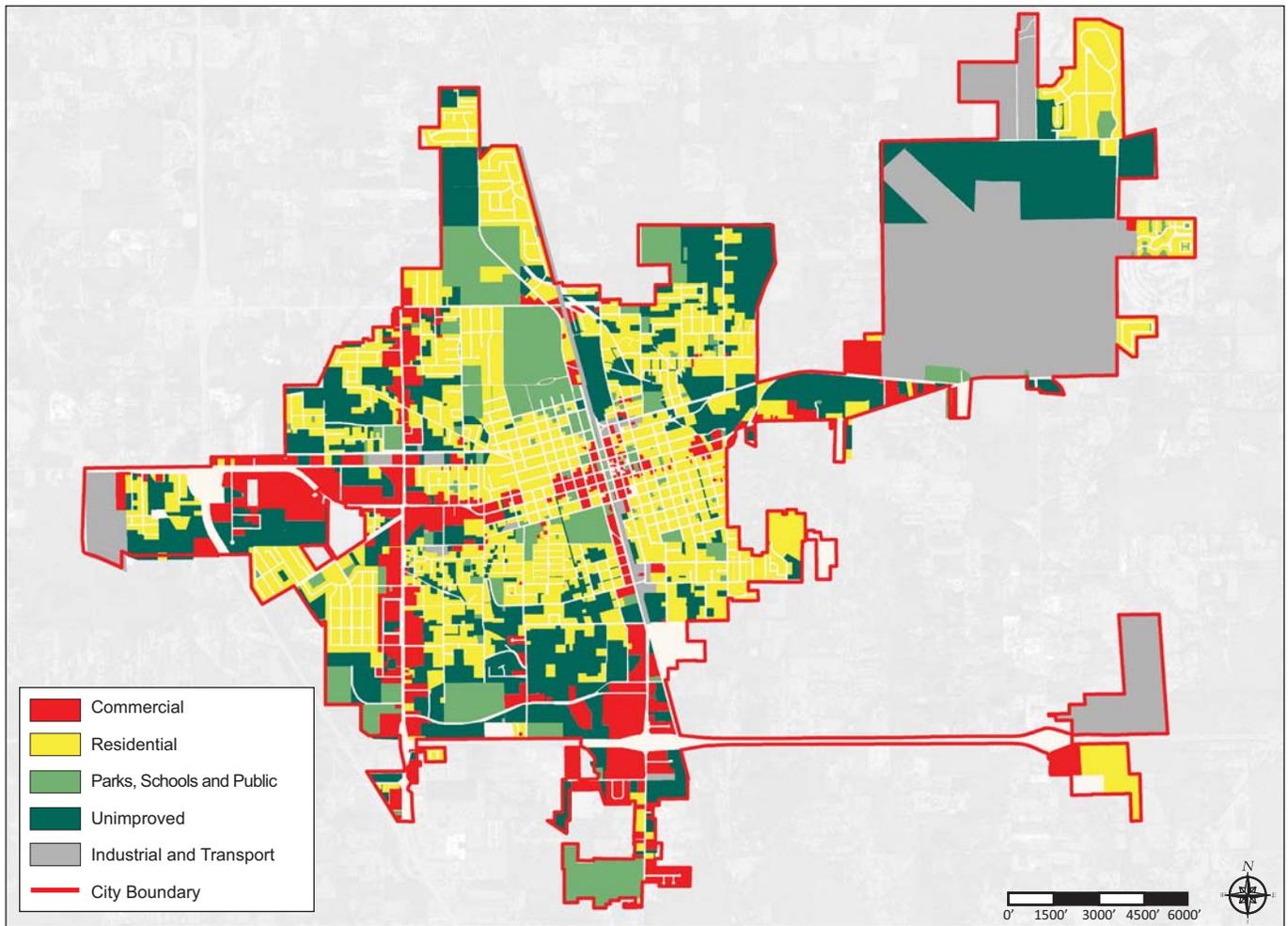
### KEEP A PERMANENT GREEN PRESERVE IN AND AROUND THE CITY

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.

FIGURE 2.1: EXISTING LAND USES



The Existing Land Use Map gives a sense of the pattern of commercial, residential, public, and industrial space in the City, as well as the location and amount of unimproved land in the City. The Existing Land Use Map is the result of the City’s zoning. Commercial uses, shown in red, are concentrated in the Downtown as well as along the City’s main corridors leading out of town to the interstates. This high concentration of commercially-zoned land along automobile-oriented corridors has led to extensive strip commercial development that is disconnected from neighborhoods and accessible only by car. Residential uses, shown in yellow, are distributed around the Downtown, and in recent years suburban development has spread out toward the interstates, as well as the airport. Industrial uses are located around the airport, the railroad tracks, and the interstate. Public parks, civic buildings, and institutional uses such as Southeastern Louisiana University and the Medical Center are shown in light green. Finally, unimproved or vacant land is shown in dark green, revealing yet undeveloped areas of Hammond that can have a powerful effect on the future character of the City.

TABLE 2.1

Land Use	Acres
Church	74.8
Commercial	943.1
Communication	2.2
Industrial	752.9
Mixed Use	6.0
Parks & Recreation	176.9
Public Use	251.8

Land Use	Acres
Multi-family Residential	417.2
Single-family Residential	1997.2
Schools	329.6
Transportation	49.8
Unimproved	2071.5
Waterways	54.0

Property usage according to the City of Hammond Tax Assessor, 2009

## STRATEGIES FOR ADDRESSING COMMUNITY CONCERNS

**STUDYING THE CITY'S EXISTING LAND USES AND FORM**  
 Thomas Street passes through areas of distinctly different function and form. Residents of Hammond stated that the Downtown contains what is best about the City while the area just one mile west near the corner of Morrison Boulevard and Thomas Street was described as an area needing the most improvement. Fortunately, a great deal of the area at Morrison and Thomas has yet to be developed and the future form of new development can learn from the Downtown.

The Land Use Map of the Downtown on the far right appears as a mosaic of tiles, an ordered complexity. The map of the area west of the downtown below it appears chaotic and uncoordinated. The same thoughtful, holistic planning that went into creating the Downtown that is evident in the map is felt on the ground when one travels through the Downtown.

There is a definable center to the Downtown and the intensity of uses radiate out and lessen along a spectrum, from three-story commercial and multistory buildings which occupy the majority of their lots to one-story residential buildings on wide lots. West of the Downtown, commercial uses of varying intensity follow a linear strip, with no transition between very large commercial buildings and relatively small residential ones. There is also no discernible center.

In the Downtown a regular grid of streets create a coherent network: when in the downtown one knows where they are in relation to the center. As the grid of the downtown continues west it breaks down until there is no regularity of block size. Without a grid network of multiple routes all traffic from the neighborhoods must converge on the three major east-west roads, creating traffic congestion. In the Downtown traffic can take several routes, although this is somewhat hampered by the pairs of one way streets of Oak Street and Railroad Avenue, Thomas Street and Morris Avenue.

Looking at Land Use map of the area west of the Downtown it is difficult to judge what uses will develop in the areas labeled "Unimproved". Because the City's current zoning has no future land use map as its basis, there is no clear direction for zoning changes, which results in varying points of view and no clear direction to guide decisions at zoning hearings.

However, the same principles that created the Downtown can be applied to retrofitting areas west, or designing new areas on the City's periphery.



*Downtown Hammond*



*West of Downtown Hammond*

FIGURE 2.2: EXISTING LAND USES



*Downtown Hammond: The physical design and land uses are ordered around a center with many routes north and south, east and west.*



*West of Downtown Hammond: There is no clear center, commercial uses line corridors with buildings of random size, and there is only one uninterrupted route from north to south along Morrison Boulevard, and only three complete routes east and west, causing inevitable traffic congestion.*

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*

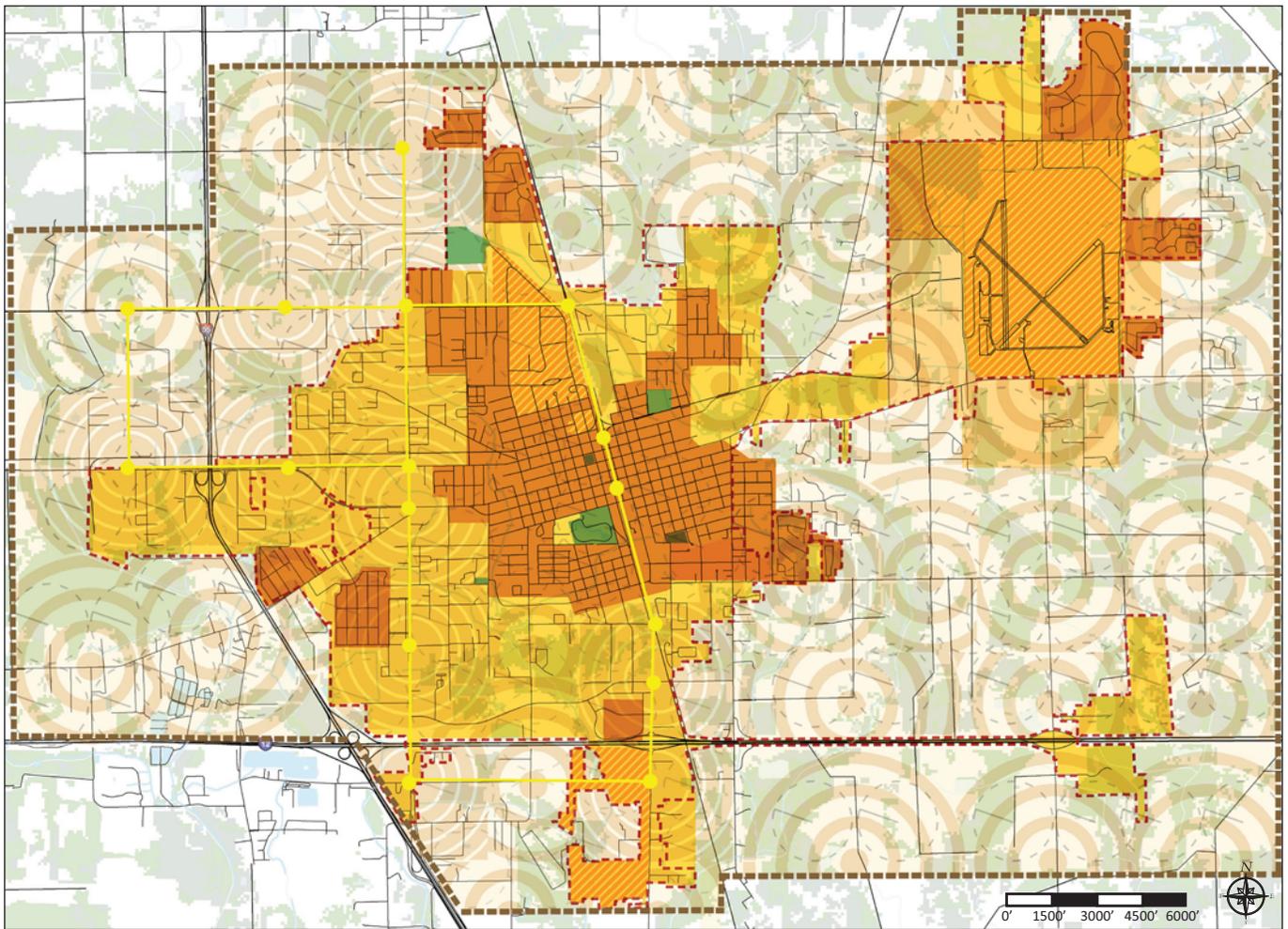


 *Controlled Growth Areas: compact neighborhoods*

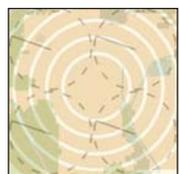


 *Reserved/Preserved Open Areas: preserving natural areas and farmland in the Parish*

FIGURE 2.4: THE SECTOR MAP



- Tier 1 - Infill Areas
- Single-Use District Areas
- Infill with Restrictions Areas
- Tier 2 - New Development and Redevelopment Areas
- Tier 3 - Controlled Growth Areas
- Tier 4 - Reserved/ Preserved Open Areas
- Existing Park
- Water body
- Existing City Boundary
- Potential Annexation Boundary
- Future Transit Line



**Intended Growth Sector**  
Areas where new growth should be primarily directed to the high capacity intersections of major arterial roads or along potential transit routes. Each sector is roughly one square mile and comprised of four neighborhoods of roughly 160 acres each which are a 5-minute walk from center to edge. The intersection of the four neighborhoods is envisioned as a major mixed-use activity area. Any development within the sector must be sensitive to the rivers, wetlands, floodplains and farms shown in pale green and blue underneath the sector symbol. The environmentally-sensitive lands are shown as general representations.



**Controlled Growth Sector**  
Areas where new growth should be secondarily directed to the intersections of minor arterial roads which could eventually host potential transit routes. Each sector is roughly one square mile and comprised of four neighborhoods of roughly 160 acres each which are a 5-minute walk from center to edge. The intersection of the four neighborhoods is envisioned as a minor mixed-use activity area. Any development within the sector must be especially sensitive to the rivers, wetlands, floodplains and farms shown in pale green and blue underneath the sector symbol. The environmentally-sensitive lands are shown as general representations.

The Sector Map prioritizes growth in established, compact, complete neighborhoods within Hammond, such as the Downtown and its historic outlying neighborhoods. Infill would be sensitive to the context of each respective neighborhood. A potential annexation boundary is shown which would give the city a coherent form based on the creation of new neighborhoods in the tradition of the Downtown. The northern and southern proposed boundaries are bordered by major arterial extensions proposed in the City of Hammond's Major Street Plan. The western and eastern boundaries include neighborhoods presently divided by the city's current boundary along minor arterial roads which serve as gateways into the city, such as Ward Line Road, US 190, Old Baton Rouge Highway, Cherry Street and Old Covington Highway.

FIGURE 2.5: TIER 1 - INFILL AREAS: CONTEXT-SENSITIVE ADDITIONS TO ESTABLISHED AREAS

*New buildings should fill the gaps in the urban fabric and be sized and designed to spatially define streets.*



*Infill development includes investment on the part of both the public and private sectors. An expanded library and new Main Street building are shown near the corner of Thomas and Cherry Streets. Centrally located civic buildings facilitate public participation and advance revitalization efforts.*



*Even gas stations can contribute to the fabric of the city with gas pumps at the side of the lot.*



EXISTING CONDITIONS



One opportunity for continuing the revitalization of the Downtown is to extend the street-oriented, multi-story, Main Street buildings of Thomas Street eastward. At present, Cherry Street provides a clear demarcation line between pedestrian-oriented continuous urban fabric and an auto-oriented patchwork of buildings. West of Cherry Street is a continuous line of shopfronts and facades within site of the pedestrian. East of Cherry Street parking lots are at the fronts and sides of lots, and buildings are recessed back from the street.

Although Thomas Street both west and east of Cherry Street have civic buildings, banks, residences and stores, far fewer pedestrians can be observed east of Cherry Street, where they can no longer expect the shade of arcades and awnings, and instead find long boring stretches of parking lots with cars pulling in and out of the numerous curb cuts. Small interventions of new infill buildings can repair enough of the fabric to continue the pedestrian landscape.

■■■■	Historic District
▨▨▨▨	Existing Buildings
—	Right-of Way Line

PROPOSED INFILL



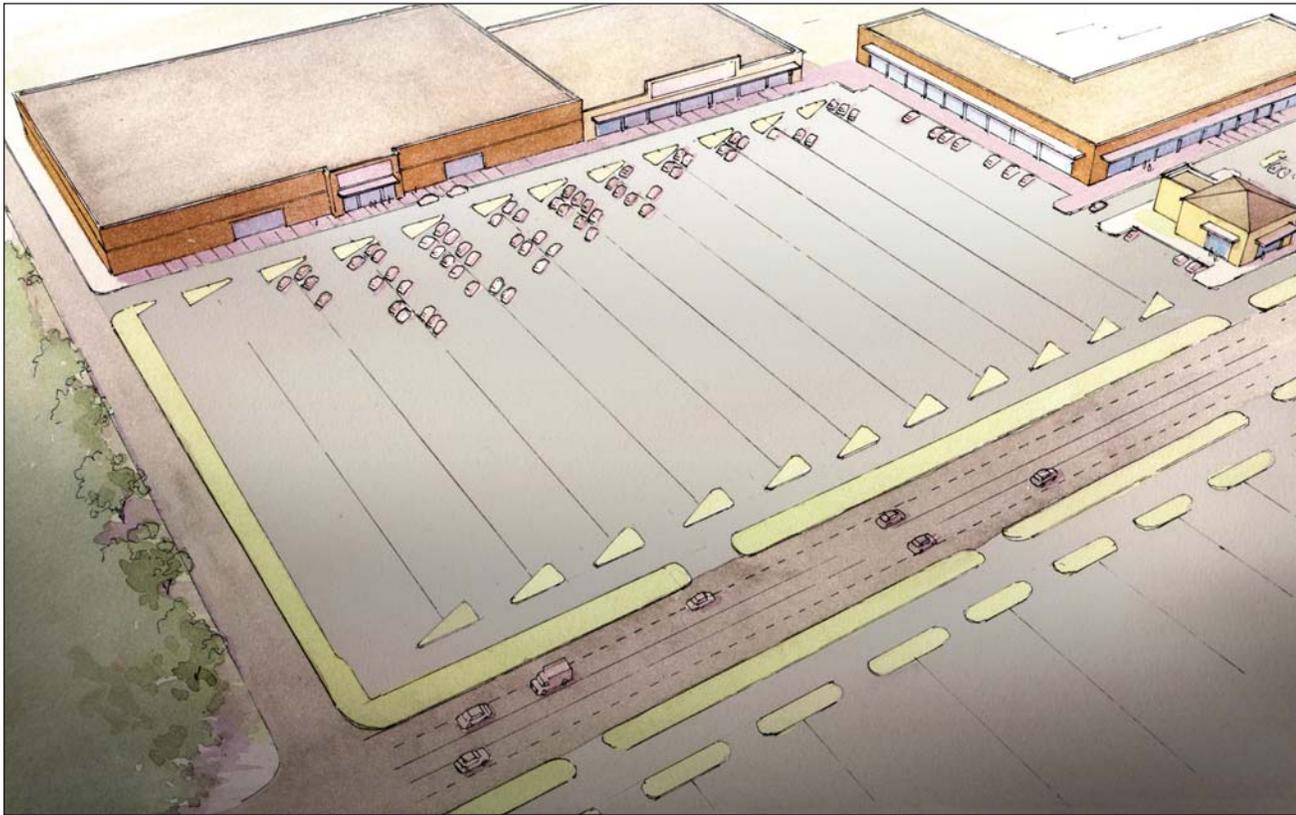
At the corner of East Morris Avenue and South Cherry Street a gas station is located prominently on the busy corner, just as they tend to be throughout the United States. However, gas stations represent commercial investment, if held to the same design standards as other Main Street buildings they can contribute to the City's character as well as to its economy.

Thomas and Morris Streets are a one-way pair of roads. Cities with one-way systems should consider reverting to two-way traffic as it tends to help economic development. One-way streets along routes taken primarily by commuters can damage retail activity by limiting traffic to either the morning or nighttime commute. One-way streets often have higher speeds because drivers are less cautious, decreasing the pedestrian's sense of safety. One-ways are avoided by visitors in cars because the around-the-block maneuvers made necessary on one-ways can make navigating stressful and time-consuming.

▨▨▨▨	Existing Buildings
▤▤▤▤	Proposed Buildings

FIGURE 2.6: TIER 2 - NEW DEVELOPMENT AND REDEVELOPMENT AREAS: REDEVELOPING THE COMMERCIAL STRIP

*The same principles that apply to making great neighborhoods can be applied to making choice worthy shopping districts.*



*Existing Conditions: Perspective View*



*After Creative Redevelopment: Perspective View*

EXISTING CONDITIONS



Large-format auto-oriented shopping centers and offices define the character of Hammond outside the Downtown. Required front setbacks and required buffers often create suburban-style developments which may be desired in some places in the City but in others a more walkable, compact environment may be desirable.

The setback requirement for commercial structures is typically 25', 15' of which is required to be planted green space. Once a building is required to be set back even 25' it then often makes sense to the site designer to set the building back far enough to include the entire site's parking between building and street. Buildings setbacks eliminate the possibility that pedestrians will be sheltered by awnings or colonnades. Required tree buffers do a good job of hiding the facade of buildings but eliminate the possibility of storefronts within view of strolling pedestrians.

In areas where walkability is intended a 0' setback with no landscape requirement may be preferred. A build-to line with a maximum setback of 2' can also line storefronts into coherent street walls.

PROPOSED CREATIVE DEVELOPMENT



Allowed to evolve, shopping centers can become centers of the community. Continuous perimeter buildings define blocks where parking can be located at the interior, out of sight. Office and residential uses are located above commercial uses. New main streets are possible perpendicular to West Thomas Street that are safe, comfortable and interesting to the pedestrian with on-street parking and continuous street trees which create a walkable place.

Optimally, this kind of redevelopment would be encouraged by the creation of a multi-way boulevard along West Thomas Street. The multi-way boulevard features an access lane between West Thomas Street and storefronts which can serve local trips, provide on-street parking, and even have on-street dining on ample, tree-lined sidewalks.

FIGURE 2.7: TIER 2 - NEW DEVELOPMENT AND REDEVELOPMENT AREAS: BUILDING COMPLETE NEIGHBORHOODS

*Complete, compact, pedestrian-friendly mixed use neighborhoods that offer the opportunity to live, work and play within a short walk may be possible under the existing regulations but could be encouraged to a greater degree under form-based regulations.*



*Conventional Suburban Development: Perspective View*



*Traditional Neighborhood Development: Perspective View*

CONVENTIONAL SUBURBAN DEVELOPMENT



This hypothetical development of the area east of the intersection of Morrison Boulevard and CM Fagan Drive shows a conventional development pattern of commercial, attached residential, and single-family residential divided into “zones” of differing uses.

The end result is not a mix of uses but a line of single-use commercial buildings on the main roads, followed by a line of apartment complexes, followed by single-family homes with little thought given to pedestrian movement between them. Each has setback and buffer requirements intended to mitigate the effects of nearby uses. Yet because the building types are so different the owners of the different types are likely to be at odds. For example, a single-family home may find the large parking lots of the other uses to be a nuisance despite the most ample setbacks and required buffers.



TRADITIONAL NEIGHBORHOOD DEVELOPMENT



The Traditional Neighborhood Development model for the same area allows blocks with one edge of commercial uses (or multi-story, mixed use buildings with apartments above commercial), two edges of attached units and one edge of detached single-family uses. There is then a natural gradation from the smallest residential uses above commercial buildings to the largest residential estate units at the interior of the neighborhood. Many types of buildings and kinds of people are accommodated with no clear demarcation line between them. The purpose of traditional neighborhood design is not uniformity, but the reconciliation of diversity.

In areas where pedestrianism is desired the City can require parking at the interior of blocks, out of view, and mandatory open spaces in the form of large, coherent greens as an alternative to buffers.



## HISTORIC DISTRICTS, OVERLAY DISTRICTS AND SPECIAL DISTRICTS

The various districts designated by the City serve to identify areas with a unique character and function and provide guidelines and requirements for new development, infrastructure and public policies. The objectives of the Comprehensive Master Plan are in accordance with district regulations. Special consideration must be given to actions which effect each of the areas. Each is described generally below and in more detail in the pages that follow.

### HISTORIC DISTRICTS

The Hammond Historic District and National Register Historic District protect the buildings and landscapes that people often value most about the City. Preservation and renewal of historic buildings, districts, and landscapes affirm the continuity and evolution of society. All places change over time and adaptive re-use and strategic new construction is encouraged in the Historic Districts, yet block dimensions, street types, building types and specific buildings should be protected and restored where possible, and new construction should be seamlessly linked to its surroundings.

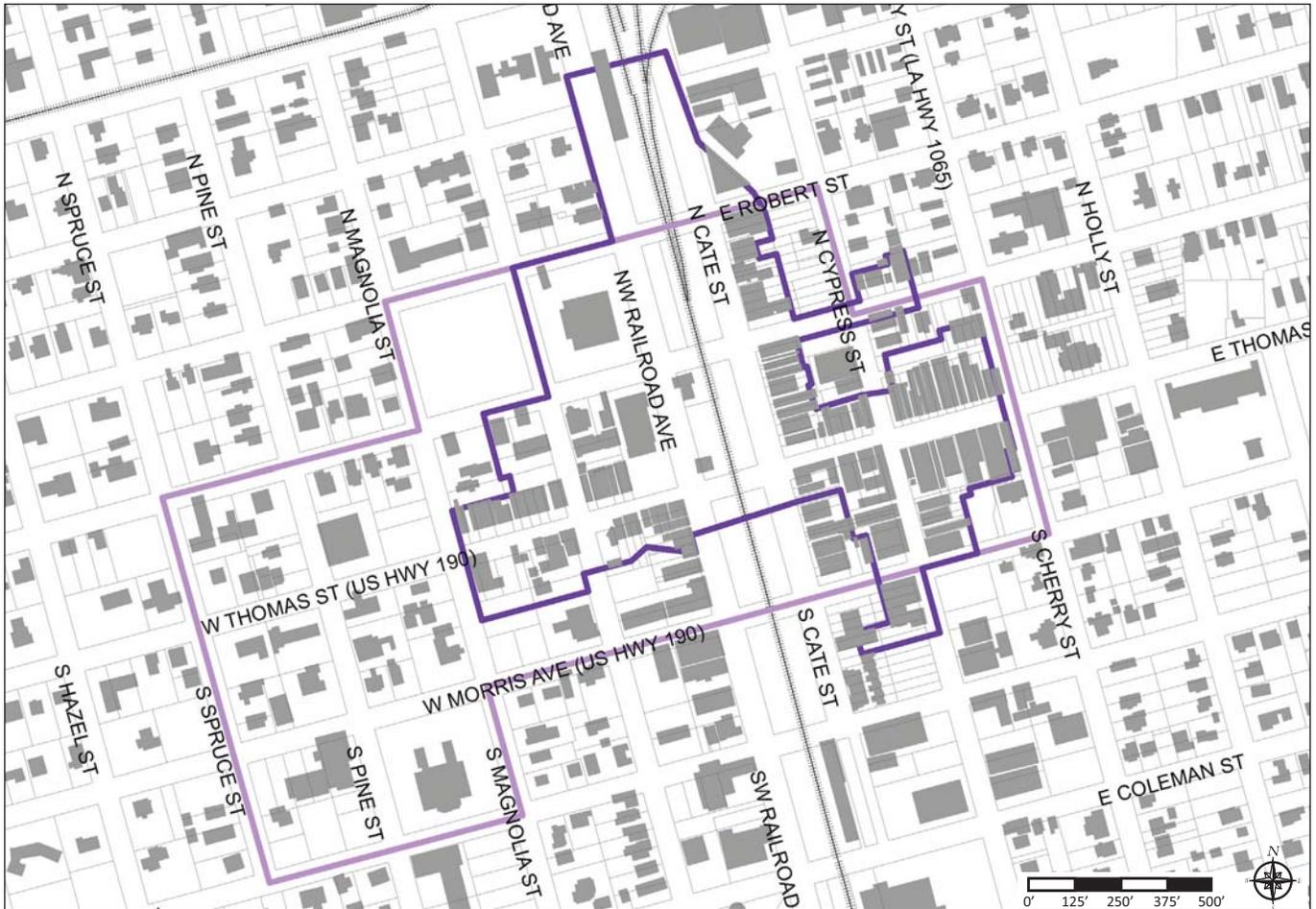
### OVERLAY DISTRICTS

The Central Business District, Downtown Development District and Economic Development District are intended to upgrade, improve and protect their respective areas by providing special incentives and guidelines for development as well as appointed stewards and promoters for the areas. The Thomas/Morris Street Overlay (OED District) was designed to encourage investment and restoration in historic areas. The School/ Church District includes the Holy Ghost School and Campus. The residential districts of the Garden District, Hyer-Cate Preservation District, and Iowa Addition Overlay District seek to protect the residential character of the districts.

### SPECIAL DISTRICTS

The Southeastern Louisiana University District, the Hammond Airport District, the Holy Ghost School/Church District and the proposed North Oaks Hospital Special District establish guidelines for development within their boundaries.

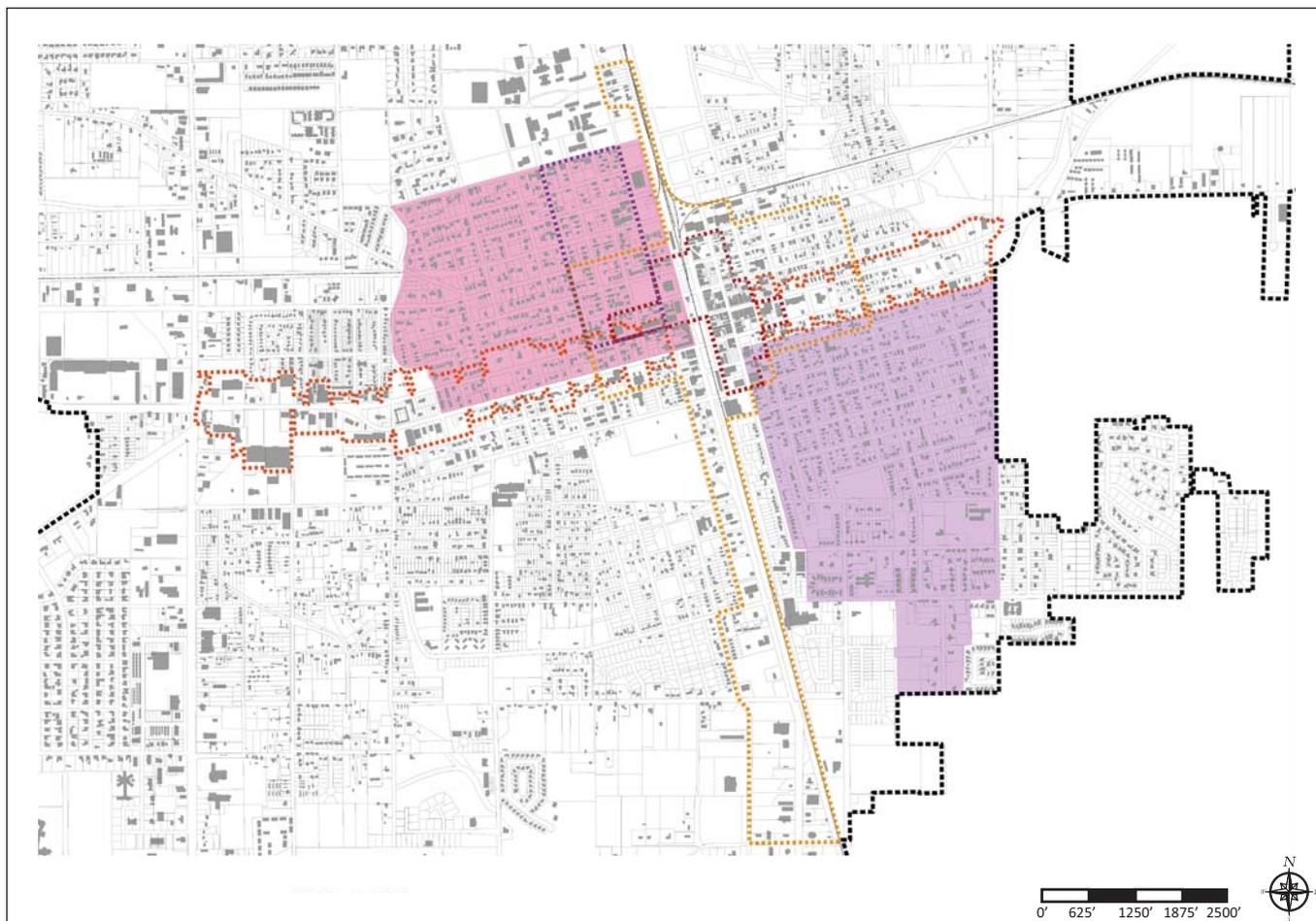
FIGURE 2.8: HISTORIC DISTRICTS



**Hammond Historic District:** In 1978 the Hammond City Council established by ordinance the Hammond Historic District which includes most of the downtown business district. Historic District designation is a way to officially recognize historic or architecturally significant areas. Moreover, it provides a means to protect and preserve unique buildings and features from the City's past for the enjoyment of future generations. Owning property within the historic district is both a privilege and a responsibility. Similar to zoning ordinances, a historic district ordinance provides guidelines that insure property owners that their investment will be protected. Historic district designation also stimulates economic investment by improving property values in the downtown area. Changes are permitted, but they must respect the special character of the district and contribute positively to the appearance of the downtown area. It should also be noted the properties facing the historic district, but not in the historic district are subject to the same guidelines as the district.

**National Register Historic District:** In 1980 the National Park Services of the U.S. Department of the Interior also designated parts of downtown Hammond as an historic district listed in the National Register of Historic Places. The National Register is the official list of the nation's cultural resources deemed worthy of preservation. The boundaries of the National Register historic district differ from those of the municipal historic district. Those buildings included in the National Register historic district may qualify for Investment Tax Credits, based on the costs incurred in rehabilitating the building. Special guidelines from the Secretary of the Interior must be followed (as well as those of the Hammond Historic Commission) in order to qualify for the tax credits. Listing in the National Register of Historic Places also affords protection to those buildings affected by any federally funded or licensed projects, such as a new highway or airport.

FIGURE 2.9: OVERLAY DISTRICTS



- Central Business District
- Downtown Development District
- Thomas / Morris Street Overlay & Economic Development District
- Garden District
- Hyer-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.

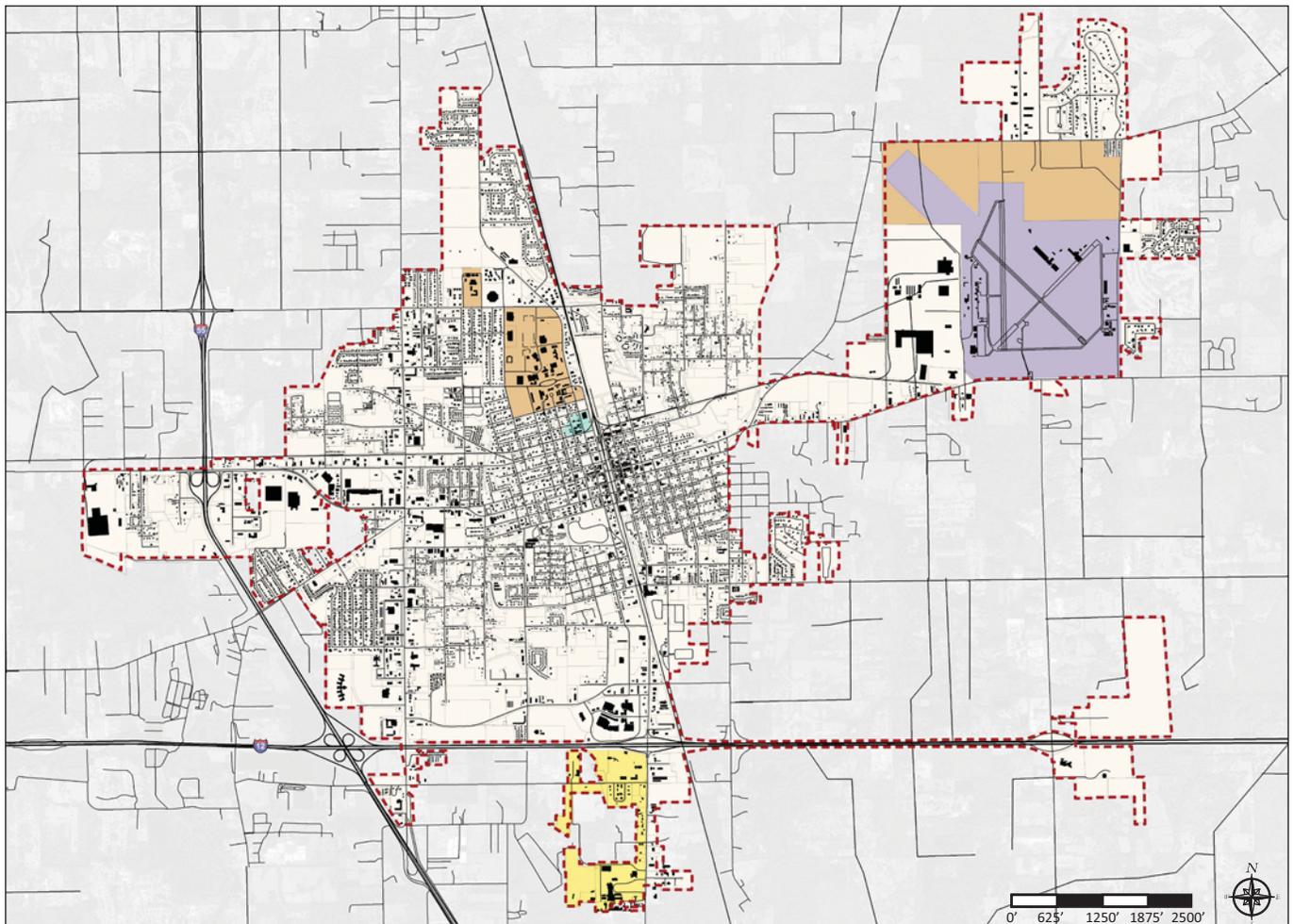
**Downtown Development District:** The Downtown Development District was created by the Louisiana State Legislature in 1986, and in January 1987 the Hammond Downtown Development District was formed. The major goal of the Downtown Development District is to upgrade and improve downtown Hammond. To carry 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.

FIGURE 2.10: SPECIAL DISTRICTS



- S-1 District (Southeastern Louisiana University District)
- S-2 District (Hammond Airport)
- Holy Ghost School and Church District
- North Oaks Hospital District

**S-1 District:** The S-1 District in Hammond is the Southeastern Louisiana University District that comprises that SLU property north of University Avenue and between Tornado Drive, and the original SLU campus area bounded on the north by University Drive, on the south by W. Dakota Street, on the east by North Oak Street, and on the west by N. General Pershing. The SLU S-1 District also includes their property north and west of the Hammond Airport within the corporate limits. Within the S-1 District, permitted uses will be in accordance with SLU’s Master Plan or Land Use Plan. The City will not require re-zonings within the S-1 area if such proposed uses are part of the intended use of that special district (such as educational, airport, etc). In addition, the City will not have to inspect buildings nor review building plans that are part of the State’s improvements

within that district. However, SLU will be required to submit applications for City Building Permits even though no City Building Construction fees are charged. This will allow the City to keep up with new construction within the corporate limits and provide for improved coordination between the University and the City of Hammond.

**S-2 District:** in Hammond will include that property typically known as the Hammond Airport and covered by the adopted Airport Master Plan of Hammond. Within this District, building plans and building permit applications will be submitted and reviewed by the City of Hammond. The City Building Office will perform building and site inspections and will collect the appropriate building fees from private entities building within that district. Permitted uses will be those allowed in the Airport Special Zone in conformance with the Airport Master Plan.

**Holy Ghost School and Hospital District:** The Holy Ghost School and Church District was created to protect the operations of the Holy Ghost School and Church.

**North Oaks Hospital District:** is scheduled to become a formal district to protect the operations of the hospital, facilitate its expansion, and insure compatible development. North Oaks Hospital has been an established institution in Hammond for over 50 years.

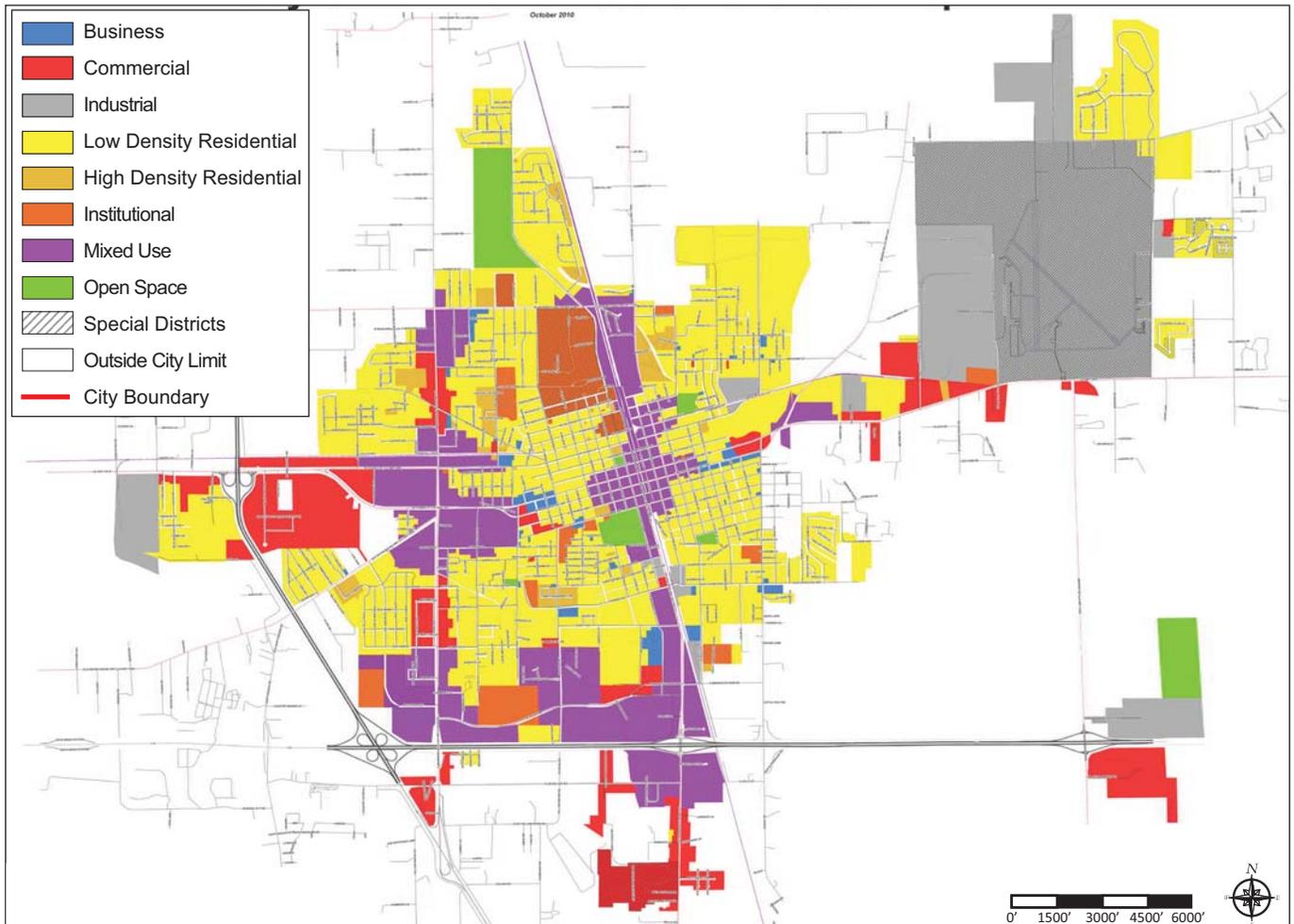
## FUTURE LAND USE MAP

The Future Land Use Map (FLUM) is based on the City's approved 2009 zoning map. The City's zoning map has been the basis of landowner expectations since its adoption and was thus the basis for the FLUM to insure regulatory consistency. The Comprehensive Plan also creates additional land use categories which shall better serve the needs of the City. This includes a Mixed Use designation to allow development of a character similar to the Downtown, and Agriculture designation to allow the City to annex lands while still allowing the continuation of their farming use.

### MIXED USE LAND USE DESIGNATION

Development applications in accordance with the City's Traditional Neighborhood Development Ordinance described by Comprehensive Plan Policy 2.3 shall be considered for the Mixed Use Zoning District designation. This designation for new communities and infill development shall be based on the best development precedents in Hammond, utilize the Louisiana Land Use Toolkit, allow a wider range of unit types than permitted under other zoning districts, will require form-based coding to give assurance to the City and neighbors, provide a range of street types that are pedestrian-friendly, will require well-designed public spaces which are open to the public, and shall include expedited, date-certain approvals.

FIGURE 2.11: FUTURE LAND USE MAP (FLUM)



FLUM Category	Typical Implementing Zoning Categories
<b>Business</b>	B-1
	B-2
<b>Commercial</b>	C-1
	C-2
	C-3
	C-4
	C-4A
<b>Suburban Residential</b>	R-11
	R-4
	R-5
	R-5S
	R-8
	R-S
	R-P

FLUM Category	Typical Implementing Zoning Categories
<b>Urban Residential</b>	R-A
<b>Special Districts</b>	S
	S-1
	S-2
	SC
	O-V
<b>Open Space</b>	OS
<b>Institutional</b>	I
<b>Mixed-Use</b>	MU
<b>Agriculture</b>	AG

## 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.*

Policy 2.2.3 – Encourage multi-story mixed-use buildings where appropriate.

Policy 2.2.4 – Continue to support the Downtown Development District in its effort to improve the Downtown.

Policy 2.2.5 – Create urban parks and a thorough network of urban trails between them in the Tier 1 and Tier 2 areas.

**Objective 2.3 – Prioritize compact, walkable, multi-modal oriented, redevelopment.**

Policy 2.3.1 – Create a Traditional Neighborhood Design (TND) Ordinance as an option for new communities and infill development based on the best precedents in Hammond and utilizing the Louisiana Land Use Toolkit.

Policy 2.3.1.1 – The TND ordinance may allow a wider range of unit types to be utilized than permitted under the zoning code to encourage complete communities.

Policy 2.3.1.2 – The TND ordinance will require form-based coding to give assurance to the City and neighbors.

Policy 2.3.1.3 – The TND ordinance will allow a wide range of street types to create streets that are safe, comfortable and interesting to the pedestrian as well as require an interconnected network of streets with small block sizes.

Policy 2.3.1.4 – The TND ordinance will require well-designed public spaces. All streets and open space created under the ordinance shall be open to the public.

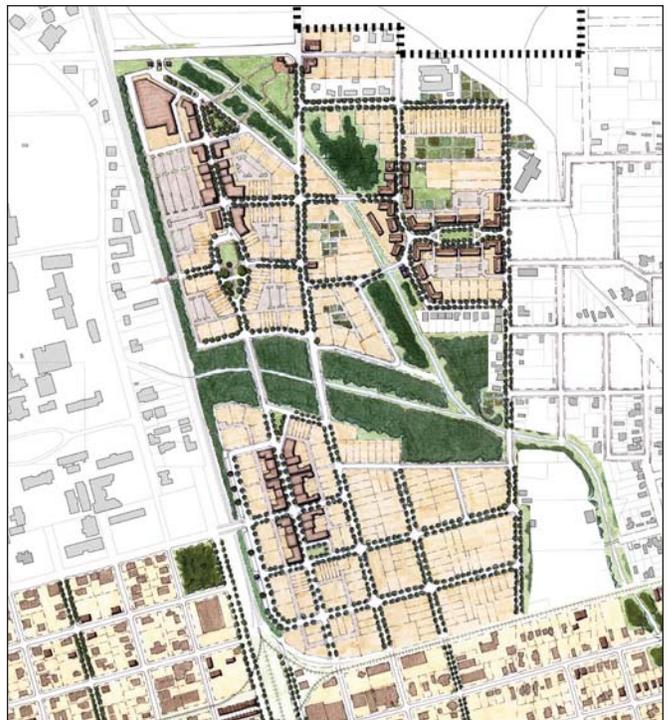
Policy 2.3.1.5 – The TND ordinance will fast-track development approvals and give date-certain decisions.

Policy 2.3.2 – Encourage and support the evolution of exclusively auto-oriented, strip-style commercial development into mixed-use activity centers. Allow a diverse, complimentary mix of residential and non-residential uses to meet the need of the City's businesses and residences in these areas.

FIGURE 2.13: NEW DEVELOPMENT AND REDEVELOPMENT AREAS



*An example of new development in a Controlled Growth Area: There is a diversity of housing types, with an emphasis toward attached and multi-family types. There are mixed-use buildings weaved into the residential fabric of the neighborhood. Yards are small, but residents have parks or small greens at the center of the neighborhood. Affordable housing should be indistinguishable from its market-rate neighbors.*



*Controlled Growth Areas should be seamlessly weaved into surrounding or adjacent neighborhoods. Planners and designers should take clues from the network of streets, blocks, and lots in nearby historic areas in order to lay out the framework of new neighborhoods.*

Policy 2.3.3 – Development plans of significant size should demonstrate how green areas have been linked to the Proposed Trails Map.

Policy 2.3.4 – Development plans of significant size should demonstrate how community centers on the Proposed Greens Map have been established.

**Objective 2.4 – In rural areas encourage the clustering of homes in compact groupings to maximize public or semi-public open space while minimizing infrastructure costs to create more affordable housing.**

Policy 2.4.1 – Adopt a Conservation Subdivision Design Ordinance to encourage subdivisions designed with natural systems in mind for use when a proposed subdivision is not adjacent to a major road and mixed-use neighborhoods under an TND ordinance are not possible.

Policy 2.4.2 – Support density bonuses to allow clustered projects to provide more residential uses that would ordinarily be allowed if the additional uses are either deed-restricted single-family affordable homes or homes that are affordable by design (live/work units or units above commercial).

Policy 2.4.3 – In clustered developments use stylistic consistency and the same quality of construction to integrate affordable housing with market-rate housing and de-emphasize socio-economic differences.

**Objective 2.5 – Maintain a compatible mix of land uses through coordinated growth management.**

Policy 2.5.1 – Promote investment in commercial and residential areas through active efforts to enforce City codes and eliminate non-conforming uses that erode property values.

Policy 2.5.2 – Promote inter-connectivity between adjacent land uses, including connectivity between non-residential development and adjacent neighborhoods.

Policy 2.5.3 – Evaluate location and proportion of areas allocated to zoning districts. Rezone properties to optimize quantity and location of land uses to conform to Future Land Use Map.



*In an era of growing energy and transport costs, local agriculture may become increasingly important.*

Policy 2.5.4 – Conduct a study to determine that commercially zoned land use areas are in balance with the percent of future land uses adopted in the plan and provide mechanisms to make commercial development stock available for other uses, such as housing or public uses.

Policy 2.5.5 – Use the Future Land Use Map and Sector Map to guide land use, development and infrastructure decisions.

Policy 2.5.6 – Develop and maintain a coordinated planning and development review process within City government and with the Parish to foster efficient City and regional growth patterns.

**Objective 2.6 – Preserve agricultural capacity within close proximity to the population it serves.**

Policy 2.6.1 – Consider the use of transferable development rights (TDRs) and agricultural conservation easements to preserve the character of the City and Parish and environmental assets.

Policy 2.6.1.1 – Incentivise the protection of wetlands and their buffers, floodways and floodplains, aquifer recharge areas, woodland, productive farmland, wildlife habitat and scenic views from public roads through tools such as Conservation Easements, Land Trusts, TDRs and other methods.

Policy 2.6.1.2 – Identify areas for increased development to encourage redevelopment of greyfields and underutilized sites.

Policy 2.6.2 – Utilize Sierra Club and Environmental Protection Agency mapping, documentation and guidance in determining preservation priorities.

Policy 2.6.3 – Support the development of temporary farm stands, urban agriculture projects, and community vegetable gardens on school, park, and community center sites, and near public agency offices and nonprofit providers offering health, human and social services.

Policy 2.6.4 – Identify opportunities to incorporate agriculture, including the provision of community gardens, urban agriculture projects, and community kitchens in multifamily and low-income housing projects.

Policy 2.6.5 – Update development regulations to provide for standards that address agricultural needs and their potential impacts to nearby uses and natural resources.

**Objective 2.7 – Protect natural open space in Hammond for environmental health and for recreational opportunities for residents.**

Policy 2.7.1 – Identify priority conservation zones, especially along waterways, and create City ordinances to prohibit development within these conservation areas.

Policy 2.7.2 – Identify and maintain a permanent green preserve of some form in and around City with a focus on improving and protecting ecological areas.

Policy 2.7.3 – Encourage the protection, preservation and enhancement of riparian corridors in new development and the redevelopment of existing uses to maximize public access, connectivity and to improve water quality.

**Objective 2.8 – Adhere to the City’s Historic District, Overlay District and Special District designations in all land use and permitting decisions.**

Policy 2.8.1 – All new development and substantial renovations in Overlay Districts and Special Districts must be considered in accordance with districts goals and regulations.

Policy 2.8.2 – Preserve and enhance historic and cultural resources.

Policy 2.8.2.1 – Support the Hammond Historic District’s efforts to protect all of the City’s historic resources including districts, sites, streets, structures and buildings.

Policy 2.8.2.2 – Continue the effort to add informational plaques to historic buildings.

Policy 2.8.2.3 – Maintain an updated inventory of historic buildings which includes a survey and photographs.

Policy 2.8.2.4 – Continue to prepare National Register nominations for eligible historic and cultural resources.

Policy 2.8.2.5 – Create a Geographic Information Systems (GIS) layer for individual historic resources.

Policy 2.8.2.6 – Ensure that new public facilities and infrastructure are consistent with historic development in Historic Districts.

Policy 2.8.2.7 – Create a historic preservation fund which would ensure that monies collected through fines are utilized in the District.

**Objective 2.9 – Support the Planning Department’s ability to oversee new development and land use changes in the City**

Policy 2.9.1 – Improve the City’s GIS capability to include a regular updating of new parcels and create a system by which certification of new subdivisions by the Clerk of the Court occurs in coordination with City land development approvals.

## CURRENT CONDITIONS

Growth is inevitable, and the same forces that created Hammond over 150 years ago when the railroads were run north from New Orleans to Chicago and west along the entire length of the southern coastline of the United States are now channeled by Interstates 12 and 55, along the same trajectories. But instead of creating distinct towns separated by farms along a linear path as the railroads once did, interstates create townless stretches of linear development that never quite arrive anywhere distinguishable – except when it arrives to historic centers like Hammond. For this reason Hammond residents expressed concern that new development would dilute the charm and quality of life that have lasted over 150 years. The late twentieth-century invention of prominent parking lots, autonomous buildings and formless-in-between residual spaces that characterize development today did not exist in Hammond just two generations ago.

Yet, the City of Hammond has a tradition of routing development forces productively into its Downtown: the University that provides employment and fond memories of the City to the region's youth, the Downtown District which revitalized the downtown when other downtowns of the South were abandoned, new developments that reinforce the City's identity after first coming to understand it, all speak to Hammond's ability to shape its future.

What is most remarkable about the plan for the Downtown presented in this element which was created by the citizens of Hammond and is a refinement on a succession of plans that came before it, is how little is actually proposed to change. What is best about the plan is perhaps all that it doesn't do: it doesn't propose the road closures, superblocs, privatization of public space, and concessions to the automobile that have been shown to degrade the quality of places. It proposes a program for preservation and enhancement.

Alternatively, along the major and minor arterials that connect the City and Parish the plans recommend new development that upgrades existing development by providing more choices than were previously allowed.

This element describes how the physical pieces: buildings, open space, natural systems, and the roadways of the City work together to create a coherent whole, reinforcing and enhancing the character of Hammond.



*Train station and rail yard.*



*Thomas Avenue*



*Residential homes with tree lined streets.*



*Aerial of Hammond taken December 18, 1940*

## DEVELOPMENT HISTORY

The Hammond area was first settled in 1818 to harvest timber for maritime industry products. In 1854, the New Orleans, Jackson & Great Northern Railroad was routed through the area, launching the City's emergence as a commercial and transport center. The introduction of the railroad brought new people and broader investment to the area.

Five years later Charles Emery Cate, an entrepreneur, settled in the area and built a shoe factory, tannery and saw mill. Cate also organized the City by laying out a grid of streets and planting oak trees along the curbs. The City blocks were typically 320' X 320', similar to the block sizes found in other Southern cities. Blocks were subdivided depending on the on their location to the center of town, and how much an individual could afford.

Near the center of the grid, affluent families such as the Cates constructed large homes. Smaller homes were located on the periphery of the grid. Cate's private garden, an entire block in size, would become Cate Square.

Hammond's central business area spanned both sides of the railroad tracks along Thomas Street. Commercial buildings were developed as multi-story buildings where the owner either lived or rented the space above their shops. Buildings maximized their lots and were built up to the edge of their property. The main businesses congregated together so that when people came to town they could do all of their shopping in one trip. Most trips were done either on foot or with horse drawn carts.

The Hammond Northshore Regional Airport was established in 1932 by the US Army on the east side of the City. Then in the mid 1950's the interstate corridors of I-55 and I-12 were developed. As the interstates bypassed Hammond's downtown, Hammond's footprint expanded out to meet the highways. These highways developed in the predominant pattern of the auto age. Buildings were set back far from the street with large asphalt parking lots in front for the convenience of the automobile. This design did not cater to pedestrians, it hindered pedestrian movement throughout the commercial areas and impeded pedestrian connections between residential and commercial areas.

Residential uses surrounding these high-speed roads are not integrated with the commercial uses, necessitating the use of the automobile. Although some neighborhoods, such as Villa West, were still developed using a grid of streets, single entry subdivisions became the predominant residential development pattern. This pattern increases the use of arterial roads for every trip since no alternate routes exist.

Hammond's proximity to New Orleans and Baton Rouge (less than an hour from each) stimulates growth. Hammond residents can enjoy the City's quaint charm and yet commute to New Orleans or Baton Rouge.

Hammond residents working alongside designers have developed a series of principles to guide Hammond's community design as it continues to grow to shape Hammond's future and define its sense of identity and place. Specific recommendations for future actions to be taken by the public sector to implement the community design vision are found in the goals, objectives, and policies at the end of this element.



*Hammond Lumber Company Saw Mill*



*Lagoon in the private garden of C. E. Cate; now Cate Square.*

FIGURE 3.1: 1930-1949 SANBORN MAP



The Sanborn map shows the downtown grid of Hammond as it was laid out by C. E. Cate. Smaller and more completely occupied lots are located toward the center of the City along the railroad tracks and Thomas Street; larger lots on more open land is located toward the edges of town. On the east end of town the grid shifts to align with the north-south polar coordinate grid system.



Enlarged detail of the Downtown. Blocks were progressively subdivided and the end result was a diversity of lot types.

## 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.*

#### USE CATE SQUARE AS A MODEL

During the workshop process, community members expressed the desire for a “greener” Hammond. Participants stressed the need for more street trees, park spaces, and connections between parks. As a result, importance has been placed on balancing infill development and re-development with restoring and protecting open space. Cate Square is a perfect model of an urban park that serves the entire community. Small, urban parks should be added to existing neighborhoods and subdivisions and included in new neighborhoods when they are built. This will distribute parks throughout Hammond so that public green spaces are more accessible for people within walking distance of their homes. Neighborhood parks should be connected with walking and biking trails, as well as to a larger system of bikeways and greenways along the larger riverfronts. Streets should be reclaimed as walkable places and a street tree campaign should be started to increase the planting of street trees.

#### PUBLIC AND CIVIC ART

A vigorous arts scene is good for a City’s economic development. A local investment in the arts has been proven to be an important inducement for businesses seeking a rich, diverse, and sophisticated lifestyle for their employees and their families. It is a helpful economic engine that fuels universities, hotels and restaurants, retailers and entrepreneurial enterprises.

Public art can be continually woven into the fabric of the City’s growth, development, and education. Recognizing that art in public places enriches the social and physical environment, and provides experiences that enable people to better appreciate their community, the City should encourage ownership and pride in community-shared public spaces. The City and Chamber of Commerce should work in active cooperation with neighborhood residents and artists to enhance the community’s vision for its cultural future.

#### CONTINUE HISTORIC DEVELOPMENT PATTERNS NORTH OF DOWNTOWN

There is a large tract of land north of the Downtown that connects to Southeastern Louisiana University. This City and property owners should extend the historic development patterns of the downtown by continuing the street grid, reserving prominent sites for civic buildings and civic amenities, have street-oriented buildings and a diverse mix of uses that compliment the downtown and the needs of the university students.



*On-street parking in the downtown adds to the parking supply.*



*On-street parking in the neighborhoods can also be provided.*



*Hammond’s historic neighborhoods should be preserved & enhanced.*



*Heritage trees can be preserved in neighborhood parks.*

## STRATEGIES FOR ADDRESSING COMMUNITY CONCERNS

### CONNECTIVITY THROUGHOUT HAMMOND

Strong communities are well-connected in many ways. Having an interconnected web of streets is the most basic and effective form of bringing a community together. Outside of the historic downtown, Hammond lacks an interconnected street network, with main roadways such as West Thomas Avenue, West Church Street, Highway 190, Railroad Avenue, University Avenue, and Morrison Boulevard serving as the primary through roads. This limits alternate routes for drivers, bicyclists and pedestrians to access commercial areas and parks, resulting in traffic congestion and separation between residential and commercial areas.

One way to improve connectivity around Hammond's main intersections and along busy thoroughfares is to continue and expand the network of streets found in the downtown. A network of streets will help to distribute traffic away from key intersections, and reduce congestion. Creating pedestrian connections between residential neighborhoods and public spaces, and allowing Hammond's commercial corridors to become pedestrian-friendly will also improve connectivity.

A green network and trail system should be developed and marked that connects the City's parks and square not only to each other but to the natural system of rivers and streams as well.

### INCREASE DENSITY AT MAIN INTERSECTIONS

In contrast to the existing strip shopping centers, the creation of neighborhood centers would serve as desirable gathering places that enhance the identity of the community. During the community workshop, several of the main key intersections in Hammond were illustrated as transforming from typical highway oriented intersections into neighborhood centers.



*Public and civic art*

Dense, mixed-use centers help to relieve traffic congestion, reduce parking needs, and improve walkability. This is possible because neighborhood centers provide a range of goods and services, amenities, and housing in close proximity to one another, eliminating the need to drive within that area. Not all neighborhood centers will be designed to function in exactly the same way as each should have their own identity and role.

### DESIGN THE CORRIDORS

Every street in Hammond is important. However, within the network of streets, there are certain streets that should be showcased, protected, and thought about with even more care. These streets include Airport Road, University Avenue, West Thomas Avenue, Morrison Boulevard, Railroad Avenue, Oak Street, CM Fagan Drive, Magazine Street, and Old Covington Highway. These primary corridor streets should receive priority in regards to investment and a careful examination of their design. The desired character of the future urbanism adjacent to these corridors should be decided, and then the roadways should be designed to accommodate that type of urbanism.

One option for transforming the key corridors in Hammond is to create multiway boulevards. A multiway boulevard is a thoroughfare design that can simultaneously handle large volumes of through traffic while encouraging the kind of street-front development that creates a main street. Multiway boulevards and how they function are further described in the Transportation and Infrastructure Element.

### FOCUS ON THE NEEDS OF SENIORS

Hammond has a limited resource of housing available for seniors. Elder generations who grew up in Hammond are now having to move out and go to other cities such as Baton Rouge that have existing senior living facilities and amenities that cater to their changing needs.

### CONTROL CHARACTER OF NEW DEVELOPMENT

The character of Hammond is not only determined by the development inside of Hammond's borders, but the character of the adjacent land within the Parish as well. Hammond should look outside of its borders and work with Tangipahoa Parish to determine the pattern of development that is appropriate. Development patterns in these areas should contribute to Hammond's character and goals. This is especially true along University Avenue between the City limits and Interstate 55 and Airport Road between the Airport and Interstate 12. With the introduction of a new exit from the Interstate 55 to University Avenue, this route will be a new route into the City.

FIGURE 3.2



*A round-about proposed by the Louisiana Department of Transportation at the intersection of Interstate 12 and Railroad Avenue provides an opportunity for a grand gateway which mixes civic art and showcased private investment. The view above is an approximate view from the highway. Hammond would present an impressive front door if new development were constructed at a height sufficient enough to frame the space. Access lanes along the perimeter of blocks are designed for local traffic and provide opportunities for outdoor dining while through traffic can freely exit and enter the highway.*

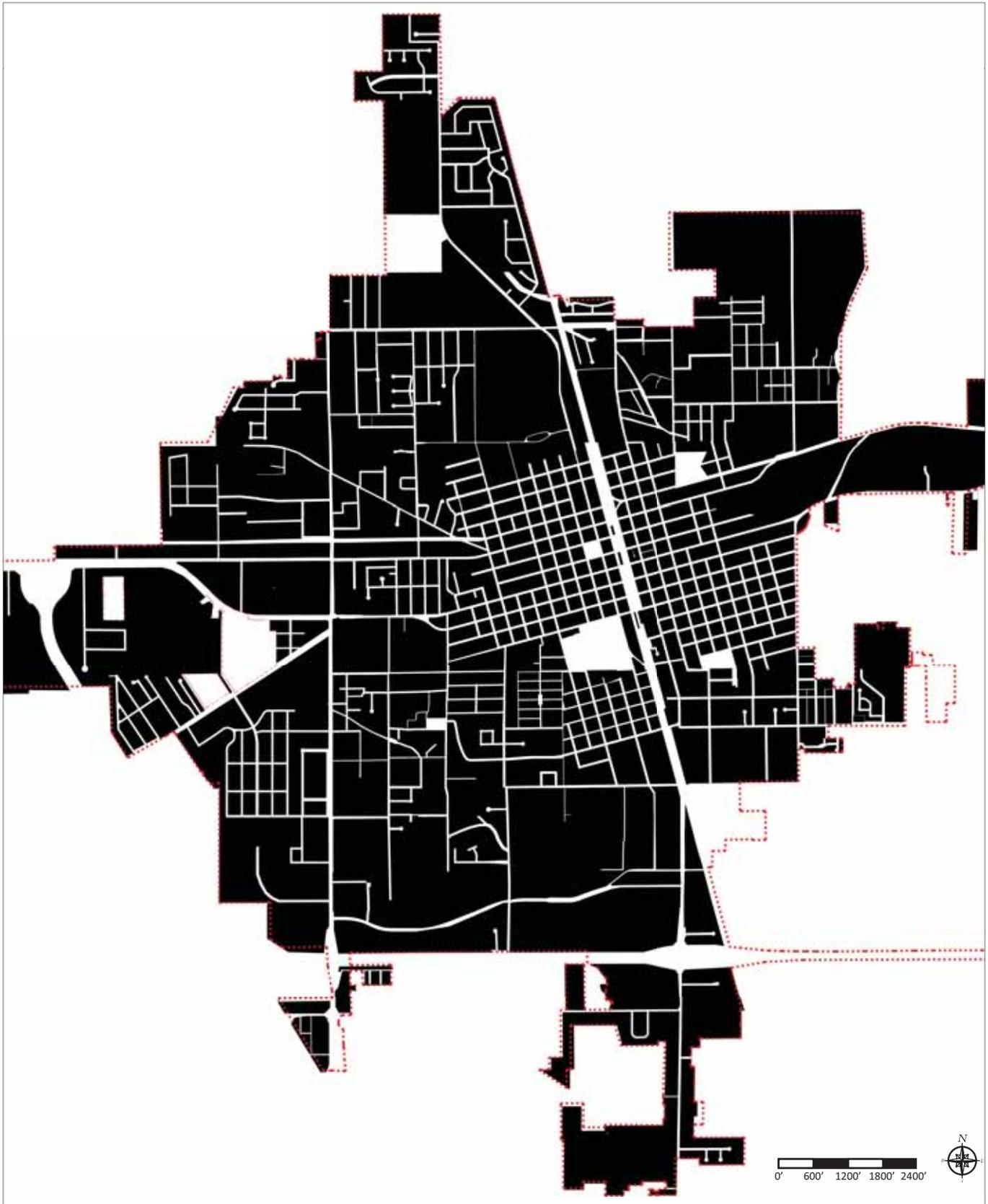
Airport Road is already used to access the City and the pressure for development along this roadway is strong. The character of development along these gateways to Hammond should reflect the principles of the Hammond community.

#### GATEWAYS SHOULD PRESENT A POSITIVE IMAGE OF THE CITY

One should know when they have arrived someplace special. Hammond can be enhanced with the addition of gateways in and around the City which would signify when one is entering, leaving, or passing through important portions of the City. This sense of arrival can be achieved in several ways; it could be the change in the street section, through building being located closer to the street, the addition of on-street parking and street oriented buildings, with monument or gateways structures, or by use of signage.

Potential locations for gateways to the City include the intersection of West Thomas Avenue and Morris, SW Railroad Avenue and West Minnesota Park Road, Highway 190 and either Interstate Park Road or Airport Road, Morrison Boulevard and University Avenue, and Oak Street and University Avenue.

FIGURE 3.3: SCALE COMPARISONS



Hammond, Louisiana. Note the grid of streets in the Downtown.

SCALE COMPARISONS

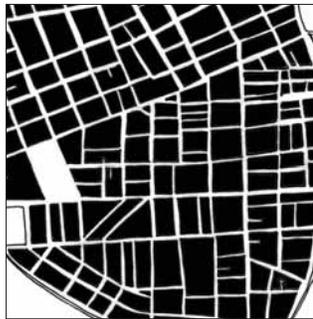
In this comparison blocks are shown in black and rights-of-way (streets and other thoroughfares) are shown in white to demonstrate two essential urban design elements found in the great cities of the American South: an interconnected network of streets and small block sizes. Automobile traffic is more diffused and there is less traffic congestion where there is a network of streets that cars can travel along multiple paths. For the pedestrian, the most walkable parts of towns and cities are where the block size is the smallest. Pedestrians prefer highly interconnected areas because it is easier to get from one destination to another when they do not have to walk along the perimeters of large blocks. Where there are multiple block faces there are also likely to be more destinations. Multiple paths to the same destination also help prevent monotony.

Compared at the same scale Hammond is shown to have a grid as coherent as New Orleans and Mobile, yet with even more green spaces like Zemurray Park and Cate Square.

New development in Downtown Hammond often participates in the highly walkable and connected rectangular grid network of the city. However, development along the arterials outside of the core have fewer street connections and create very large blocks. It is possible to add to the connectivity of the pedestrian network with new streets across combined commercial sites and with pedestrian paths across long blocks.



*New Orleans, Louisiana*



*Charleston, South Carolina*



*Thibodaux, Louisiana*



*Savannah, Georgia*



*Mobile, Alabama*



*Lake Charles, Louisiana*



*St. Augustine, Florida*

FIGURE GROUND DIAGRAMS

In this diagram buildings are shown in black and parks and playgrounds are shown in green. The most pedestrian-oriented places have a high percentage of building frontage along the street. Long, continuous street walls of shop fronts and restaurants are interesting to shoppers and visitors. Pedestrians avoid walking in areas where there are gaps in the street wall caused by buildings set too far back or behind parking lots. Buildings that are close to the street also turn the streetscape into an “outdoor room” which provides a comforting sense of enclosure.

The key to neighborhood safety is the natural surveillance that comes with homes close enough to the street for people inside their homes to be aware of what is occurring outside. Homes set too far back with high walls and fences that block views contribute to an environment where misbehavior is more likely. Parks, playgrounds and greens provide necessary scenic and recreational spaces. Appropriately sized greens fronted by homes are safest and do not reduce street connectivity.

FIGURE 3.4: FIGURE GROUND DIAGRAMS



*Downtown Hammond, Louisiana*

Hammond has buildings which are set too far from the street (often behind parking lots) for pedestrians to be able to view of shop fronts from the sidewalk, except along Thomas, Morris and Cate Streets. There are greens and parks in and around downtown Hammond, but few parks toward the edges of the City or distributed throughout the residential neighborhoods. These design deficiencies provide opportunities for the next generation of construction in Hammond to contribute to a place where more people live, shop and recreate.



*French Quarter, New Orleans, Louisiana*



*King Street and Broad Street, Charleston, South Carolina*



*Broughton Street, Savannah, Georgia*



*Downtown Mobile, Alabama*

GROWING COMPLETE, COMPACT, WALKABLE NEIGHBORHOODS IN & AROUND HAMMOND

The building block of a community is the neighborhood. A genuine neighborhood is not the disconnected, single-use development that characterizes sprawl. Complete neighborhoods, unlike the stand-alone apartment complex or the subdivision tract, provides housing, workplaces, shopping, civic functions, and more. Pedestrian-friendly and mixed-use, these communities are designed to be compact, complete, connected, and ultimately more sustainable.

Although the parameters of an ideal neighborhood vary in terms of size, density, and mix of dwelling types; there are five basic design conventions that provide a common thread linking great neighborhoods.

**1. Identifiable Center & Edge to the Neighborhood**

One should be able to tell when one has arrived in the neighborhood and when one has reached its center. A proper center has places where the public feels welcome and encouraged to congregate. Typically, at least one outdoor public environment exists at the center that spatially acts as the most well-defined outdoor room in the neighborhood. While it most often takes the form of a square or plaza, it is also possible to give shape to the neighborhood center with just a special “four corners” intersection of important streets that include shade and other protection from the elements.

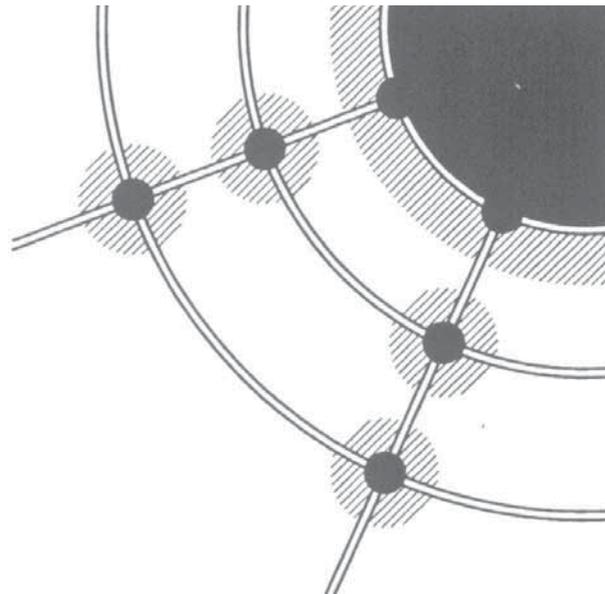
The best centers are within walking distance of surrounding residential areas, possess a mix of uses and include higher-density buildings at a pedestrian scale. Discernible centers are important because they provide some of people’s daily needs and foster social connections.

**2. Walkable Size**

The overall size of the neighborhood, which typically ranges from 40 to 200 acres, should be suitable for walking. Most people will walk approximately one-quarter mile before turning back or opting to drive or ride a bike. Most neighborhoods built before World War II were approximately one-quarter mile from center to edge.

Neighborhoods of many shapes and sizes can satisfy the quarter-mile radius test. Civic spaces requiring a great deal of acreage such as schools with play fields can be situated where they are shared by more than one neighborhood. Larger planned communities can satisfy the quarter-mile radius test by establishing several distinct neighborhoods within the community, being sure to place different neighborhood centers one-half mile apart or less.

FIGURE 3.5



*Interconnected satellite communities with an identifiable center and edge can coexist with unspoiled and productive landscapes. From The Lexicon of the New Urbanism*

FIGURE 3.6



*Implicit within the circular symbol used traditionally to represent communities are multiple neighborhoods. Each neighborhood is designed as a 1/4 mile radius from center to edge. From The Lexicon of the New Urbanism*



BUILDING TYPES

The building types illustrated in the master plans are types already found in Hammond. In some cases they are Hammond's most prized addresses though not currently allowed under the existing land development regulations. The permitted relationship of buildings to the public space and to one another should be calibrated from the existing relationships already found in Hammond. The building types and outdoor spaces the community wishes to emulate can be studied, codified and built new in other areas.



Mixed-use Building



Live/Work Building



Apartment Building



Apartment House



Duplex House



*Small House*



*Sideyard House*



*House*



*Mansion House*



*Accessory Dwelling Unit*



*Civic Building*

PLAN AREAS

The illustrative master plans for the City of Hammond identify key areas for future growth. Each plan uses the complete neighborhood as the central increment of design, and combines to form a cohesive vision that will guide the growth and development of Hammond. This chapter includes specific design details and plan recommendations for each of the plan areas, and Hammond as a whole.

**DOWNTOWN HAMMOND**

Downtown Hammond consists of the historic core and surrounding historic neighborhoods including the Hyer-Cate Neighborhood and Iowa Addition Neighborhood. The boundaries are roughly Range Road on the east, Mooney Avenue on the west, Florida Street, Stanley Street, and Old Covington Highway to the south, and Railroad and Dakota Street to the north.

**UNIVERSITY EAST**

University East consists of the property just to the north of downtown and to the east of Southeastern Louisiana University. The area is bounded on the west and south by the railroad tracks, the east by the creek and the north by University Avenue.

**UNIVERSITY WEST**

University West comprises the properties adjacent to the intersection of University Avenue and Morrison Boulevard and the neighborhoods to the south west of this intersection.

**WEST THOMAS STREET AND MORRISON BOULEVARD**

This area consists of the properties near the intersection of West Thomas Street and Morrison Boulevard. The boundaries of this area include the existing farmland between West Thomas Street and the Old Baton Rouge Highway and Market Street to the west, Mooney Avenue to the east, Corbin Road to the south, and West Church Street to the north.

**CM FAGAN DRIVE AND MORRISON BOULEVARD**

This planning area consists of the properties bounded by CM Fagan Drive to the south, Del Marco Boulevard to the north, Venice Avenue to the west, and Natchez Street to the east including the municipal property where the water treatment plant is currently located.

**HAMMOND SQUARE**

Hammond Square is the area where Hammond Square is currently located and the areas to the north and north-east of the property. The planning area is bounded by I-12 to the south, the creek to the west, Veterans Boulevard to the east, and Palmetto Road to the north.

FIGURE 3.9



*Downtown Hammond*



*University East*

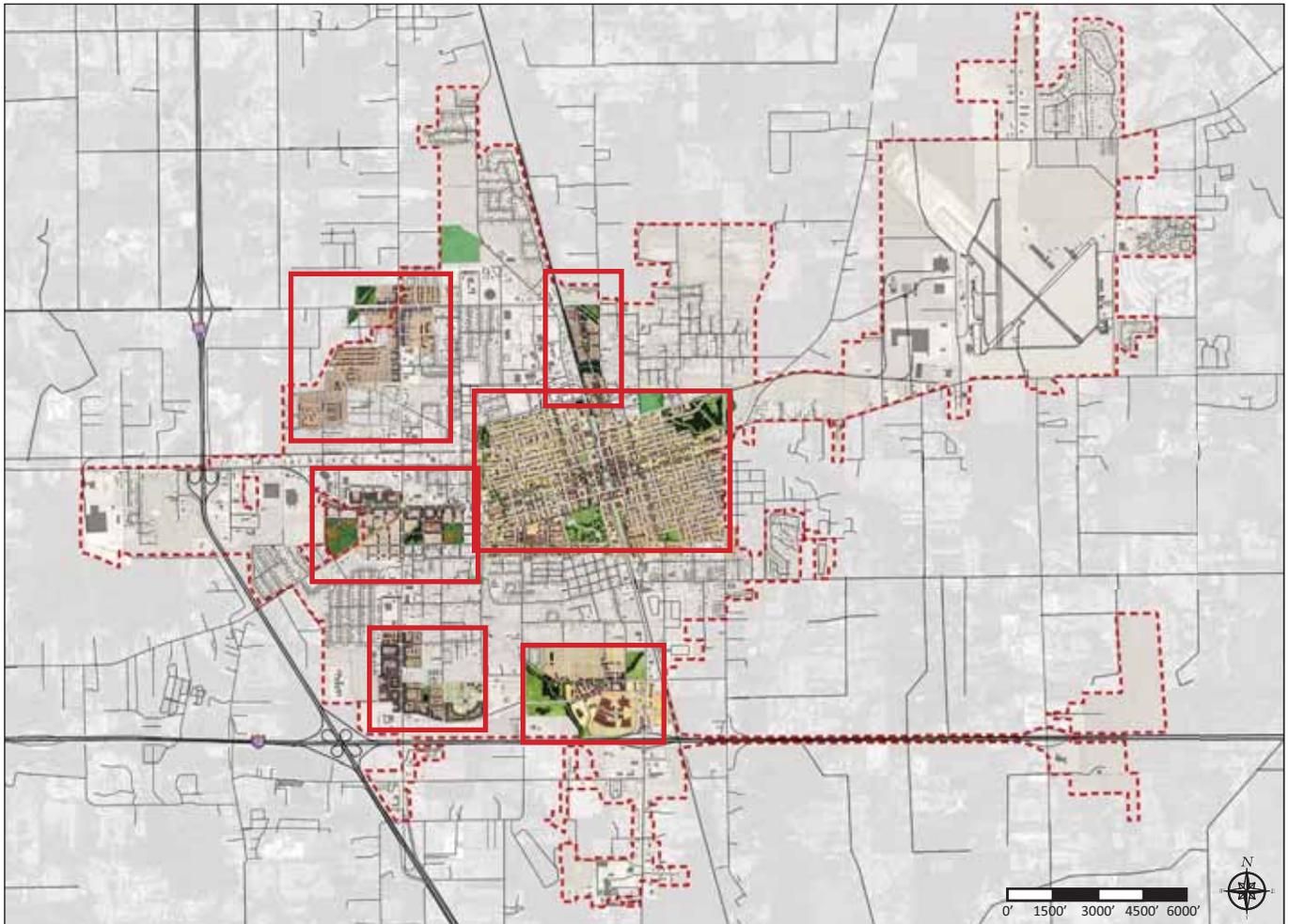


*University West*



*West Thomas Street & Morrison Boulevard*

FIGURE 3.10: PLAN AREAS MAP



- Hammond Boundary
- Detailed Plan Areas
- Existing Buildings
- Right-of Way Line
- Railroad Tracks
- Proposed Buildings
- Parks / Greens

*Illustrative master plans for several key planning areas demonstrate key community design and planning concepts. The many individual projects proposed by the illustrative plans are either woven into the existing fabric of the city or represent patches intended to repair the historic pattern. The plan areas are enlarged and detailed on the following pages.*



CM Fagan Drive & Morrison Boulevard



Hammond Square Area

FIGURE 3.11: DOWNTOWN HAMMOND: EXISTING CONDITIONS

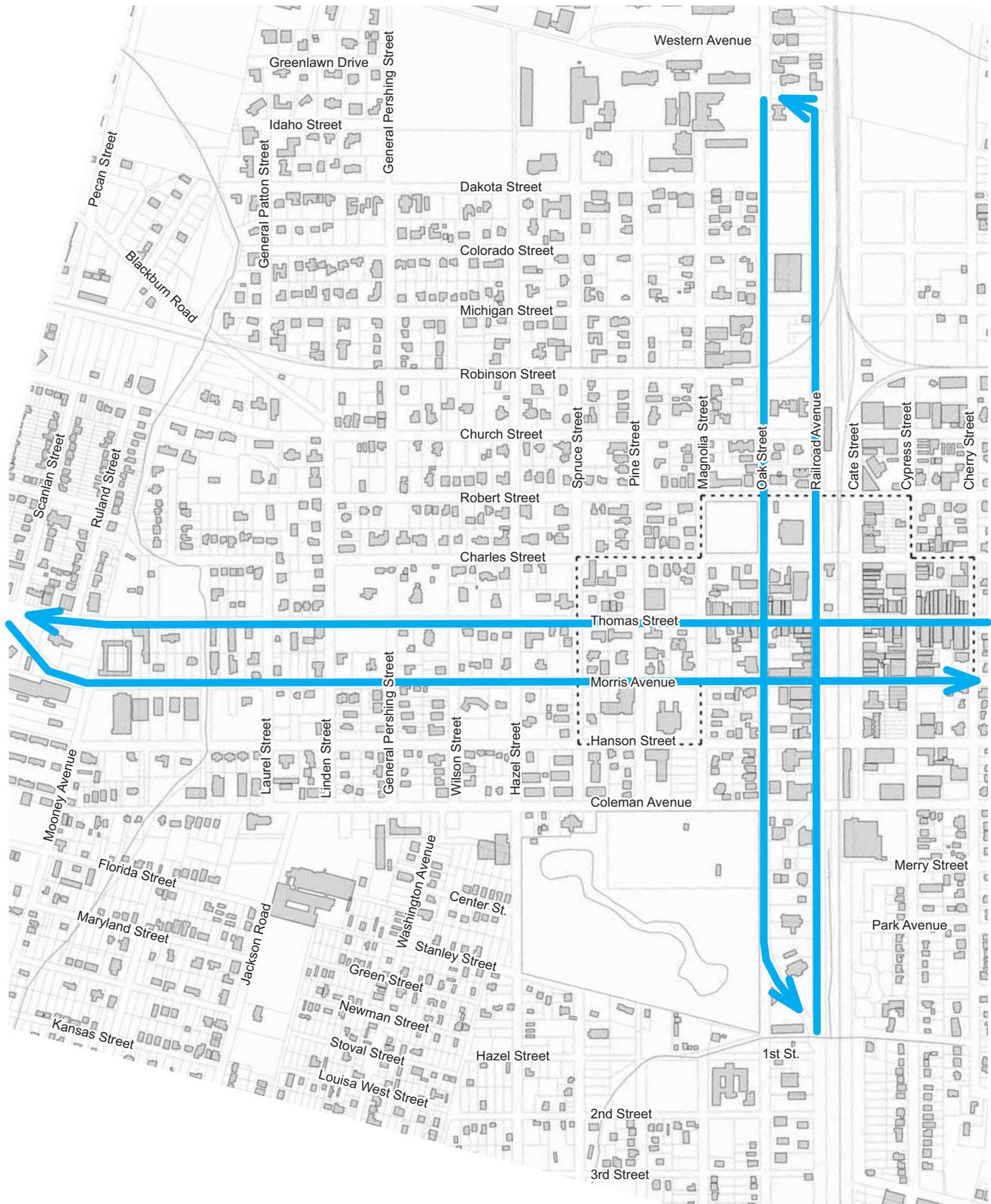




FIGURE 3.12: DOWNTOWN HAMMOND: PROPOSED DEVELOPMENT





**General Recommendations**

- (A) Future downtown streetcar line terminal
  - (B) Add sidewalks/trail along highway 190 to connect the airport to downtown.
  - (C) Future Railroad Timber Children's Museum
  - (D) Convention Center/ Hotel Area
  - (E) Liner buildings along Cypress Street (residential / commercial)
  - (F) DDD gateway element
  - (G) Thomas and Morris Streets converted to 2-way streets
  - (H) Residential development along South Cypress Street (single- and multi-family)
  - (I) Add Downtown urban park
  - (J) Cate Square renovation
  - (K) Add Farmer's Market
  - (L) Zemurray Park renovations; may include a civic building.
  - (M) Add new street to the back side of Zemurray Park so housing can front the park and add natural surveillance.
  - (N) Continue the street grid
  - (O) Infill buildings respect the scale and character of the neighborhood.
  - (P) Extend Range Road to connect with M C Moore Road
  - (Q) Create green connections between parks
  - (R) Mend the grid by completing connections through existing right-of-ways
  - (S) Create new neighborhood parks and community gardens
- Tree-line important corridors:
- (T) Thomas/Morris, Railroad/Cate
  - (U) Pine Street corridor
  - (V) Magnolia Street corridor
  - (W) Holly Street corridor

**ENCOURAGE INFILL PROJECTS WHICH ENHANCE THE RETAIL CORE**

Vacant land or underutilized properties in downtown with single-story buildings and parking lots between the building and street should be replaced over time with multi-story buildings. A variety of building types should be added to the downtown mix, including rowhouses, live-work units, and mixed-use buildings with shopfronts on the ground floor. Workplaces should be located within walking distance to residences.

Revitalizing Downtown Hammond will require enhancing the retail core to appeal to residents, university faculty, students, and visitors. Many of the businesses in downtown are popular and have a loyal client base, yet many buildings remain underutilized. Southeastern Louisiana University faculty, staff, and students lack shopping and dining opportunities that are typical of college towns.

Traditional main streets possess the comforting feel of an outdoor room, yet many places within Hammond are characterized by surface parking lots and vacant lots that leave a void in the street wall. Downtown the "missing teeth" of the street wall should be repaired with multi-story, mixed-use structures which physically define the street. A more pleasant pedestrian experience will lead to increased economic vitality and a wider range of dining and shopping options.

**MAKE THE RELATIONSHIP BETWEEN BUILDINGS, STREETS AND PEDESTRIANS PART OF THE APPROVAL PROCESS**

Development review should continue to evaluate new projects for their relationship to their urban context, and create more specific standards for quality development. As redevelopment occurs, new buildings and additions to existing buildings should be positioned and architecturally equipped to form agreeable streets and public spaces. Likewise the rights-of-way themselves should have certain elements with proper dimensions. This designed ensemble of public and private components are comfortable for pedestrians and economically vital. Build-to lines, regulated front and back orientations and street trees all lead to an improved design.

**PERMIT ENCROACHING ARCHITECTURAL ELEMENTS**

On traditional main streets, certain elements reach out to embrace part of the public space, providing shade and protection from sudden storms and reducing glare on storefronts. These include porticos, colonnades, arcades, marquees, awnings, and cantilevered balconies.

Such practical elements provide a middle realm that feels both private and public and gives a human-scaled touch to the geometry of commercial and civic buildings – the same way front porches do for houses.

**PROVIDE SENIOR HOUSING AND AMENITIES**

Two ways to cater to the needs of seniors include accessory dwelling units and progressive living facilities. Accessory dwelling units on lots with existing homes can become "mother-in-law" suites. This will allow people to stay close to their families as they age while maintaining a sense of independence from their children.

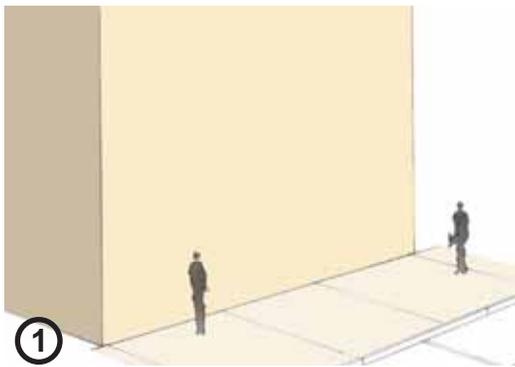
Progressive living facilities are communities of living that let elder people receive the amount of care they need depending on their age and condition. Living arrangements range from a community of individual apartments or houses offering independent living for people that don't need additional care, to assisted living facilities where individuals can be taken care of. Seniors would need access to their daily needs such as stores and shops in close proximity to their homes; ideally within walking distance so they may maintain a sense of freedom and independence even after they are no longer able to drive. Additionally they need easy access to the hospital in case they are in need of care.

FIGURE 3.13

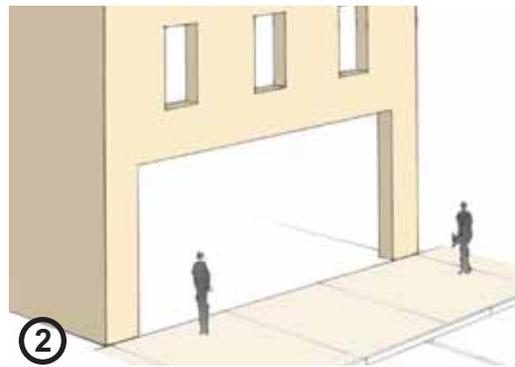


*Elements of a Storefront*

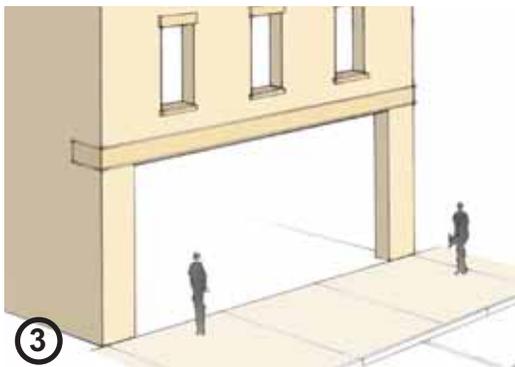
FIGURE 3.14: THE ANATOMY OF A HAMMOND STOREFRONT



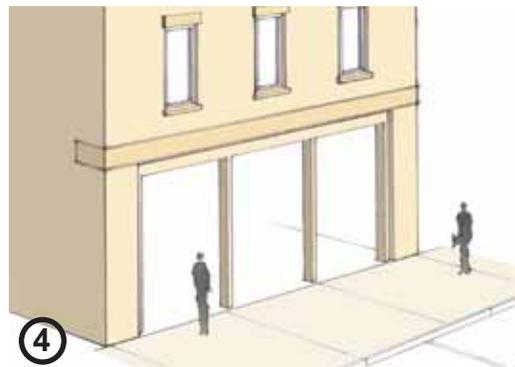
① *The basic building mass - placed close to the street*



② *Generous shopfront with vertically-oriented windows above*



③ *Lintels and window sills provide a sense of structure*



④ *Columns sub-divide the shopfront opening*



⑤ *Transoms help achieve well-proportioned shopfront windows*



⑥ *Cased windows sit atop knee-height bulkheads*



⑦ *Pedestrian-oriented entrance, signage and lighting*



⑧ *Awnings provide shade and rain protection*

## UNIVERSITY EAST

### FACILITATE INFILL PROJECTS BETWEEN SOUTHEASTERN LOUISIANA UNIVERSITY AND DOWNTOWN

The area between downtown and Southeastern Louisiana University and east of the Railroad tracks is poised for new development. The property owner, working in conjunction with the city, has proposed an urban block system that continues downtowns grid with compact development consisting of multi-story, mixed-use buildings positioned along sidewalks and a formal green.

These improvements will result in an enhanced tax base, a variety of shops, restaurants, places of business and other amenities for residents and businesses alike and a more complete "park once" environment, encouraging visitors and local residents to walk rather than drive. Ideally, a "park never" environment can be achieved, thus eliminating dependence on automobiles, in which residents and students can fulfill all of their daily needs by foot, bike or transit.

The unique opportunity for University East to become a community, university focal point and multimodal center raises the stakes for the urban design and architecture. It is essential that the development is designed as a high-quality, exemplary walkable center, fronting all primary streets with street-oriented urban architecture, shop-fronts, urban landscaping, and on-street parking. Parking lots should be located mid-block and should be fully concealed by liner buildings with retail on the ground floor along the main roads and housing or offices above. Service uses such as loading and garage entrances should be located on secondary streets, hidden from public view and out of the way of pedestrian traffic. If these service uses are located on primary streets, they will create long-term obstacles to the community's vision for walkability.

### CREATE MAJOR AND MINOR "QUADS" FOR CITY LIFE

The quad of a campus, its main green, is the centerpiece for student life, a formal public space framed by landscaping and fronted by high-quality architecture. Along the whole length of the corridors in Hammond there are few comparable spaces, large or small, for the visitors and residents of Hammond as are found on the University campus. In the City, just as on the campus, the space between buildings cannot be treated as residual space. It must be designed to encourage community life. The plan proposes several simple, modest green spaces and plazas, to be used from everything from public gatherings and festivals to pick-up soccer games and casual meetings between friends. The design of these greens and plazas can be simple. Their purpose is to facilitate events by providing unobstructed spaces. Rows or double rows of

trees at the edge would allow for picnicking and sitting in the shade and can create a sense of enclosure. New and renovated buildings frame the spaces, and architectural features such as porticos, balconies, porches and arcades provide visual variety and continual surveillance.

### PLACE STUDENT HOUSING IN THE DOWNTOWN

Student rental housing within established neighborhoods can at times be a nuisance to long-time residents. The excitement that students thrive on can be provided throughout University East, in the heart of the city, and within walking distance to student complexes. Students within walking distance to campus or to a transit stop are less likely to commute by car.

### CREATE TRANSIT-ORIENTED DEVELOPMENT

Transit-Oriented Development (TOD) is walkable, mixed-use and generally dense development that is designed with comfortable, convenient pedestrian connections to existing, or anticipated, public transit stops. TODs can be as modest as a block of dense development around a transit stop, or they can be an entire neighborhood or cluster of neighborhoods that are built within a half-mile radius of a transit stop. When developed correctly, TODs allow residents and visitors to meet all of their needs without the use of an automobile. This allows for greater density without the traffic impacts of conventional, auto-oriented development.

The optimal transit stop provides a dignified wait by offering a safe, comfortable, clean and dry place to sit, ideally with a cup of coffee and newspaper available. The path between centers and the transit stop must be direct and pleasant and not involve crossing parking lots, the blank facade of parking garages or other dead zones.

Housing above commercial uses can be constructed at densities that can support public transportation at each of the main intersections in Hammond along the proposed transit loop. Developing these intersections as transit oriented development will link this otherwise-isolated areas of Hammond to the rest of the city through a more reliable and frequent transit system.

FIGURE 3.15



**General Recommendations**

- (A)** The grid is extended past the railroad tracks from the downtown.

**(B)** New connections across the railroad tracks at Dakota Street improves connectivity for pedestrians and motorists.

**(C)** Streets cross across the stream connecting existing neighborhood to Downtown.

**(D)** Urban squares and plazas serve visitors to the surrounding businesses.

**(E)** Potential transit stop
- (F)** Prominent sites are reserved for civic or landmark buildings.

**(G)** Commercial uses are limited to create great streetscapes for the surrounding new neighborhood.

**(H)** A mix of building types and lot sizes can provide a variety of housing types for SLU students and new Hammond residents.

**(I)** Street trees improve the streetscape and provide shade for pedestrians.
- (J)** Parking is located at the middle of the block and buildings face the street.

**(K)** Shared parking lot entrances through alleys reduce the interruptions to traffic movement.

**(L)** Community gardens for students/neighbors

**(M)** A grocery store can be used by students and surrounding residents.

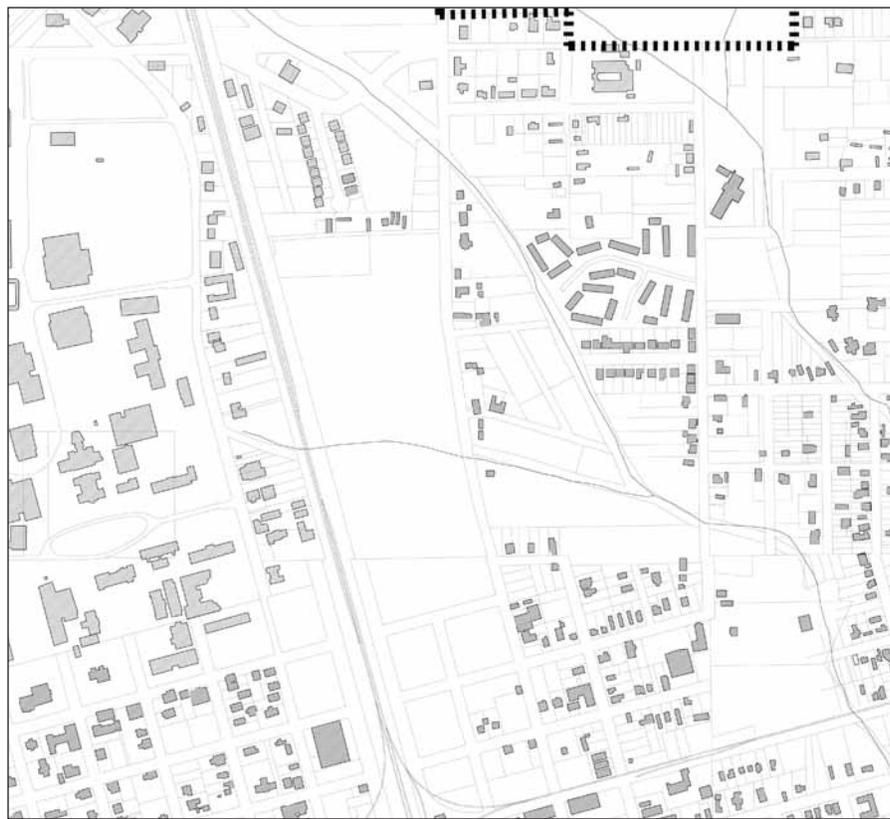
**(N)** Neighborhood parks give residents a place to gather and recreate.

FIGURE 3.16: IMPLEMENTATION OVER TIME

Implementation of the illustrative plans will not occur happen overnight. Changes will occur as the market allows and as property owners decide that they need a higher use of their land. It is important to remember also that private investment follows public investment in quality streets and facilities. The following sequence illustrates one possible future sequence of development.

**Existing Conditions:**

Hammond has few buildings north-east of the railroad tracks in the downtown. The downtown grid shows signs of continuing in this area but quickly ends as it approaches the stream. The neighborhoods on the other side of the street do not continue to follow the downtown grid and there are few connections across the creek from the neighborhood to the downtown.



*Existing Conditions*

**Phase 1:**

Along with the infill development of the downtown, the grid can be strengthened across the railroad tracks by adding new housing and mixed use development. This housing could be for new home owners, or for student housing.

The commercial component of this area would likely be limited to the central intersection at least initially. Live-work units would likely complete the blocks north and south, however, a main street environment would still be possible.

An innovation on Hammond’s traditional downtown block could involve a small green at one intersection.



*Phase 1*

**Phase 2:**

A new neighborhood can grow north of the creek. This new neighborhood could connect across the creek that has been preserved as a natural amenity to the neighborhood. New street connections across the railroad track connect the university and student housing to the downtown.

Parking is located along the railroad tracks allowing buildings to front a small elliptical urban square. Lot sizes along the square are narrow and allow for affordable attached townhouses for students. Along the east sides of the blocks the lots and their single-family homes would match homes across the street. It is essential where attached units are being introduced to an area with single-family homes that there is a transition line of single-family homes across the street so that “like faces like”.



Phase 2

**Phase 3:**

Links between the existing neighborhood and University East will help link this community to the downtown. Over long enough a timeline redevelopment in the area would accomplish the same urban design goals proposed throughout this district, creating a coherent fabric of buildings that define the streets and public spaces as places of shared use – thus, providing for the private lives of people inside the buildings but also facilitating the shared lives of people living in a small town.



Phase 3

## UNIVERSITY WEST

### CREATE A GATEWAY

The intersection of University Drive and Morrison Boulevard functions as one of the main gateways to Hammond. However there is no distinction in architectural design or in the character of the street to announce arrival. The plan recommends street oriented buildings throughout and landmark architectural features such as a tower element and chamfered corner at intersections. The heights of structures would naturally step down from the intersection, a signature building with a landmark feature at University Drive would signify the intersection's role as an entryway. Ample sidewalks and large caliper street trees could accommodate an increase in pedestrian activity.

### INCREASE DENSITY AT MAIN INTERSECTIONS

During the workshop, the residents of Hammond asked for the City's main intersections to be transformed into vibrant, mixed-use centers of development. These main intersections include: West Thomas Street and Morrison Boulevard, CM Fagan Drive and Morrison Boulevard, University Avenue and Morrison Boulevard, West Church Street and Morrison Boulevard, West Club Deluxe Road and SW Railroad Avenue, CM Fagan Drive and SW Railroad Avenue, North Oak Street and University Avenue, and South Airport Road and Highway 190.

Hammond's commercial corridors, subdivisions, parks, recreation areas, and civic institutions should be integrated with streetscaping and architecture that reflects the elegant character of Hammond. Improved standards to encourage mixed-use development outside of the downtown will help to create a cohesive character for the area, and will increase community pride.

### REQUIRE SMALL BLOCK SIZES AND A COMPLETE STREET NETWORK

Small block sizes are the number one factor for walkability. Pedestrians will rarely walk if they do not feel that there is a relatively straight path between their origin and destination and a walk time no longer than five minutes.

A connected street network is essential for distributing traffic, and promoting walking and cycling. Streets are a city's circulation system and its main public space. Undoubtedly, projects that propose to close rights-of-way and create large superblocks will be proposed by potential developers. However, rights-of-way should not be vacated. The loss of connectivity will stunt economic vitality.

### ENFORCE A BUILD-TO LINE

The best streets take on a defined spatial form, sometimes compared to a public "room"; the buildings form the walls. When the proportion of building height to street width is sufficient to create a sensation of spatial enclosure, a stronger sense of place will result. When the proportion of building height to street width is too low it is difficult to achieve a sense of place. It is essential that the front walls (or planes) of storefronts be aligned. A build-to line tells a designer exactly where the front plane of each building should be located to form a coordinated street wall.

### REGULATE FRONTS AND BACKS

Every building has a front and back – a public side and a private side. Great streets have street-oriented architecture in which the front of the building addresses the street with doors, windows, storefronts and balconies facing the sidewalk. This makes the street interesting and safe. When buildings front the street with service, or "back of house" uses, blank walls, and unlined parking garages, they compromise the safety and visual interest of the street, and have long-term negative impacts on the economic performance of the area.

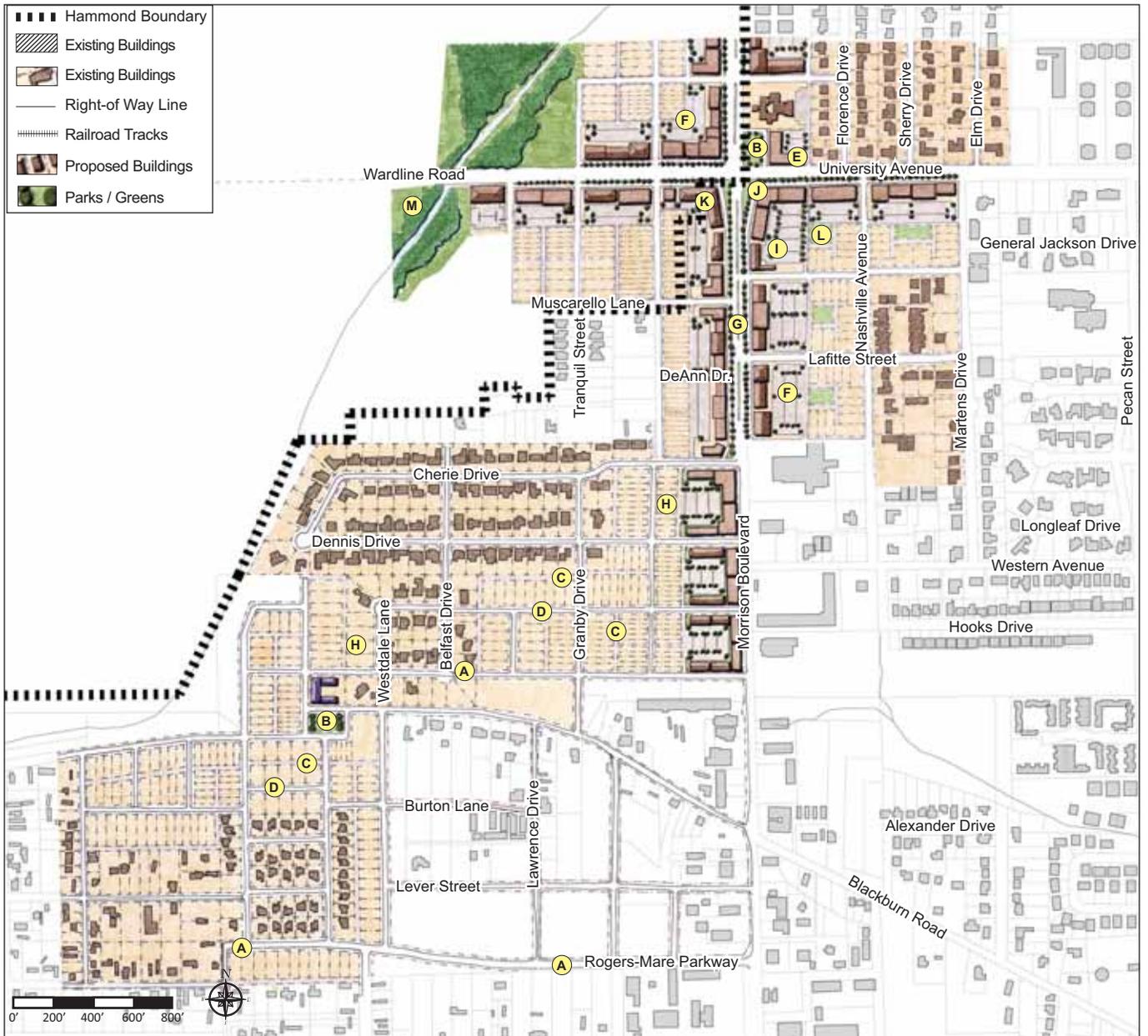
### RETROFIT STREETS TO SUPPORT PEDESTRIAN MOVEMENT

Motorists driving through Hammond, on Thomas Street for example, are aware when they have entered Downtown. Travel lanes are narrow, pedestrian crossings are frequent, block sizes are small and on-street parking is present. In contrast, the segment of Thomas Avenue from Interstate 55 to Natchez Street has the design of a speedway. The design of University Avenue is uniformly characterized by wide lanes, inconsequential medians and highway-scaled lighting.

### CREATE AN ACCESS MANAGEMENT PROGRAM

The existing conditions along Morrison Boulevard are dominated by the automobile in part because of the abundant curb cuts which disrupt the sidewalk and place pedestrians at risk of being struck by turning cars. Reduce the number of curb cuts by consolidating the number of driveway entrances to each business from the roadway. This will create a more continuous sidewalk for pedestrians and traffic will flow more efficiently.

FIGURE 3.17



**General Recommendations**

- (A)** New neighborhoods can connect existing subdivisions to the street grid improving connectivity for pedestrians and motorists.

**(B)** Greens and parks should be a part of all new neighborhoods.

**(C)** Alleys can reduce the number of curb cuts in residential areas allowing more on-street parking.

**(D)** On-street parking calms traffic and provides a buffer for pedestrians.
- (E)** Gateway marks the entrance to Hammond.

**(F)** Parking is located at the middle of the block and buildings face the street.

**(G)** A multiway boulevard section along Morrison Boulevard.

**(H)** Infill buildings respect the scale and character of the neighborhood.

**(I)** Strip centers are converted to town blocks.

**(J)** Potential transit stop
- (K)** Increased density at the main intersection.

**(L)** Storm water retention can occur in mid-block locations.

**(M)** A bike trail along existing streams will increase residents connection to nature.

## 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.

FIGURE 3.18



**General Recommendations**

- (A)** Urban squares and plazas serve visitors and the surrounding businesses.

**(B)** Street trees improve the streetscape and provide shade for pedestrians.

**(C)** Mid-block parking garages remove parking from the pedestrian view.

**(D)** Parking is located at the middle of the block and buildings face the street.

**(E)** On-street parking calms traffic and provides a buffer for pedestrians.
- (F)** Shared parking lot entrances reduce the interruptions to traffic movement.

**(G)** Thomas Street and Morrison Boulevard could be converted to multiway boulevards.

**(H)** Additions to existing buildings along the corridor help to define the street and reestablish the historic urban fabric.

**(I)** Sidewalks should be added the length of West Thomas Street

**(J)** Increased density at the main intersection
- (K)** New streets improve connectivity for pedestrians and motorists.

**(L)** Potential transit stop

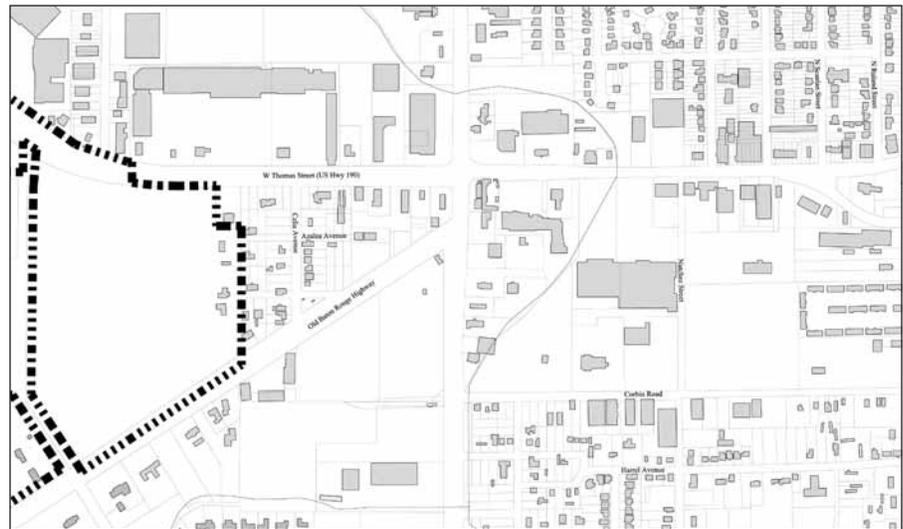
**(M)** Agriculture can be integrated with neighborhoods and commercial centers.

**(N)** Big box stores can be integrated into town centers.

**(O)** A roundabout and new civic building will allow Thomas and Morris Streets to reconvert to 2-way traffic.

FIGURE 3.19: IMPLEMENTATION OVER TIME

The following sequence illustrates one possible future sequence of development. It is not essential that new development literally follow the sequence shown here, or even result in the patterns drawn. What is essential is that the next generation of construction in Hammond embody, to the greatest extent possible, the principles described.



Existing Conditions

**Phase 1:**

Development will first occur at the intersection of Thomas Street and Morrison Boulevard. The intensity at the intersection will be increased with mixed use buildings filling the empty parking lots and creating a gateway into Hammond. Gateways are not always located at the exact entrance point into a place, at any point when a strip commercial pattern transitions into the outdoor room of a business district people will know they have arrived in a place that was intended and designed.



Phase 1

**Phase 2:**

Portions of Thomas Street will become a multiway boulevard. Existing stores may remain as parking lots are filled with residential and mixed-use buildings, including a new public green creating a neighborhood center.

As private investment is made in the area public investments such as small community squares and greens become feasible.



Phase 2

**Phase 3:**

A smaller neighborhood center is created at the intersection of Thomas and Natchez Street.



Phase 3

**Phase 4:**

The farmland in Hammond can be preserved and new farmland created from unused land. Ideal neighborhoods have open space set aside for growing food which does not have to be transported from thousands of miles away.

A park can be created around the stream to create an amenity for the community as well as mitigate and clean stormwater run off in an area prone to flooding. A continuous trail system in Hammond may be created by following the existing stream networks. This will bring a personal connection to agriculture and nature to the daily life of Hammond residents and children.



Phase 4

**Phase 5:**

Connectivity is added in the surrounding neighborhoods along with street trees, sidewalks and new residential development. If increases in commercial development are tied to a public works policy of increased greens, protected farms, and new trails the public will be supportive of new development.



Phase 5

## CM FAGAN DRIVE & MORRISON BOULEVARD

### BUILD MULTI-STORY BUILDINGS

In commercial areas, build multi-story buildings. Successful streets depend on the sense of spatial enclosure that is created when certain proportional relationships are achieved between the width of the street space and the height of the buildings on either side.

Multi-story buildings can also adapt better to a changing market than large, single-story, single-use buildings because of the wider range of potential tenants and the ability to include multiple tenants who provide a mix of goods and services.

### DESIGN THE STREET AS A UNIFIED WHOLE

An essential distinction of vibrant, pedestrian-oriented districts is that the whole public space which businesses front is designed as an ensemble, including auto elements (such as travel lanes, parking and curbs), public components (such as trees, sidewalks and lighting) and private elements (shopfronts and buildings). These elements should be coordinated to create a unified outdoor space, just as rooms are designed to achieve a unified, comfortable space. A proper urban landscape is safe, comfortable and interesting to pedestrians.

### MULTIWAY BOULEVARDS

The multiway boulevard is a unique street type in its ability to accommodate higher levels of regional traffic and still function as a beloved neighborhood street. Multiway boulevards are able to serve both functions through the separation of regional, faster-moving traffic in the central through-going lanes from slow-moving local traffic, pedestrians, bicyclists, and on-street parking in the side access lanes. The central lanes and side lanes are separated by wide, landscaped medians that can be designed as linear parks, with generous landscaping and jogging paths. Finally, wide, tree-lined sidewalks encourage pedestrians to visit shopfronts, dine at outdoor cafes, or walk to their neighbor's house.

New sidewalks and parallel parking should be added, and street trees should be planted in rows on the median and along the sidewalks. Private investment will follow public investment, yet regulatory reform is necessary to require the kind of development which lives up to its multiway boulevard address. Redevelopment in appropriate places should be in the form of multi-story, multi-use buildings with storefronts and mid-block parking.

### ADD A FRONTAGE ROAD THAT PARALLELS MORRISON BOULEVARD

A frontage road allows local traffic from the neighborhoods east of Morrison Boulevard to patronize local businesses without having to enter Morrison Boulevard. Design the new street to be pedestrian- and retail-friendly, with wide sidewalks, landscaping and on-street parking. The median between Morrison Boulevard and the frontage road should be designed as a generous linear park, with shade trees lining the streets. A double row of trees and center path provides a promenade for pedestrians. A frontage road of this sort can be created through a public-private partnership, in which private property owners dedicate the land necessary for the frontage road in exchange for special development rights for their property.

### BUILD FOR THE LONG-TERM WITH A VARIETY OF TYPES AND SIZES

Require developers to build for the long-term with buildings that can be adapted and reused. Places with a variety of uses and building types adapt well to economic changes and create a stronger sense of place. Add buildings in a variety of types and sizes, configured for incremental growth. The mix should include civic buildings, mixed-use shopfront buildings, apartment buildings, attached rowhouses and single-family detached houses.

There are only a few types of businesses that can take advantage of a large "big box" building. Should the property become vacant, the time it takes to attract a new tenant or redevelop the site can result in a long period of lost tax revenue for the municipality. Learn from the past and build for a longer time horizon. In the last few decades many buildings were built under the assumption that the developer would get a return on their investment within a span of 7 to 10 years and would then abandon the property.

FIGURE 3.20



**General Recommendations**

- (A) Municipal fields and courts place recreational facilities close to the center of the City.

(B) A mix of buildings uses, types and sizes accommodates a mix of households and incomes.

(C) Parking is located mid-block reducing curb cuts and allowing on-street parking

(D) Neighborhood green protects a wetland and creates a public gathering space.

(E) Buildings front the streets.
- (F) Morrison Boulevard becomes a true multi-way boulevard.

(G) A civic building terminates the view down Windrush Drive.

(H) Strip centers are enclosed within street oriented buildings.

(I) A civic building is located on a major intersection.

(J) Perimeter buildings, which line the block and define the sidewalk are the default form.
- (K) Multi-story, mixed-use buildings.

(L) Attached residential units like (rowhouses, town houses or live/works).

(M) Small single family houses

(N) Large single-family houses

(O) Locations for garage apartments

FIGURE 3.21: IMPLEMENTATION OVER TIME

**Existing conditions:**

Development is separated according to land use into single pods of development and does not interconnect except along the main thoroughfares.



*Existing Conditions*

**Phase 1:**

A new neighborhood center is created at the intersection of CM Fagan Drive and Morrison Boulevard. A one way access lane is created on Morrison Boulevard in order to add on-street parking and a pedestrian environment on Morrison Boulevard. In this manner buildings can be street oriented with the parking located in the rear. A mix of housing types including apartments, apartment buildings, townhomes, live/work units and single family homes are integrated into the block structure.



*Phase 1*

**Phase 2:**

Redevelopment occurs along Morrison Boulevard. City investment transforms the boulevard into a multiway boulevard and private investment creates smaller block sizes and a pleasant pedestrian environment. This allows people within the surrounding neighborhoods to walk to neighborhood stores.

Instead of buildings located in the centers of large parking lots perimeter buildings follow the edges of the blocks, fronting close to the sidewalk and locating parking at the center of the block. Businesses are located closer to the roadway and have more visibility. This allows large free-standing signs to be replaced with signage that is pedestrian-sized and attached to the buildings.



Phase 2

**Phase 3:**

Municipal fields are located within Hammond and close to neighborhoods and integrated into the community.

A regional ball field complex is desired by many people in the City. It is conceivable that in the later stages of plan implementation such a complex could be located on CM Fagan Drive.

Although much of this land currently serves a valuable water treatment function other municipalities have reclaimed such facilities to produce recreational areas when the value of land close to town rises and thus warrants a conversion. A decommissioned wastewater treatment plant site in Palm Beach, Florida, for instance, is planned for a mixed-use academic, business and recreational development. Admittedly, other in-town locations for ballfields would be preferable in the short-term.



Phase 3

## HAMMOND SQUARE AREA

### MAKE HAMMOND SQUARE A NEIGHBORHOOD

For all its merits Hammond Square lacks some of the qualities of a complete place. With strategic infill, Hammond Square can become a complete, compact, mixed-use center for the neighboring area accessed by local streets, while remaining a regional destination accessed by the highway.

The plan illustrates one way that the existing commercial buildings at Hammond Square can be integrated into a block system with streets and a variety of townhouses and rowhouses. Courtyards and squares should be supervised by the street-fronting windows of pedestrian-scaled residences.

### PROVIDE A CENTRAL PUBLIC SQUARE

By definition, a square is an open space type, available for unstructured recreation or civic purposes. Such a space could be added to the Hammond Square complex. A square is spatially defined by building frontages and located at the intersections of important streets. Its landscape consists of paths, lawns, and trees, formally disposed. The plan identifies an area for such a space.

### REQUIRE APPROPRIATE DEVELOPMENT

The land along CM Fagan Drive is an attractive location for development given its proximity to I-12. It is essential that any new development in the area respect the scale and character of existing neighborhoods, provide amenities for the community, and minimize the negative effect of cut-through traffic. A form-based code and innovative traffic-calming techniques may be essential.

It is essential that new development is built as a complete neighborhood, with an urban pattern of blocks, streets and greens that include an appropriately-scaled mix of uses within walking distance to each other. The student and elderly housing complexes discussed for Hammond may help offset the reliance on Veterans Avenue by providing a balance of services, jobs and housing within the same walkable area. Traffic calming features such as narrow streets, on-street parking, and offset intersections will help to ensure that the traffic through the area is predominately local.

### WHEN LARGE-FOOTPRINT BUILDINGS ARE UNAVOIDABLE INTEGRATE THEM INTO THE URBAN FABRIC

Large format stores are difficult to arrange within the urban fabric without detracting from the overall scale, connectivity, image and walkability of urban neighborhoods. Yet such stores can serve as anchors for activity centers, bringing in large amounts of sales tax revenue and adding regional drawing power and an advertising presence that benefits other businesses.

There is often enough land available in the parking lots of large footprint buildings to create a multi-use, transit-oriented development (TOD) with a walkable center. Any proposed big box retailers should be sited away from potential centers because large format buildings in the center of a community create pedestrian "dead zones" along the blank sides and backs of the structure. The planning for a complete community with a traditional, connected block structure should be required of large-format development proposals. Even if the developer is not required to construct the entire urban community, the market will, in time, make building densely practical.

### SCRUTINIZE LARGE-FOOTPRINT DEVELOPMENT PROPOSALS

Large-footprint buildings should be subject to intense development-approval scrutiny on a site specific, case-by-case basis. Such uses should not be a pre-permitted use allowed as-of-right, but as a conditional use subject to review and approval.

Because of recent trends in retailing and outrage at the character of big-boxes from residents around the country, many big boxes are seeking alternative formats for communities of character. Smaller, more customized formats are being introduced where standard megastores are difficult to permit. This option should be investigated on a case-by-case basis. Communities only receive as high quality a design as they demand.

FIGURE 3.22



**General Recommendations**

- (A)** The outparcels of Hammond Square can become residential and mixed use, increasing the critical mass of people that can walk to the big box stores.

**(B)** Parking lots can be converted to blocks and be infilled with a mix of uses.

**(C)** A community square can be incorporated as a town center.

**(D)** A roundabout at the I-12 exit will help move traffic.
- (E)** Street grid is continued from the downtown relieving traffic on the main arterials.

**(F)** Traffic calming can make the straight stretches of the grid safe for pedestrians.

**(G)** A bike trail along existing streams will increase residents connection to nature.

**(H)** A pedestrian crossing below I-12 could be created by the stream.

**(I)** Potential transit stop
- (J)** Add sidewalk on Minnesota Parkway from Range Road to Railroad Avenue.

## 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 – Identify 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.

## CURRENT CONDITIONS

The transportation network and infrastructure of Hammond greatly affect land uses and development trends and have a significant impact on the City's future. To maintain the high quality of life in the City existing transportation and infrastructure must continue to function highly and the impact of new proposed facilities must be considered carefully.

## TRANSPORTATION

Hammond's transportation infrastructure has two distinct patterns. The central city, which was developed mostly before World War II, has a highly interconnected street network and is characterized by mostly pedestrian-friendly streets lined by human-scaled architecture. The structure of the town is linked to the presence of passenger rail and freight rail in the very heart of town. The grid of relatively narrow streets is ideal for commerce and trade, walking, and access to the rail. It is easy to navigate and also produces an efficient lotting pattern that has made for an enduring city. Thus, it should be regarded as the framework and inspiration for developing citywide transportation strategies.

In contrast, the more suburban areas of the city, developed largely after the World War II, have a disconnected street pattern. Rather than a fine-grained grid, the suburban postwar areas seem to have a "tree" pattern, in which arteries branch out into collectors, which in turn branch out into many dead-end or disconnected local streets. While the Downtown grid offers limitless permutations of routes in order to get from one address to another, the suburban street pattern forces all trips onto a few multi-lane roadways.

To sum up the difference, one could generalize that the grid disperses traffic along many streets while the suburban "tree" pattern concentrates trips onto a few streets. Not only does the pedestrian feel intimidated walking along such streets, but the adjacent development offers little reward for those intrepid enough to walk. The buildings fail to provide a sense of spatial enclosure, which is a necessary element of walkable streetscapes. Rather than the regularly spaced street trees that are found in the historic parts of the city, the post-war commercial strip areas have streets lined by utility poles and wires, and signs and billboards meant to persuade drivers to become customers. Thus the design of the public realm along with the quality of adjacent development affects not only the mobility but also the aesthetics of the city.



*Sidewalks in the Downtown are amply-sized and will be shaded as street trees continue to grow.*



*Suburban arterials in Hammond are characterized by wide, multi-lane roadways that often lack sidewalks. Adjacent development is strictly auto-oriented.*



*On-street parking within Downtown provides easy access to retailers and helps to calm traffic by narrowing the apparent width of the street.*

As the Parish and Hammond’s populations continues to increase, improving connectivity of the street network is necessary to avoid a state of gridlock and blight.

Currently, Amtrak provides service between Hammond and New Orleans once a day. In the interest of expanding Hammond’s connections to New Orleans, the frequency of service should be increased in the future. The lack of a rail line to connect historic cities and towns on the Northshore makes the economy and quality of life on the Northshore vulnerable to volatility in fuel prices. Enhancing freight rail service also will affect Hammond’s economy. Enriching the options for regional mobility in addition to mobility within the city will help the city become more prosperous and connected to its neighbors.

Most trips in and to Hammond are made by personal vehicle. Though this is partially due to dispersed land use patterns and the large mantle of sprawl that surrounds the compact walkable Downtown, much can be done to enrich the mobility options available to Hammond. Transportation planning decisions should encourage the creation of a multi-modal environment in which mass transit usage, walking, and cycling is just as comfortable, convenient, and attractive as driving a car. This involves not only the creation of interconnected street networks, but also implies the redesign of streets to provide more balance and dignity to the pedestrian, transit, and cycling experience.

These are some of the tools to accomplish the reduction of “Vehicle Miles Traveled” (VMT). A city-wide VMT reduction goal has several benefits: less reliance on fossil fuels to accomplish most trips, higher degree of physical activity associated with walking, cycling, and transit usage, and the reduction of greenhouse gasses and other pollutants caused by driving. Aside from carbon dioxide, the principal greenhouse gas, other pollutants that can be reduced along with VMT include carbon monoxide, sulphur oxides, nitrous oxides, hydrocarbons, lead, and particulate matter. VMT reduction is essential in order to improve air quality and respiratory health.

In assessing the City’s transportation infrastructure, and its effectiveness, transportation decision-makers should evaluate connectedness, block size, travel lane dimensions, traffic flow, sidewalks, and on-street parking. In addition to these considerations, Hammond would likely benefit in the long-term by planning for the inclusion of designated transit lanes such as bus lanes and fixed guideway systems (such as streetcars and light rail) if it hopes to reduce VMT and provide for a more resilient, convenient, and cleaner transportation infrastructure.



*Regional coordination should result in increasing frequency of service and the inaugurating of new trains along existing lines.*



*In Downtown, buildings are close to the street and create visual friction that helps to slow traffic. Most streets have two lanes.*



*In contrast to Downtown, suburban areas have buildings set back hundreds of feet from the street behind surface parking lots, thereby failing to provide a sense of spatial enclosure or a satisfying walking environment.*

**WATER AND SEWER INFRASTRUCTURE**

Maintenance, upgrades and additions to water and sewer infrastructure is a major responsibility of the City. New development is also required to comply with City goals.

**WATER SYSTEMS**

The City of Hammond Water and Sewer Department is charged with delivering the City a safe and dependable supply of drinking water.

The current water system is operated and maintained by the City of Hammond. A series of underground aquifers are the City’s primary source of water. The system’s average daily use is approximately 4.5 MGD and maximum daily demand is approximately 5.5 MGD. The system has the capacity to yield 9.0 MGD. Four elevated tanks and two wells provide the storage for the water supply. Each elevated tank has a 2.3 million gallon capacity and provides pressure for the City’s water distribution system.

Based on current and future population projections, it is estimated that domestic demand will be met for the next 10-15 years. Planned upgrades include the construction of a new Zemurray well to eliminate the problem of well deterioration because of sand production. Currently the City of Hammond does not have contracts with the Parish to provide water to any areas outside of the incorporated boundaries of the City but would likely to enter into agreements for ETJ water/sewer delivery. Future agreements between the City and the Parish would require further study and possible upgrading of the water system to meet need. In 2009 the City of Hammond provided metered service to 7,100 customers.

Currently there are adequate supplies and treatment capacity to meet demands identified by the Louisiana Department of Environmental Quality. However, the Property Insurance Association of Louisiana (PIAL), which rates communities in terms of fire protection capabilities for the purpose of fair insurance pricing, indicates that the City has inadequate transmission lines and pressure to fight fires in the CM Fagan Drive commercial corridor. As such the City is currently looking at ways to reconfigure infrastructure to meet the fire protection needs of these customers without making major water system infrastructure improvements.

**WATER QUALITY**

The City’s sources of drinking water are local wells which draw water from groundwater. Groundwater ultimately draws from rivers, lakes, streams, ponds, reservoirs, and springs. The Department maintains a Source Water Assessment Plan (SWAP) which is an assessment of a delineated area around the City’s listed sources through which contaminants, if present, could migrate and reach the

TABLE 4.1

Source Name	Source Water Type
Chevy Well, City of Hammond	Ground Water
Zemurray Well, City of Hammond	Ground Water
190 East Well, City of Hammond	Ground Water
Hammond, Blackburn Rd. Well	Ground Water
Westin Oaks Well, Hammond	Ground Water
Hammond Rec. Center Well	Ground Water

City’s source water. The plan also includes an inventory of potential sources of contamination within the delineated area, and a determination of the water supply’s susceptibility to contamination by the identified potential sources.

According to the Source Water Assessment Plan the water systems in Hammond are safe and meets State and Federal requirements based on a 2008 assessment. The Louisiana Office of Public Health routinely monitors for constituents in the City’s drinking water according to Federal and State laws. The Source Water Assessment Program was required by the federal Safe Drinking Water Act Amendments of 1996 to determine the potential susceptibility of public water supply systems to contamination.

As water travels over the surface of land or through the ground, it dissolves naturally-occurring minerals and can pick up substances resulting from the presence of animals or from human activity. These contaminants include:

- Microbial Contaminants – such as viruses and bacteria, which may come from sewage treatment plants, septic systems, agricultural livestock operations, and wildlife.
- Inorganic Contaminants – such as salts and metals, which can be naturally-occurring or result from urban stormwater runoff, industrial, or domestic wastewater discharges, oil and gas production, mining, or farming.
- Pesticides and Herbicides – which may come from a variety of sources such as agriculture, urban stormwater runoff, and residential uses.
- Organic Chemical Contaminants – including synthetic and volatile organic chemicals, which are by-products of industrial processes and petroleum production and can also come from gas stations, urban stormwater runoff, and septic systems.

The Louisiana Department of Environmental Quality (LDEQ) recommends a drinking water protection ordinance to protect the community's drinking water sources. Zoning and ordinances can provide a high level of drinking water protection by specifying and regulating the type of activity surrounding drinking water sources. Aside from the few setback distances required by the Sanitary Code, there are no state regulations that specifically protect drinking water wells from potential sources of contamination. A local ordinance affords that protection.

LDEQ recommends that communities adopt a drinking water protection ordinance and consider the location of public water supplies in planning and zoning activities. LDEQ can provide maps in electronic or hard copy format to planning and zoning boards that show where wells and drinking water intakes are located and the extent of the drinking water protection area around each well or intake.

A model drinking water protection ordinance is provided by LDEQ to local officials to assist them in preparing their own ordinance. The model ordinance defines the area covered by the ordinance or the "critical area" as a 304.8 meter (1000 foot) radius around a public water supply well. It also lists the types of facilities that are prohibited in the critical area. These are SPSOC that were identified by the SWAP. The list and the critical area can be modified if the community chooses to do so. The model ordinance also contains a grandfather clause for existing facilities. If the facility already exists it can remain there when the ordinance is adopted.

#### WASTEWATER SYSTEMS

The City of Hammond has projected wastewater plant capacity for the next ten years provided the land use composition remains constant. The City has 8,000 sewer service connections and collects and treats wastewater from residential, commercial, institutional and industrial uses at a single wastewater treatment plant. In 2001 the City established wetlands assimilation as the preferred method of discharge based on concerns of TMDL in local waterways. Completed in 2007, the plant on CM Fagan Drive channels treated and disinfected wastewater south of Ponchatoula to a discharge point in the Joyce Wildlife Management Area under permits granted by the Louisiana Department of Environmental Quality (LDEQ).

The wastewater treatment plant has a maximum capacity of 11.0 MGD and an average daily demand of 4.1 MGD. The plant currently has aeration capacity of 6.0 MGD, which could be upgraded to meet increased demand. The system is conveyed by a total of 50 lift stations.

Based on current and future population projections, it is estimated that wastewater system will be able to maintain the current level of service (LOS) until at least 2020. However, there are issues with inflow and infiltration (I&I) of storm and/or groundwater entering the system through cracked pipes, leaky manholes and improperly connected storm drains that are limiting LOS projections. The City is currently competing for grants to address the I&I issues in the near future. With planned repairs complete, capacity within the system is expected to meet demand well beyond 2025.

#### STORMWATER

The City seeks to prevent the liabilities of flooding by maintaining and building on the facilities that manage stormwater and to do so in an environmentally-conscious way. The City's typical approach to handling stormwater, as in most urban areas, is to funnel water through pipe systems to drainage areas, typically local streams. More recent approaches based on surface drainage use grassy swales to dissipate water.

The City of Hammond Storm Water Advisory Committee was created to work toward a number of broad goals related to improving storm water quality.

The Clean Water Act, prohibits the discharge of any pollutant to navigable waters of the United States from a point source unless the discharge is authorized by proper federal agencies. Traditionally, federal agencies focused their cleanup efforts on reducing pollutants in industrial process wastewater and municipal sewage treatment discharges. However, it is evident that more diverse, local sources of water pollution, such as storm water runoff, are also significant contributors to water quality.

The Hammond Storm Water Advisory Committee has been charged to:

- Establish a public education and outreach initiative to promote public awareness of storm water impacts and seek to gain public participation and involvement in the effort to keep storm water runoff clean. Civic organizations, churches, garden clubs and school groups have been engaged to assist.
- Initiate a program to detect and eliminate illicit discharges. This includes creation of a storm system map showing locations of all outfalls and all waters that receive discharges from those outfalls. They also seek to develop, implement and enforce a program to reduce pollutants in storm water runoff from construction sites.

## COMMUNITY CONCERNS

### BUILD ON THE HISTORIC DEVELOPMENT PATTERN OF DOWNTOWN HAMMOND

Downtown, with its small blocks and streets has an established fine-grained transportation network that functions well for vehicles, pedestrians and other modes of transportation. Areas outside Downtown Hammond suffer from an emphasis of vehicular mobility over all other modes. Identifying the specific criteria for livable streets will help civilize thoroughfares within the entire City.

### STUDY THE RE-ESTABLISHMENT OF TWO-WAY TRAFFIC

One-way roads are intended to facilitate the swift movement of vehicles. By increasing driving speeds, they degrade the experience for those on foot. Many residents and business owners raised concerns about the free-flowing nature of one-way roads Downtown, and the higher speeds that their design encourages. While much of the Downtown pedestrian environment is well designed, the one-way roads conflict with the goal of creating a safe and walkable Downtown.

### PROVIDE ADDITIONAL BUS OR STREETCAR ROUTES

The community realizes that quality of life in Hammond is threatened by the lack of frequent transit service in the city. In order for residents and businesses to be less vulnerable to fluctuations in fuel prices, it will be necessary to create more complete transit networks that offer frequent service.

### INCREASE PEDESTRIAN COMFORT AND SAFETY

The quality of the pedestrian experience is determined by the design of both the public right-of-way and the design of the buildings that shape it. As an example of this, Downtown has both well-designed rights-of-way that are shaped by well-articulated and multi-story buildings. In order to encourage and maintain pedestrian activity careful consideration must be made to ensure a comfortable environment. Downtown Hammond, with its wide sidewalks, street oriented buildings and on-street parking is successful at inspiring confidence in pedestrians while allowing drivers to proceed slowly. The community continuously described their positive experiences walking and biking with the Downtown area. Outside the core pedestrian amenities breakdown and often disappear altogether.

### CALM TRAFFIC THROUGH STREET DESIGN

Vehicle speed is directly related to the comfort and safety of pedestrians and cyclists. Streets that encourage high traffic speeds discourage activities other than the movement of vehicles. Street design details, such as lane width, use of on-street parking and curb radii all influence the behavior of vehicles and their drivers. After identifying the priority areas intended for the most walkable and pedestrian friendly environments careful evaluation of existing conditions can help diagnose the cues being given to drivers. Minor interventions can help maintain safer vehicle speeds and encourage drivers to respect other modes of travel.

### ENHANCE BICYCLE MOBILITY OPTIONS

The integration and accommodation of bicycles in the transportation network is an important component of sustaining a true multi-modal system. It is vital to identify the various types of cyclists and plan accordingly to create safe and inviting routes for them. There are several different strategies for increasing comfort for cyclists. On the slowest streets, cyclists should feel comfortable with mixing with automobile traffic and occupying the travel lane. On faster streets, a separate bike lane is sometimes needed; ideally this bike lane should be protected from fast-moving car lanes by a curb or a planted median. Certain routes could occur as off-road trails that follow streams, greenways, or deactivated railways.

### ENCOURAGE REGIONAL RAIL ENHANCEMENTS

As gas prices continue to rise, there will likely be an increase in reliance upon regional rail networks to move from city to city. The City of Hammond should welcome enhanced service provided by Amtrak to New Orleans. Additionally, the City should work with rail companies, Parish governments, and other municipalities on the Northshore to provide passenger rail service on existing rails. Most of the rails already lead to the heart of historic towns along the north shore and are poised for reactivation of passenger service.

### PROVIDE NEIGHBORHOOD-SERVING RETAIL

The current planning paradigm separates land uses from one another and connects them with few, high volume streets rather than providing a network of capillary-like streets. This configuration results in the generation of a large number of car trips per household. By mixing uses- even in small quantities- some of those additional vehicle trips can be replaced with walking or cycling, or at least be shortened. In addition to reducing stress on the vehicular network, mixing uses can also encourage a healthier lifestyle for adults and children.

## STRATEGIES FOR ADDRESSING COMMUNITY CONCERNS

### 10 STEPS FOR MAKING GREAT STREETS

#### 1. Design for pedestrians first.

Great streets are designed to provide a high-caliber experience for pedestrians; once this is accomplished, they go on from there to accommodate all other required modes of travel.

#### 2. Proportions matter.

A street should function as an outdoor room, surrounding its occupants in a space that is welcoming and usable. A 1:3 ratio for building height to street width is often cited as a minimum section for a sense of enclosure. Creating this sense of enclosure involves more than just narrow street width, however. There are well-defined eight-lane roads just as there are two-lane roads that seem to be impassable. Streets must be sized properly for their use and should be defined with appropriate building sizes. Street trees and furniture such as lighting also play a critical role in defining the space of the street.

#### 3. Design the street as a unified whole.

An essential distinction of great streets is that the entire space is designed as an ensemble, from the travel lanes, trees and sidewalks, to the very buildings that line the roadway. Building form and character is particularly important in shaping a sense of place. The best streets invariably have buildings fronting them, with a particular height and massing that creates an appropriate sense of enclosure. Random setbacks rarely produce this effect. Furthermore, urban buildings should front the street with frequent thresholds such as doors, windows, balconies, and porches. These thresholds promote a lively streetscape, and ultimately provide passive security for pedestrians by focusing “eyes on the street.”

#### 4. Include sidewalks.

Appropriately designed sidewalks are essential for active pedestrian life. Pedestrians will be more willing to utilize sidewalks if they are protected from automobile traffic. One of the simplest ways to buffer the pedestrian is to place street trees between the street and the sidewalk. Other street furniture such as streetlights, bus shelters, and benches occupy wider sidewalks and provide additional separation between pedestrians and automobile traffic. The width of the sidewalk will vary according to the location. On most single-family residential streets, five feet is an appropriate width, but streets with rowhouses and multi-family buildings require a more generous sidewalk. On Main Streets, fourteen feet is an ideal sidewalk width, but eight feet should be a minimum width.

#### 5. Provide shade.

Motorists, pedestrians, and cyclists typically prefer shady streets. Shade provides protection from heat and sun and contributes to the spatial definition of a street. Shade can be provided with canopy trees or architectural encroachments over the sidewalk. Canopy trees should be planted adjacent to sidewalks in order to provide continuous shade for both the street and the sidewalk. Architectural encroachments over the sidewalk such as awnings, arcades, and cantilevered balconies should be encouraged to protect pedestrians from the elements.

#### 6. Make medians sufficiently wide.

Where divided thoroughfares are unavoidable, the medians should be generous enough to serve as a pedestrian amenity. A minimum median width of 8' will accommodate a row of street trees and will provide adequate refuge for pedestrians crossing a wide roadway.

#### 7. Plant the street trees for consistent coverage.

Great streets are typically planted with rows of trees. This alignment has an effect which shapes the space and reflects conscious design. More importantly, the shade produced by street trees should be continuous enough to make walking viable. Furthermore, the spatial impression of aligned trees has a design-based speed management effect.

#### 8. Use smart lighting.

Streets should be appropriately lit for automobile and pedestrian safety. Pedestrians naturally avoid streets where they feel unsafe. Loosely-spaced, highway-scaled “cobra head” light fixtures do not provide appropriate light intensity and consistency for pedestrian well-being. More frequently-spaced, shorter fixtures are more appropriate, and provide light beneath the tree canopy as street trees mature.

*It is not surprising that, given their multiple roles in urban life, streets require and use vast amounts of land. In the United States, from 25 to 35 percent of a city's developed land is likely to be in public right-of-way, mostly streets. If we can develop and design streets so that they are wonderful, fulfilling places to be, community building places, attractive public places for all people of cities and neighborhoods, then we will have successfully designed about 1/3 of the city directly and will have an immense impact on the rest.*

*- Allan Jacobs, Great Streets*



Charleston, SC



Savannah, GA

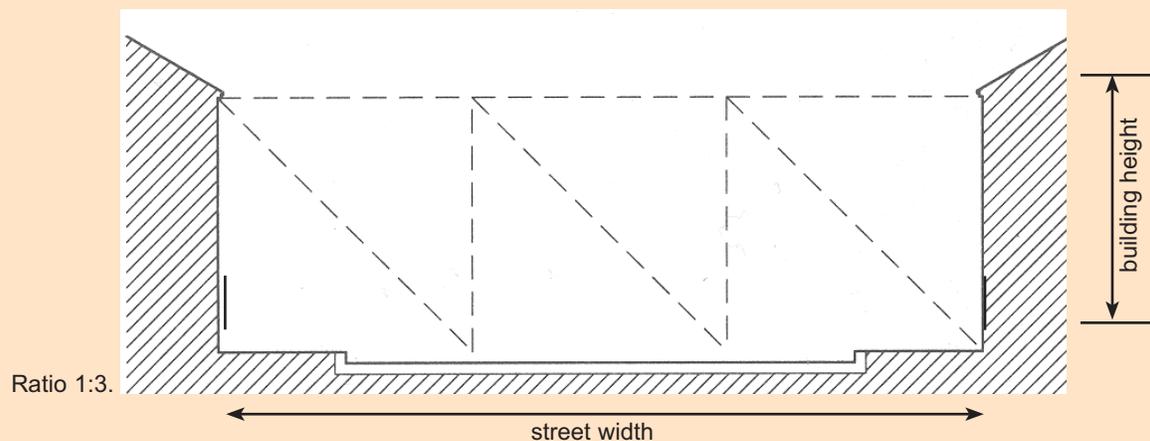
### 9. Allow on-street parking in suitable locations.

On-street parking buffers pedestrians from moving cars and calms traffic by forcing drivers to stay alert. Parallel parking is the ideal arrangement, because it requires the least amount of space and allows pedestrians to easily cross through the thin line of cars. Diagonal parking is acceptable on some shopping streets, as long as the extra curb-to-curb width is not achieved at the expense of sidewalk width. Parking located in front of a street-front business encourages people to get out of their cars and walk, and is essential to leasing street-oriented retail space.

### 10. Resist parking lots in front of buildings.

The bulk of a building's parking supply should occur behind the building. The conventional practice of placing surface parking lots in front of buildings results in a disconnected pedestrian environment. If current zoning regulations are reformed to provide "build-to" lines rather than mandatory front setbacks for commercial buildings, parking will be forced to the interior of the block. As a result, the pedestrian realm of the sidewalk will be defined by shop fronts and building entrances rather than parking lots.

FIGURE 4.1



#### Proportions of Street Space

The height-to-width ratio of the space generates spatial enclosure, which is related to the physiology of the human eye. If the width of a public space is such that the cone of vision encompasses less street wall than sky opening, the degree of spatial enclosure is slight. The ratio of 1 increment of height to 6 of width is the absolute minimum, with 1 to 3 being an effective minimum if a sense of enclosure is to result. As a general rule, the tighter the ratio, the stronger the sense of place and, often, the higher the real estate value. Spatial enclosure is particularly important for shopping streets that must compete with shopping malls, which provide very effective spatial definition. In the absence of spatial definition by facades, disciplined tree planting is an alternative. Trees aligned for spatial enclosure are necessary on thoroughfares that have substantial front yards.

Excerpted from AIA Graphic Standards

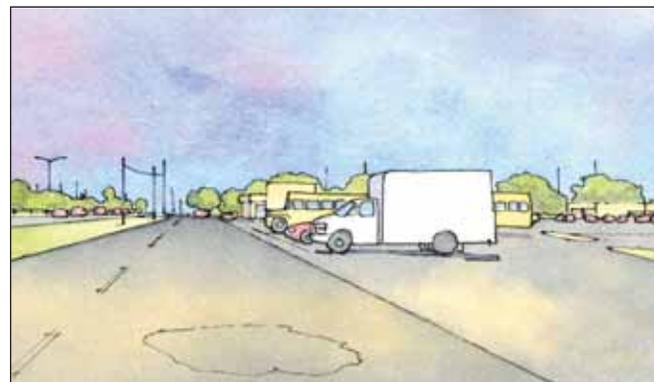
USE MULTIWAY BOULEVARDS TO PROVIDE WALKABILITY ALONG MAJOR THOROUGHFARES

Within a network of walkable thoroughfares, all streets are expected to carry automobile traffic as well as provide a walkable environment. But the balance between walkability and automobile access may shift to favor one or the other, depending on the context of the street. For instance, a neighborhood street is designed to favor walkability through the use of narrow lanes, short blocks, and lower vehicle operating speeds of 20 mph or less. Other thoroughfares may strike a balance between high levels of walkability and high levels of automobile access, perhaps allowing slightly higher operating speeds but providing a richer environment for pedestrian activity. A downtown commercial street is one example, where slightly wider lanes are required by the frequency of large truck traffic, permitting slightly higher automobile speeds, but the overall design of the street with building enclosure, street trees, on-street parking, a mix of uses, and short blocks still provides high levels of walkability.

Quite often a few thoroughfares are needed that allow higher levels of automobile access, but still permit walkability. For example, regionally-significant arterial streets may pass through walkable areas such as town or village centers, where walkability is important, but automobile access for through-traffic must also be provided. The thoroughfare designed for this situation is the multiway boulevard.

The multiway boulevard is a unique street type in its ability to serve distinctly different kinds of traffic within a single, unified, thoroughfare. A multiway, boulevard provides for relatively fast 30-35 mph traffic in a through-going set of center lanes (the Automobile Realm), and walkable local access along one-way side access lanes on the side (the Pedestrian Realm). The side access lanes are separated from the center lanes by wide, tree-planted medians. If the medians are wide enough, they can even be provided with a central path to create a linear park. Buildings along the side access lane are pulled up to the back of the sidewalk, and on-street parking is provided. Transit circulates on the center lane, and the wide medians provide space for tran-

FIGURE 4.3



Existing Conditions



Proposed Development

sit stops. The center lanes can be four or six lanes, with or without a center left turn lane. Pedestrians, bicycles, vehicles moving at a slow pace within the pedestrian realm, and vehicles moving at a rapid pace and transit within the vehicular realm are all accommodated.

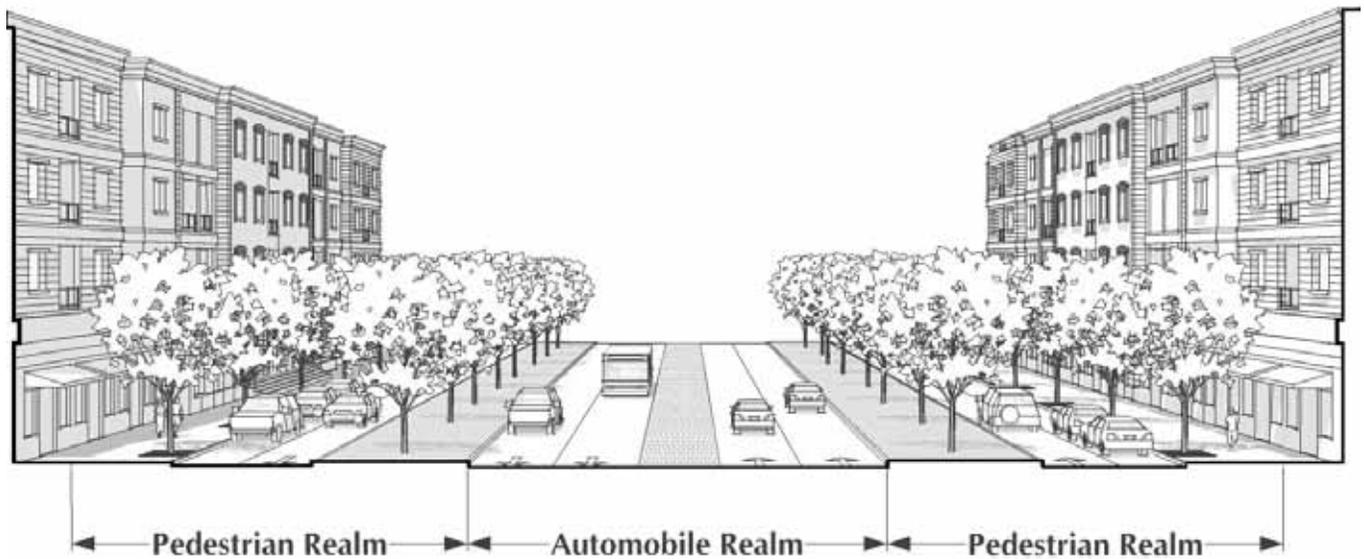
The multiway boulevard can also be, at times, and in places, a form of civic art. Wide, tree-lined sidewalks encourage pedestrians to visit shopfronts and dine at outdoor cafes; median promenades allow jogging or strolling in the shade; when traffic is slow, access lanes can become urban recreational spaces within sight of second floor residences.

FIGURE 4.2



Eastern Parkway in Brooklyn, New York was first planned in the 1880s and laid out over open countryside. Neighborhoods soon followed. It has retained its form in spite of being a major carrier of traffic. The boulevard was dedicated as a historic landmark to protect it from federal widening proposals in the 1960s.

FIGURE 4.4



Although 110' right-of-way is necessary for a full multiway boulevard, in sections where right-of-way is limited access lanes could be placed on just one side, or the boulevard could become a center lane boulevard portions. The right-of-way for Morrison Boulevard ranges from 130' at the intersection with CM Fagan Drive to 60' at Cherie Drive. South of West Church Street there is a minimum of 84' of Right-of-Way continually and 120' of right-of way south of Corbin Road. Further study is needed to determine the precise sections for each portion of Morrison.

Multiway boulevards were constructed in the United States between the late nineteenth century and early twentieth during what many consider the golden era of American planning. The multiway boulevard fell out of favor when the profession of traffic engineering became so narrowly focused on moving traffic from one destination to the next that the art of creating new destinations was lost.

During the City Beautiful movement at the beginning of the twentieth century the thoroughfare type was associated more with new suburban development in places like Eastern Parkway in Brooklyn than the grand boulevards of Paris' urban core which they were modelled after.

As Hammond redevelops the multiway boulevard could become the primary tool to improve both the capacity and character of Morrison Boulevard and Thomas Street. The Morrison Boulevard and Thomas Street commercial area can become a destination for visitors, and a place to live, shop and recreate for the citizens of Hammond.

**EXAMINE THE ECONOMIC ADVANTAGES OF CONVERTING ONE-WAY ROADS TO TWO-WAY ROADS**  
Thomas and Morris Streets are a one-way pair of roads. One-way roads eliminate the need for turn lanes at intersections and for turn signals that halt through traffic and in so doing they increase traffic speed and can create dangerous pedestrian environments. They also limit the amount of traffic a business will see during high commute times to either morning or evening exposure, and discourage visitors because they are discouraging to navigate (though the added frustration may induce visitors to park and walk). Cars and heavy trucks simply cutting through the Downtown can also add traffic which does not help local businesses. A study should be conducted of converting the one ways to two ways as has been done with success in other small cities.

### USE MODERN ROUNDABOUTS ON RAILROAD AVENUE BY HAMMOND SQUARE

It has been discussed to add one, if not more roundabouts on SW Railroad Avenue by I-12 and Hammond Square. If a roundabout is used at this or other intersections, it should be in the design of a modern roundabout, rather than a traffic circle in order to keep traffic flowing at safe speeds and allow pedestrians and bicyclists to maneuver through the intersection as well.

#### MODERN ROUNDABOUT

A modern roundabout accommodates traffic flow and capacity while creating a greater sense of place and allowing safer conditions for pedestrians. Walkability at a roundabout is increased because traffic speeds are lower as vehicles approach and exit the roundabout, and pedestrians have fewer lanes of traffic to cross at one time. Roundabouts provide a greater sense of place because of their distinctive design and greater opportunities for urban design. Statuary, fountains, or landscaping can be placed in the center of the roundabout, although care must be taken to preserve adequate sight lines.

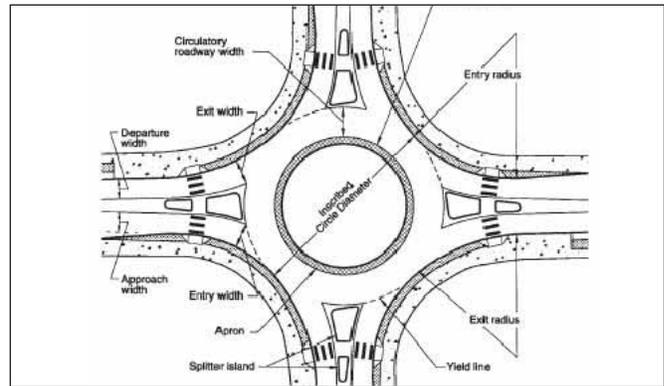
#### PEDESTRIANS

Roundabouts are designed to achieve a consistent, low vehicle speed (15 to 25 mph) to minimize crash potential; this by nature renders them pedestrian-friendly. When traffic volumes are light, many gaps are available for pedestrian crossing. When vehicle volumes are high, more vehicles pause at the yield line, allowing pedestrians to cross safely behind the first vehicle. The pedestrian crosswalk should occur one car length back (approximately 20 feet) from the yield line to place the pedestrian safely in view of the second waiting vehicle's driver. Again, an appropriately low speed is the key pedestrian safety element of roundabout design.

#### BICYCLISTS

Bicyclists are sometimes concerned about travel through a roundabout, especially if they have experience with the much larger and faster traffic circles found in New England. In fact, modern roundabout intersection are much safer for bicyclists than traffic signals. This is due to the slower traffic speeds found in a roundabout. Entering and circulating at 25 mph or less, automobiles can easily share space with bicycles traveling through a roundabout. To traverse the roundabout, the cyclist simply travels through in the vehicle lane just like an automobile. Cyclists who are uncomfortable sharing the road with automobiles may, alternatively, go around the roundabout using the sidewalk system as if a pedestrian.

FIGURE 4.5



*The basic features of modern roundabouts are displayed in this drawing from the FHWA document "Roundabouts: An Informational Guide" (FHWA RD-00-067)*

FIGURE 4.6



A modern roundabout near Hammond Square will safely integrate traffic exiting and entering Highway 12 with cars travelling Railroad Ave.

FIGURE 4.7: TRAFFIC CIRCLES VS. ROUNDABOUTS

A modern roundabout is not the same as the traffic circles common in the northeastern United States. Traffic circles do not contain many of the pedestrian-friendly elements of the roundabout:



TRAFFIC CIRCLES

- Large (300' to 800' diameter)
- Fast (30 to 50 mph)
- Scary
- High speed merge
- Dangerous (many more crashes)



ROUNDABOUTS

- Smaller (110' to 180' diameter)
- Slower (15 to 25 mph)
- Friendly
- Yield at entry
- Safer

**NEW STREET PLANS**

The City of Hammond's Major Street Plan (2006) identifies major roadway links required to connect existing roads to enhance their efficiency or ability to accommodate traffic. The Proposed Street Network Map created through the illustrative master plan design process recommends local streets which will add to system capacity by adding routes to the network and increase pedestrianism in the city by reducing block size. At the same time the new streets will add character to the City by being multi-modal, walkable, and tree-lined.

**MAJOR STREETS PLAN (2006)**

Created with community input the goals of the Major Streets Plan are to:

- Recognize the interrelationship between land use decisions (planning and development) on transportation system capacity.
- Introduce design amenities which results in development of visually pleasing corridors.
- Incorporate design elements which offer opportunities for alternatives to vehicle use for short trips.
- Serve as a leader in implementing new technology and design to address transportation issues, including new and different ways to address existing problems.

The plan classifies each street of the City into categories based on volume, capacity, spacing intervals and lengths. Streets are categorized as local, collector, minor arterials, major arterials and interstates. New extensions and routes are proposed where gaps in the network are identified or to improve circulation. Many of the recommended collector roads create shorter blocks and interconnected streets to help disperse traffic. The Proposed Street Network Map will help further this goal. Design standards are recommended in the Streets Plan which include sidewalks, paths and crossings.

Creation of a new arterial loop roadway connecting West University Ave to Airport Road is a major recommendation to connect the distribution/warehousing and business park east of Hammond Municipal Airport to the highway system and to reduce truck traffic on Downtown roads.

**STREETS OF BOTH CAPACITY AND CHARACTER**

Community character is a major concern of the residents of the City and this applies to streets as much as to the development that lines streets.

The Major Streets Plan delineates urban, suburban and rural areas and leaves open the possibility of reapplying these designations as areas intensify. Arterial roads should become urban main streets as they enter urban areas or new community centers. High-speed roads should transform to low-speed designs as they enter neighborhoods to slow traffic to pedestrian-friendly speeds of 20 miles per hour or less for the sake of safety.

Widening roads to accommodate through-traffic decreases local livability and should be avoided. New road capacity created through widening is quickly absorbed by drivers who previously avoided the congested road. This is known as "induced traffic" and this explains the failure of newer, wider roads to reduce traffic congestion. Every increase in roadway capacity leads to increases in vehicle miles travelled. To reduce congestion, public transit, bikeways, sidewalks and mixed-use zoning and land use patterns that allow people to walk between destinations rather than drive should be explored.

The proposed arterial loop to the Airport is intended to be used for unimpeded transportation. Where this road passes through rural areas west of the airport development should be discouraged because it undermines the movement of through-traffic. The construction of a new road should not necessarily result in an up-zoning of roadside properties to long linear strips of commercial uses. Hammond has many areas with this character already. Community centers may be desirable along the arterial road as identified in the Sector Plan and as part of a coordinated program for developing complete neighborhoods but changes to land use should be accompanied by planning for entire areas as coherent neighborhoods and centers.

FIGURE 4.8: MAJOR STREET PLAN MAP

FROM THE  
JUNE 2006  
MAJOR STREET PLAN

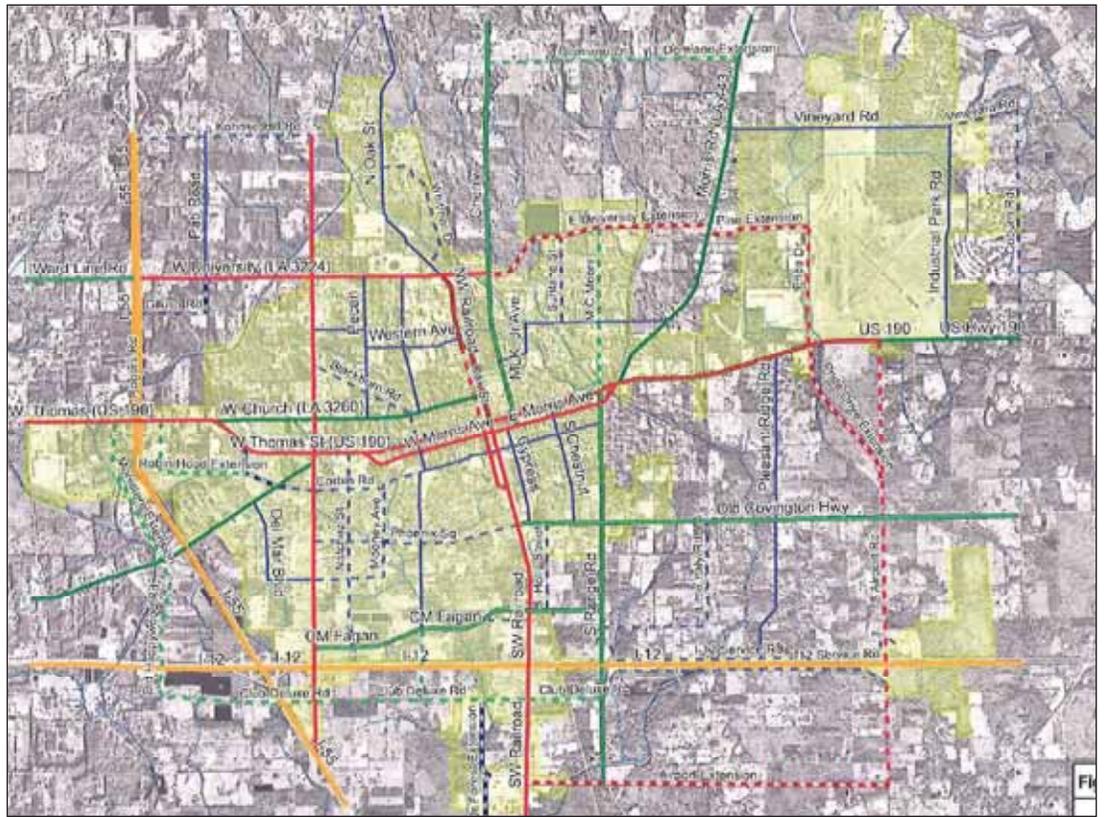
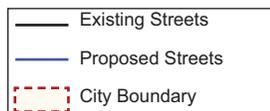
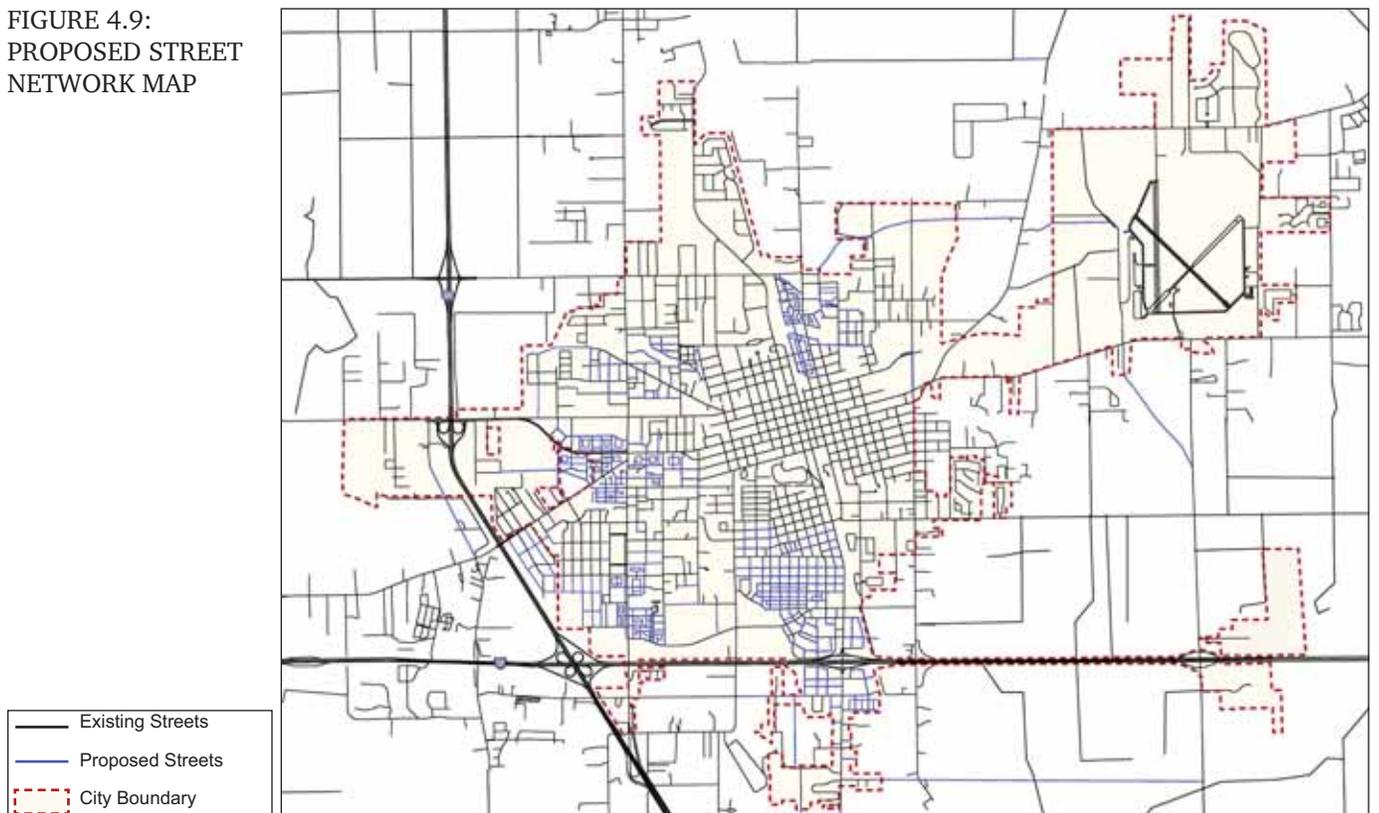


FIGURE 4.9:  
PROPOSED STREET  
NETWORK MAP



## PLANNING AND TRANSIT

Public transit, like buses and light rail service, is minimal both in the City and in the State of Louisiana. The US census estimated that .05% of state residents used public transit in 2007. However, a long-term transit strategy in accordance with the Louisiana Speaks Regional Plan's statewide strategy is planned for the City which can incrementally be instituted in coordination with the state system.

The Louisiana Speaks Regional Plan proposes new primary transit corridors which include high-speed rail. The proposed route would travel the length of gulf coast states, passing through Mobile, New Orleans, and Baton Rouge and travelling across Louisiana along the I-10 corridor. A secondary transit corridor would connect Hammond with new and increased commuter rail or dedicated busway service.

While a high-speed rail system across the whole of the US connecting each of Louisiana's cities may seem far off, it is worth noting that the US Interstate Highway System did not exist just seventy years ago. At that time, Louisiana's local road system barely existed, the flooding and washing out of clay roads and bridges prevented crops from reaching cities and had a severe economic effect on the state. In its positing of country-wide and statewide rail transit, the Louisiana Speaks Regional Plan has a planning horizon which extends farther than the typical 25-year increment.

Yet, high-speed rail service, or at least increased rail service between Hammond and New Orleans in the next 25 years seems likely given the operating line between the two cities and increasing traffic congestion between them. The Regional Plan recommends maximizing the value of land around transit stations with Transit Oriented Development (TOD) that utilizes a mix of uses around transit stops at transit-supportive densities of the kind shown in the illustrative master plans. A more frequent service to New Orleans coupled with a local investment in intercity transit service would help Hammond become a TOD destination.

## EXISTING PUBLIC TRANSIT IN HAMMOND

Current public transit service in the City includes the Council on Aging's bus and shuttle link to mass transit bus systems in Baton Rouge and New Orleans. The Louisiana Swift Bus commuter service and Greyhound Bus Lines travel between Baton Rouge and New Orleans but only Greyhound has a stop in Hammond. Amtrak lines travel between New Orleans and Hammond twice-a-day. There is no train service to Baton Rouge from Hammond. LA DOT is focusing its public transit strategy on a Baton Rouge to New Orleans commuter rail for the future, with a possible stop in Hammond. Within the City there is no municipal bus service.

## PROPOSED PUBLIC TRANSIT IN HAMMOND

Public transportation options in Hammond will evolve as the City evolves. The Potential Enhanced Transit System map delineates a path for transit based on existing densities and connecting proposed locations for compact development. Even where transit is not immediately foreseeable development should be organized in anticipation of service, with clear neighborhood or mixed-use centers properly spaced along a boulevard wide enough to support a bus rapid transit lane or light rail line. The most effective transportation plans mandate mixed use at planned stops. Transit options include:

*Buses* move relatively slowly, stop frequently but can enliven the length of their entire route. They are a primary source of transportation for people without a car but are unlikely to replace car usage for commuter transport in places where parking is abundant and inexpensive at arrival destinations.

*Bus Rapid Transit (BRT)* are systems which improve the efficiency of the typical public bus by maintaining certain distances between stops, typically a mile or more. Possible stops are delineated on the Potential Enhanced Transit System map. Bus rapid transit generally connect centers and deliver economic energy to them but provide little energy between stops. Bus rapid transit can replace automotive traffic most efficiently when it travels a reserved bus lane in situations where there is moderate to heavy local traffic.

*Streetcars (Trolleys)* travel rails which are located on the roadway so that the streetcar is accessible to pedestrians along the entire length of the corridor. Trolleys provide a sense of civility, permanence and dependability which buses do not. Open air trolleys in American cities can provide an enjoyable experience which can attract tourists and revitalize local main streets by providing a sense of continuity across time (even when installed in areas that historically did not have streetcars). Streetcars can also function as a replacement for automobile commuting when they connect walkable places like the Downtown to its outskirt neighborhoods.

*Light rail* lines are faster than automobile traffic with few stops and express speeds. In time, as the Louisiana Speaks Regional Plan proposes, an extended city metro rail from New Orleans could greatly reduce the traffic between the two very walkable cities.

Just a few generations ago American cities were connected by efficient rail service and interurban light rail and trolleys linked suburbs to their city centers. Mid-size cities across the country are planning new rail and street car systems because of the social, economic and environmental benefits they produce.

FIGURE 4.10:  
POTENTIAL  
ENHANCED TRANSIT  
SYSTEM

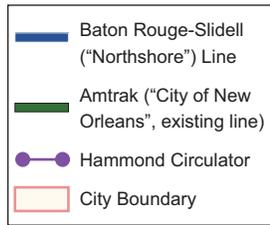
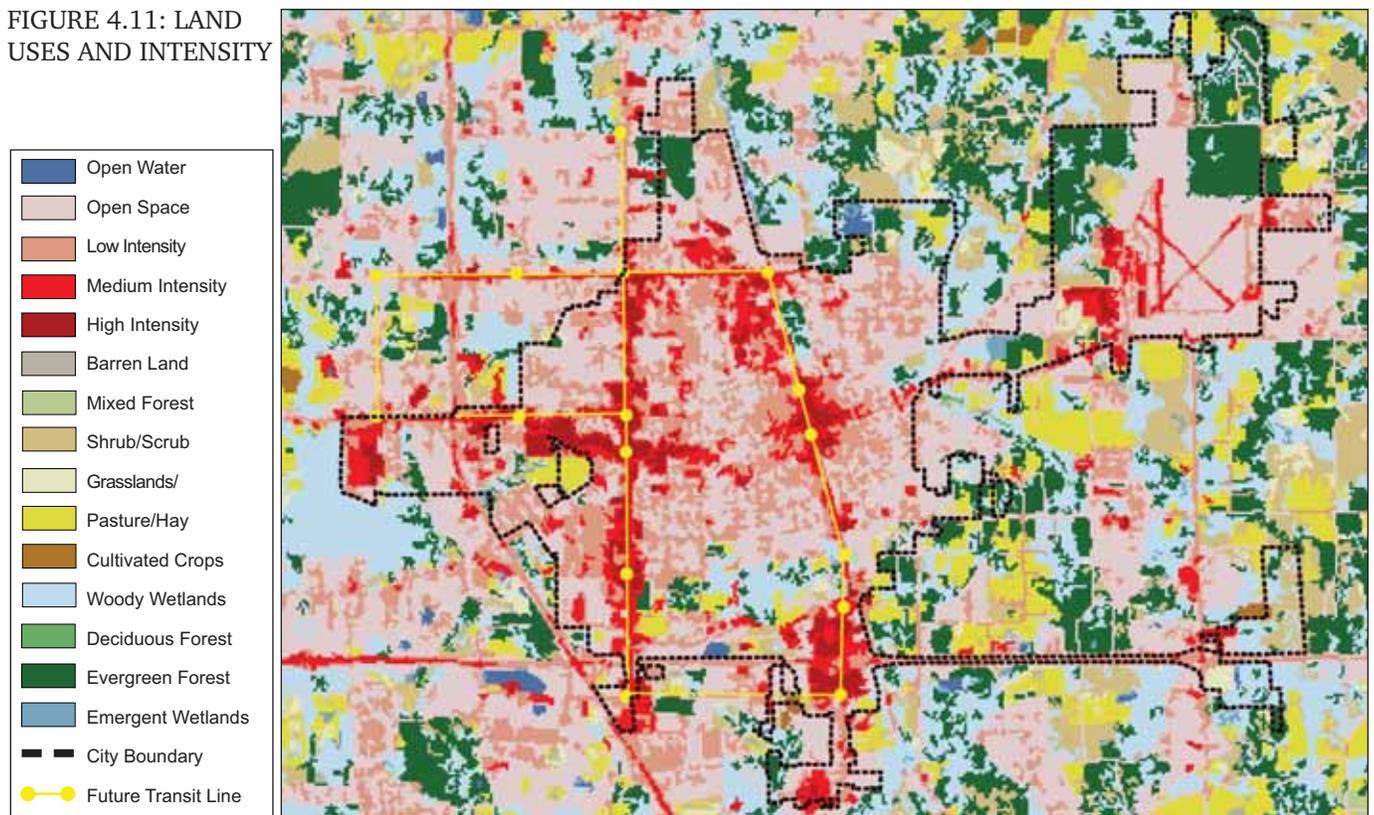


FIGURE 4.11: LAND  
USES AND INTENSITY



The Land Uses and Intensity map shows how the planned future transit line and transit stops are correlated to the highest intensity centers and the corridors which connect them. Additional transit lines and stops are envisioned east and west of the intersection of Interstate 55 and Wardline Road/University Ave where growth is expected to occur due to the proximity of the highway exit and entrance.

## GOAL

THE CITY OF HAMMOND WILL 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.

### **Objective 4.1 – Invest in the ongoing maintenance and refinement of the street system to adequately serve the needs of automobiles, transit riders, bicyclists and pedestrians.**

Policy 4.1.1 – Ensure that the City’s street system is compatible with adjacent land uses and not “over-designed” in a way that will change the character of areas to be protected.

Policy 4.1.2 – Coordinate with Louisiana Department of Transportation to incorporate multi-modal and pedestrian facilities across state and federal roads and to make the areas at the center of proposed roundabouts proud areas of civic art.

Policy 4.1.3 – Look at the feasibility of implementing a multi-way boulevard on Morrison Boulevard and other areas identified in the illustrative plans.

Policy 4.1.4 – Provide a mechanism such as the Louisiana Land Use Toolkit and its range of street types to allow increased design flexibility where an applicant can assure that design modifications enhance neighborhood character, safety or walkability.

Policy 4.1.5 – New development will fund its proportional share of costs for transportation facilities for on-street and off-street improvements.

Policy 4.1.6 – As part of a long-term strategy, land devoted to surface parking lots in existing areas, except existing downtown parking areas, should be reduced through the construction of structured parking and the use of infill development, to the greatest extent practical.

Policy 4.1.7 – Parking garages should of an appropriate size and lined with habitable or storefront space to provide a safe, interesting environment for pedestrians and located carefully so as not to obscure the view of existing architecture.

Policy 4.1.8 – Review the Major Streets Plan to consider adding streets and improvements of both capacity and character.

Policy 4.1.9 – In implementing the Major Streets Plan do so in a way that adds to the walkability and attractiveness of the City. Adopt and design new streets where possible in consultation with the text: *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach: An ITE Recommended Practice (2010)*

Policy 4.1.10 – Consider studying the possible advantages of converting the one-way pairs of roads in the Downtown to two-way service.

### **Objective 4.2 – Create an interconnected network of blocks and streets.**

Policy 4.2.1 – Utilize the City’s Major Streets Plan to help prioritize connectivity.

Policy 4.2.2 – Require new development to achieve a minimum level of connectivity.

Policy 4.2.3 – Encourage small block size and connected streets.

Policy 4.2.4 – Discourage the use of cul-de-sacs and dead ends.

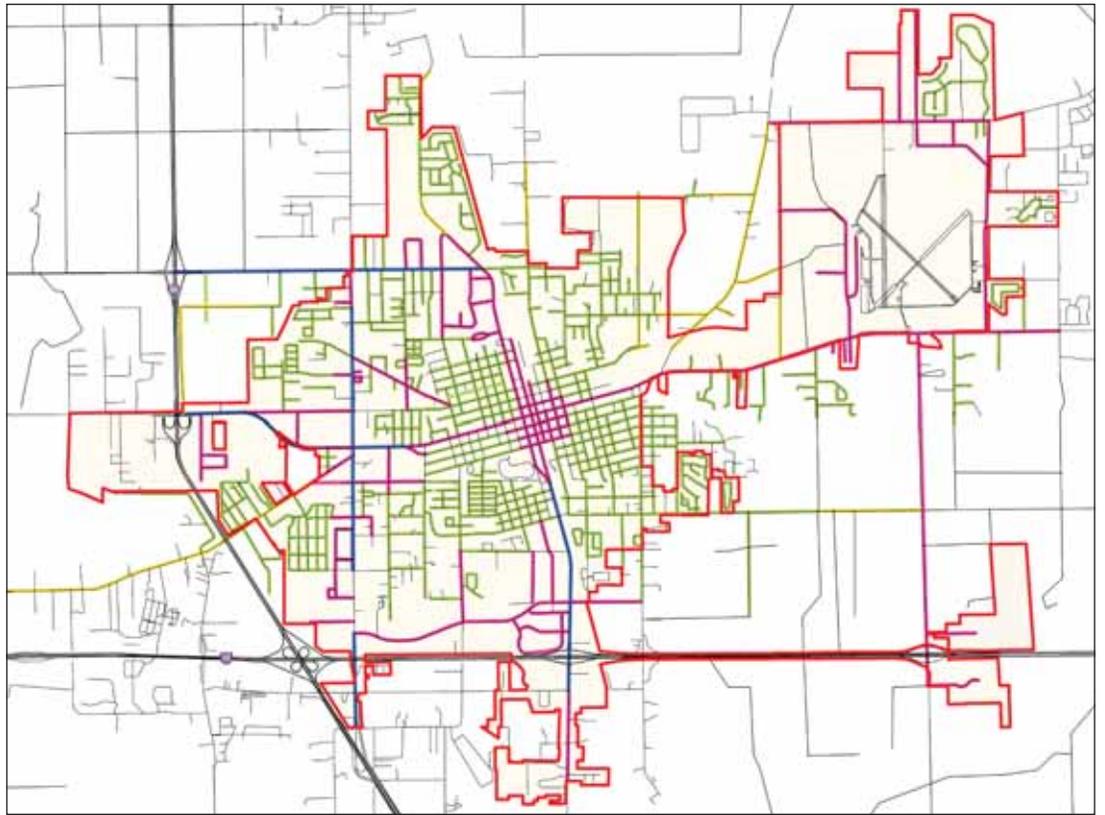
Policy 4.2.5 – In new development, include alleys and shared parking into blocks so that buildings may be serviced from the rear, driveways and curb cuts can be minimized, and parking can be consolidated at mid-block locations.

### **Objective 4.3 – Enhance and expand the transit system locally and regionally.**

Policy 4.3.1 – Enhance existing bus routes by increasing frequency, improving signage, way-finding, and shelters. Increase the number of routes within the City by adding new buses to the fleet and peak hour demand routes.

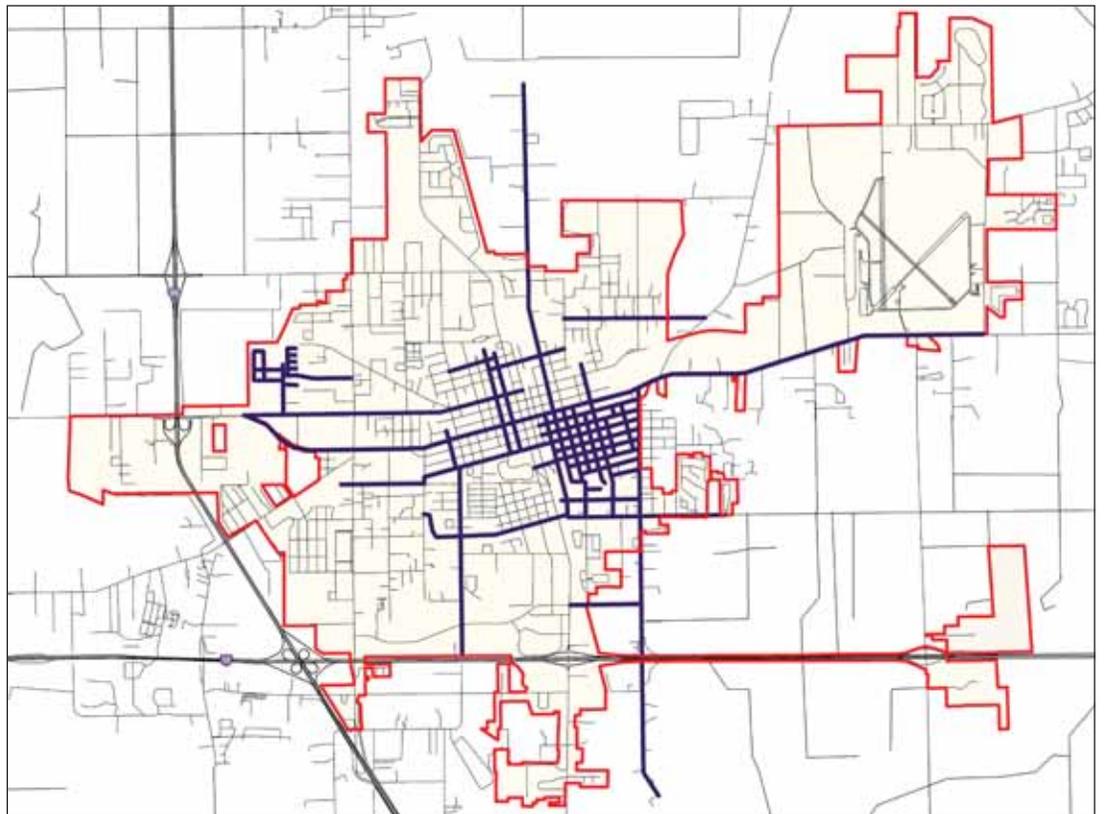
**FIGURE 4.12:  
PROPOSED STREET  
ATLAS**  
*Conceptual street atlas  
based on Louisiana Land  
Use Toolkit designs*

- Multiway Boulevard or Avenue
- Neighborhood Street
- Rural Street
- Commercial Street
- City Boundary



**FIGURE 4.13:  
SIDEWALK  
IMPROVEMENTS**  
*Priority new and im-  
proved sidewalk locations*

- Proposed added or enhanced sidewalks
- City Boundary



Policy 4.3.2 – Should it become feasible as the population of the City increases, consider fixed-guideway transit such as streetcar or light rail.

Policy 4.3.3 – Work with neighboring Parishes to coordinate transit options between key locations such as hospitals and government agencies.

Policy 4.3.4 – Encourage and coordinate regional light rail options including routes along the Northshore and between Baton Rouge/Hammond/New Orleans. Coordinate existing and future transit routes to bring riders to Hammond's Amtrak station. Support efforts to improve or upgrade Amtrak service between Hammond and New Orleans.

Policy 4.3.5 – Create mixed-use centers at regular intervals, especially at major crossroads.

Policy 4.3.6 – Create a set of context-sensitive design criteria to evaluate specific roadway design and encourage multi-modal options.

Policy 4.3.7 – Require new or renovated major commercial and residential development to provide areas for public transit stops, bicycle storage, and adequate sidewalks.

Policy 4.3.8 – New transit should be built in a way that it is easy to use.

Policy 4.3.8.1 – Transit should have a simple trajectory with few diversions.

Policy 4.3.8.2 – Transit should have frequent service.

Policy 4.3.8.3 – Transit stops should be located in areas that are safe, comfortable and clean.

Policy 4.3.8.4 – Transit stops should be integrated with urbanism with paths that are direct and pleasant and not along parking lots or other otherwise unvisited areas.

Policy 4.3.9 – Investigate the possibility of a rubber tire trolley that provides service, especially with connections to the University to prevent intoxicated driving.

Policy 4.3.10 – Continue to seek funding for a Downtown Intermodal Transportation Center.

**Objective 4.4 – Employ design-based speed management measures to reduce speeds and protect drivers, cyclists and pedestrians.**

Policy 4.4.1 – Consider making new or redesigned streets two-way and have on-street parking in order to increase access to properties while calming traffic.

Policy 4.4.2 – Consider the use of roundabouts to calm traffic, increase safety, diminish the need for traffic lights, and create sites for public art and monuments.

Policy 4.4.3 – Use gateways and special district designations to encourage slower speeds and walking.

**Objective 4.5 – Provide safe, convenient infrastructure for bicyclists and pedestrians.**

Policy 4.5.1 – Complete and adopt a Bicycle Master Plan.

Policy 4.5.2 – Install bike paths, bike lanes and infrastructure including bike racks and signage along key bicycle routes.

Policy 4.5.3 – Widen sidewalks where appropriate and plant trees along streets.

Policy 4.5.4 – Provide streetlights that improve safety for drivers, cyclists, and pedestrians while maintaining a dark sky.

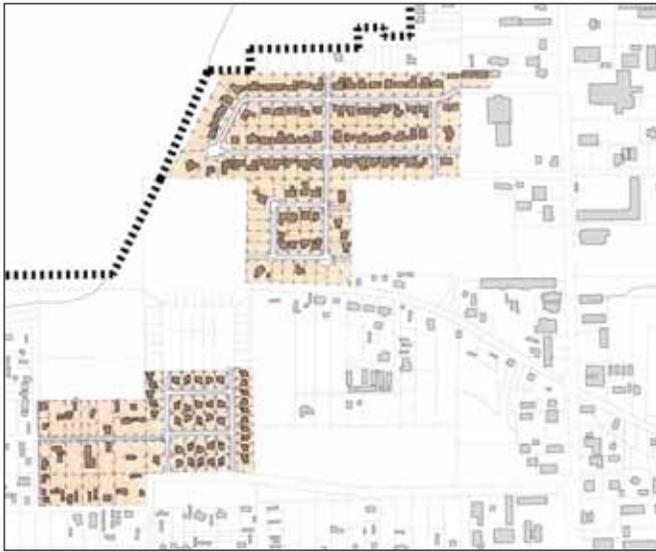
Policy 4.5.5 – Curb and gutter construction should be used to prevent flooding on sidewalks where appropriate.

Policy 4.5.6 – Curb radii should be small to discourage drivers from turning corners quickly.

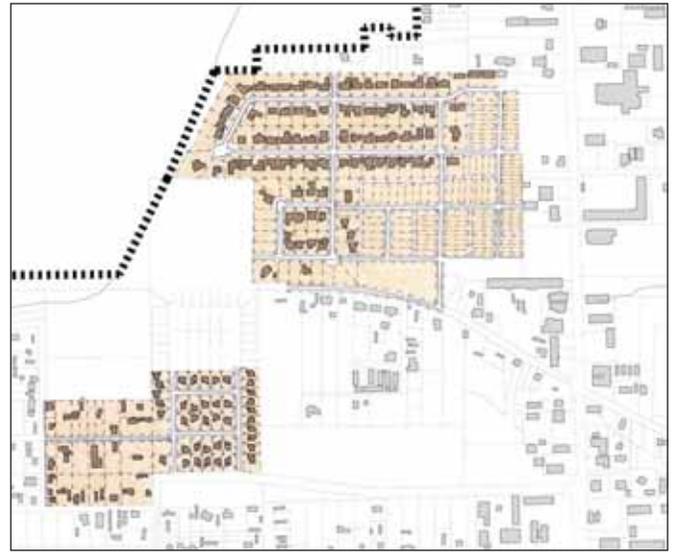
Policy 4.5.7 – Provide safe and convenient crosswalks.

Policy 4.5.8 – Canopy trees should be planted adjacent to sidewalks in order to provide continuous shade for both the street and the sidewalk.

FIGURE 4.14: RECONNECTING THE NEIGHBORHOOD



1) Existing residential development consists of cul-de-sacs and dead-end streets that offer few connections to the City's street network.



2) New residential development is connected to the existing neighborhoods. They feature smaller, more walkable blocks, and are based on a grid network of streets.



3) Street connections are made to existing neighborhoods with greens at their centers. New and existing lots are infilled with homes.



4) In time, the interconnected network of streets with sidewalks and street trees encourage a customer base of pedestrians for neighborhood commercial.

Policy 4.5.9 – Architectural encroachments over sidewalks such as awnings, arcades, and cantilevered balconies in areas with zero setback requirements should be encouraged to protect pedestrians from the elements.

**Objective 4.6 – Enhance the appearance of the City of Hammond by redesigning certain utilities.**

Policy 4.6.1 – In new developments, bury overhead utility lines or move them to alley or mid-block locations.

Policy 4.6.2 – Design culverts, drainage areas, and stormwater infrastructure in a context-sensitive and, where possible, artistic way.

Policy 4.6.3 – In addition to minimum requirements for new parking areas consider maximum parking requirements after which surplus parking will be required to be permeable or structured sod.

**Objective 4.7 – Plan for and equitably fund quality facilities to meet the needs of all businesses, residents and visitors to Hammond.**

Policy 4.7.1 – Maintain acceptable Level of Service standards for water, sewer and stormwater facilities and services.

Policy 4.7.2 – Support current and future State and federal regulatory requirements for existing and new infrastructure, and develop local regulatory requirements that are fair, predictable and protect the interest of public and private property owners and the community as a whole.

Policy 4.7.3 – Coordinate the five-year Capital Improvements Program with the Comprehensive Master Plan to attain or maintain defined level of service standards and to achieve the community vision for future development.

Policy 4.7.4 – Plan for and equitably fund the maintenance of public facilities, the correction of existing deficiencies, and the provision of future capacity needs.

Policy 4.7.5 – Ensure that adequate public services and facilities are available or funded prior to approval of new development to ensure that the cost is not passed on to existing residents.

Policy 4.7.6 – New development will fund its proportional share of costs for facilities including on- and off-site capital improvements required to serve new development, however, the City may fund a greater share of improvements required for economic development and revitalization, affordable housing, to create complete neighborhoods, or in other ways that benefit the entire community.

Policy 4.7.7 – Where appropriate require facilities with extra capacity to provide for future growth that may extend through developments, with reimbursements for facilities that benefit other properties.

**Objective 4.8 – Increase the capacity of the Hammond Northshore Regional Airport to serve as an economic and transportation center through continued economic development partnerships and protection of approach zones from incompatible residential encroachment**

Policy 4.8.1 – Identify land adjacent to the airport facilities that present opportunities for expansion and complimentary commercial and industrial development.

Policy 4.8.2 – Coordinate with Tangipahoa Parish to protect airport operations from land use encroachment that reduces the functionality and safety of long-term airport operations.

Policy 4.8.3 – Develop a coordinated land use, infrastructure, financing and airport facilities plan to increase airport related economic activity.

Policy 4.8.4 – Pursue Federal Aviation Administration and Department of Transportation funding to enhance airport safety and capacity.

## 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*

The styles of homes range from antebellum mansions to more modest bungalows, sideyard homes, and ranches. Existing homes exhibit traditional architectural patterns and styles that have gradually evolved over time, yet new forms have continued to respect the traditions of the region.

**POPULATION GROWTH**

The population in Hammond has steadily increased by between 1% to 2% annually over the past 25 years. This trend is expected to continue into the future. The current estimates are for the population to increase a total of 28.6% between 1990 and 2014. As of the 2000 Census, there were 17,639 people, 6,251 households, and 3,707 families residing in the City of Hammond. Between 2000 and 2014, the population is expected to increase by 3,820 persons.

In addition to the existing steady growth of the City, the impacts of Hurricane Katrina have created a spike in population in Hammond. With Interstate 12 now being perceived as the safe line for development, companies and governmental agencies are moving their services north of the interstate, including the military moving operations to the Hammond Airport. From 2000 to 2014, the rate of growth in the City of Hammond is expected to accelerate as people shift from southern parts of the State north to the I-12 corridor.

Between 2000 and 2014 the total number of housing units in both the City of Hammond and Tangipahoa Parish are expected to increase. The City of Hammond is expected to gain approximately 1,985 units, for an increase of approximately 22%; the Parish is expected to increase total housing units by 14,259, or 35%.

**HOUSEHOLD SIZE AND TYPE**

Even while the overall number of households and families is increasing in Hammond, the average household size is decreasing (from 2.67 in 2000 to 2.51 in 2014). This may be because the number of non-traditional households (retirees, students, and young professionals) is increasing, due to an aging population and the growth of Southeastern Louisiana University. The City is expected to increase by 44% in the 55 to 64 year age bracket and a 17% increase in the 65 to 74 year age bracket. Meanwhile, the median age in Hammond remains young, increasing from 25.4 in 2000 to 28.9 in 2014. This combined demographic of young college students and aging population without kids represent an untapped market for new housing types in Hammond.

**OWNERSHIP**

In the City of Hammond, the percentage of owner-occupied housing is experiencing a significant decrease, while the percentage of renter-occupied housing is ex-



*Non-conforming trailers*



*Distressed housing in a depressed neighborhood*

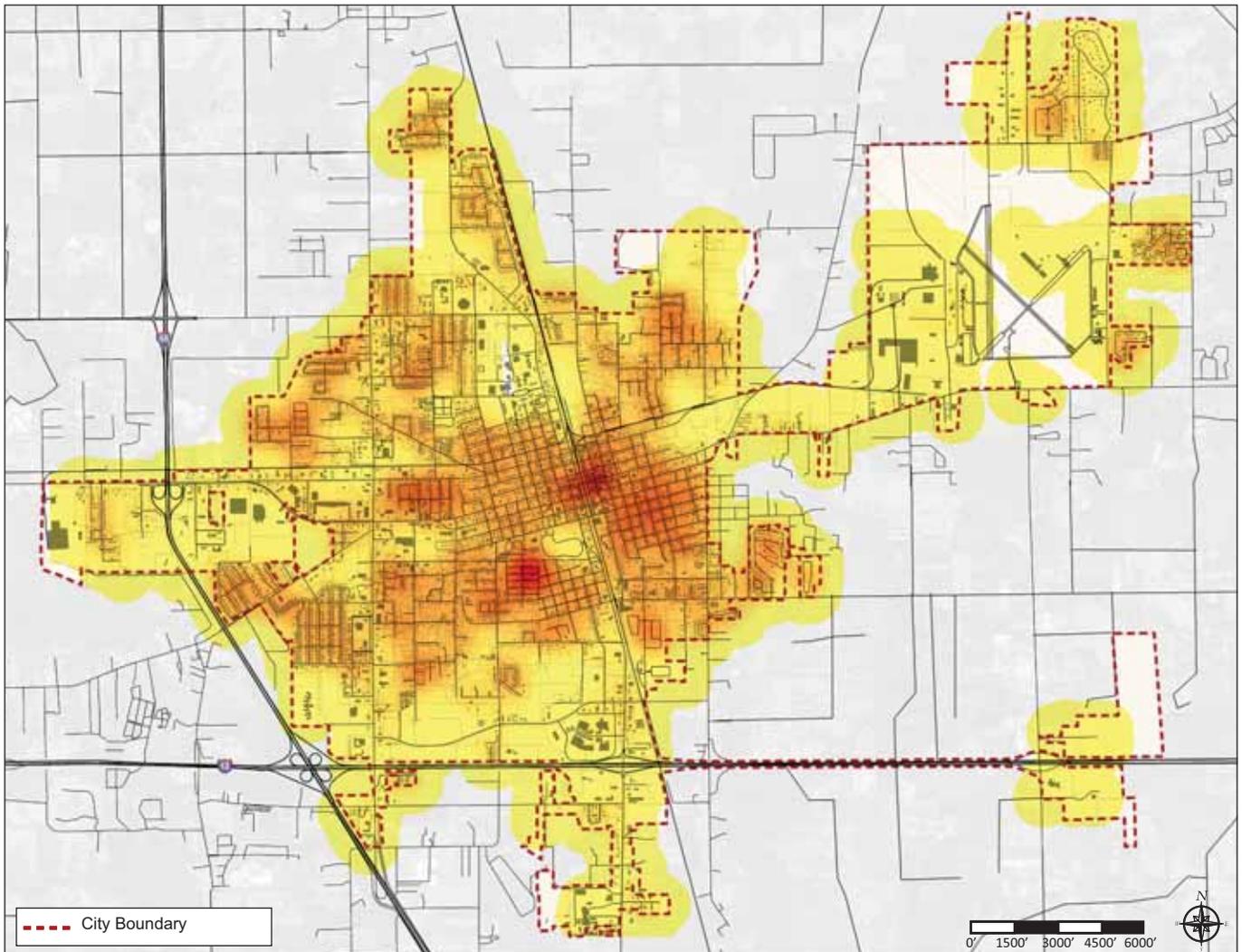


*Cottage homes have been used as infill in existing neighborhoods.*



*Single family subdivisions have become the predominant housing format in the City of Hammond.*

FIGURE 5.1: POPULATION DISTRIBUTION



A generalized population distribution with areas of more concentrated dwelling units appearing in red, and lesser concentrated areas appearing in yellow shows that while the majority of the City’s residents still live in the gridded portion of the City newer subdivisions unconnected from the Downtown are home to much of the population.

TABLE 5.1: HOUSING UNITS

	City of Hammond			Tangipahoa Parish		
	2000	2014	% Change	2000	2014	% Change
Total Housing Units	7,014	8,999	+22.1%	40,794	55,053	+35.0%
% Owner-Occupied Housing Units	66.2%	46.2%	-20.0%	66.2%	62.8%	-3.4%
% Renter-Occupied Housing Units	33.8%	40.4%	+6.6%	33.8%	38.5%	+4.7%
Vacant Housing Units	763	1,207	+36.7%	4,236	7,156	+68.9%

Data Sources: U.S Census Bureau, ESRI Forecasts (2009, 2014)

pected to moderately increase. This is due primarily to the fact that many of the new housing built is expected to be new multi-family rental development, versus fewer single-family homes, thus the total percentage of owner-occupied units will decrease. On the other hand, the overall percentages in Tangipahoa Parish have remained fairly consistent, with a slight decrease in the percentage of owner-occupied housing.

**VACANCY**

Between 2000 and 2009 there has been a substantial increase in vacant units in both the City of Hammond and the Parish. The number of vacant units is expected to increase by 36.7%, from 763 to 1,207 total units, in the City of Hammond by the year 2014. During this same time period, Tangipahoa Parish is expected to add an additional 2,920 vacant housing units, an increase of almost 69% over 14 years.

**RECENT CONSTRUCTION**

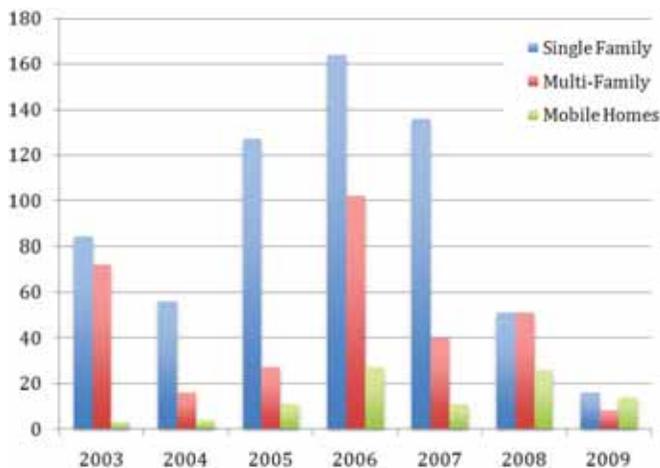
Over \$100 million dollars worth of new residential construction was added to the housing base in the City of Hammond over the past 7 years. While there was a definite spike and subsequent lull in construction activity after the 2005 hurricane season, earlier trends indicate that residential construction should remain relatively stable in the future.

**PROVIDING HOUSING OPTIONS**

If a variety of housing types and sizes are constructed in the City of Hammond, the affordable and workforce housing supply will improve by design. Some opportunities for greater variety in housing types include revitalizing the existing housing stock, permitting infill on vacant lots, and creating new mixed-use neighborhoods. These new neighborhoods may be created on the large vacant parcels within the City and can feature a mix of market rate, affordable, and workforce housing.

The City can encourage a mix of housing types and sizes by offering incentives for a range of unit sizes and price points in new development and redevelopment. Additionally, they can encourage mixed-use structures with apartments above retail and office at designated growth sectors, they can permit live/work units and townhouses within the downtown and designated growth sectors, and they can permit the rental of accessory dwelling units. In addition, the City can give incentives for workforce housing, including selling or donating City land for the development of affordable housing in proximity to existing and proposed transit lines. The City of Hammond completed a Workforce Housing Strategic Planning Report in June 2007. This report details the existing and anticipated future growth in population and housing stock and identifies the needs for additional workforce housing in Hammond.

TABLE 5.2: RESIDENTIAL CONSTRUCTION

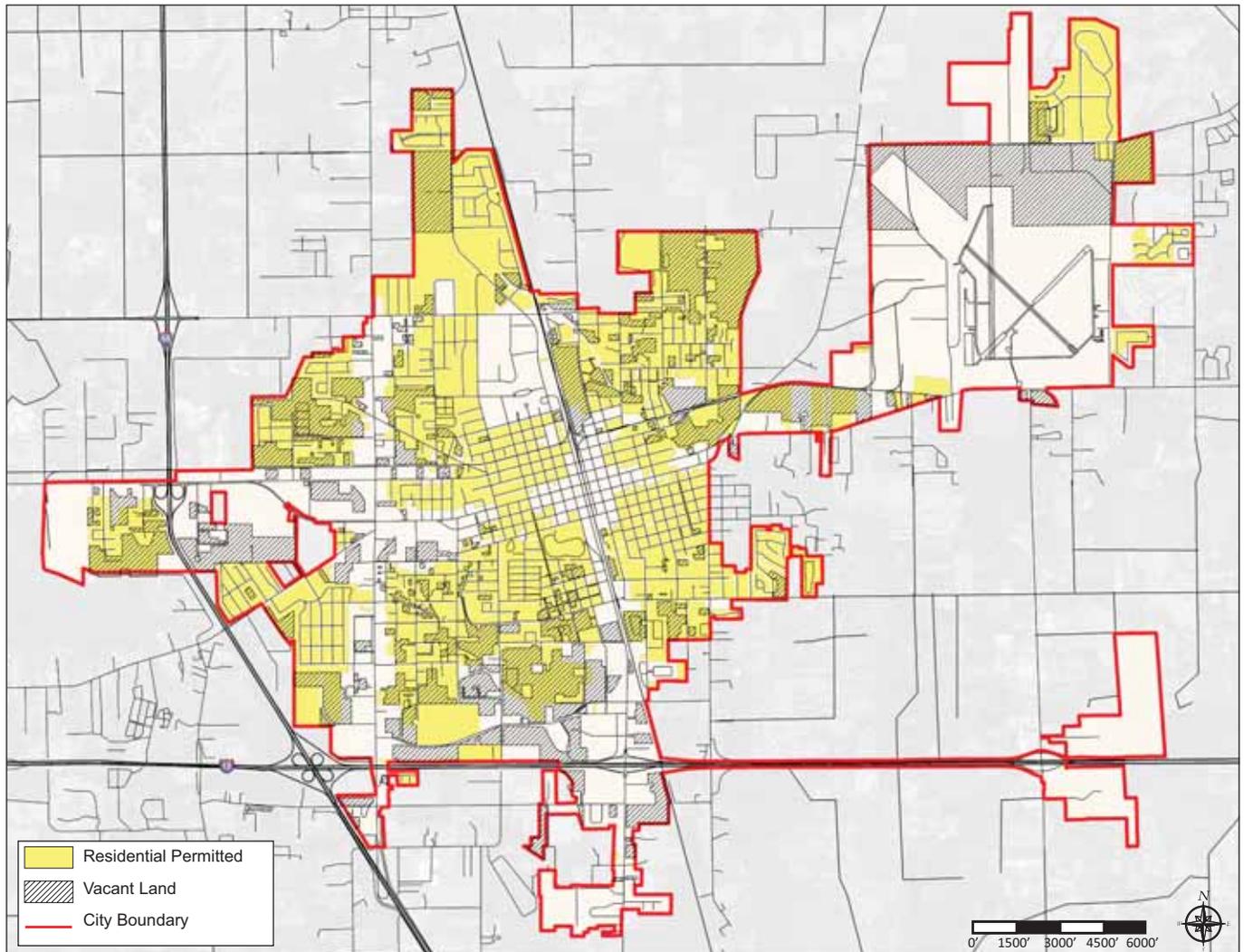


*Housing above commercial was once typical.*



*The rise of strictly single-use commercial buildings coincides with the deficit of affordable housing in the United States.*

FIGURE 5.2: RESIDENTIAL LAND



The majority of the developable land within the City (labeled “unimproved” by the tax assessor) is zoned for residential use. In this way the new housing that will be added to the City will very much determine the City’s future character.

TABLE 5.3: BUILDING PERMIT ACTIVITY AND VALUE

	2003	2004	2005	2006	2007	2008	2009
Single Family	84	56	127	164	136	51	16
Multi-Family	29	5	10	30	19	19	1
Mobile Homes	3	4	11	27	11	26	14
Units Built*	159	76	165	293	187	128	38
Residential Value	\$13.0M	\$7.9M	\$19.3M	\$36.7M	\$20.5M	\$8.7M	\$2.8M

\* Units built includes multiple units built in multi-family developments with a single building permit.

## COMMUNITY CONCERNS

### INCREASE SENIOR HOUSING

Hammond has a limited resource of housing available for seniors. Currently elder generations are moving out of Hammond to other cities such as Baton Rouge that have existing facilities and amenities that cater to the needs of seniors. Hammond should be a life-long community.

### SUPPORT AFFORDABLE WORKFORCE HOUSING FOR WORKING PROFESSIONALS AND YOUNG FAMILIES

Housing should be planned for all stages in people's lives to keep a healthy diversity of people in the City. The City's workforce, its police, fire, teaching personnel for example, often cannot find adequate housing in Hammond.

### DESIGN STANDARDS FOR DOWNTOWN INFILL

The historic grid of Hammond contains numerous vacant lots. Infill development should be encouraged on these lots to create more complete and connected neighborhoods. Infill within these areas should be of a scale and character consistent with the existing structures and historic context. The Downtown Development District Guidelines should be used to ensure compatible infill construction within the Historic District and the surrounding historic neighborhoods.

### INTRODUCE HOUSING NEAR HAMMOND SQUARE

The recently redeveloped mall at Hammond Square provides a critical mass of large retailers and smaller retailers that could encourage mixed-use development in the area. There is potential for residential development in the Hammond Square outparcels that face CM Fagan Drive. This residential development could be integrated into mixed-use buildings, apartments buildings, condominiums, live/work units, and townhomes. In addition, the downtown grid could be extended south to support new neighborhoods around Hammond Square, eventually joining with CM Fagan Drive. These new neighborhoods could consist of single-family homes, townhomes, apartment buildings, public parks, and civic uses.

### ENCOURAGE MIXED-USED DEVELOPMENT ALONG MORRISON BOULEVARD

Morrison Boulevard is currently characterized by commercial strip centers, fast food restaurants, and car lots. These strip commercial uses are adjacent to residential areas, but their streets do not connect. There is an opportunity to improve connectivity between residential area and commercial uses by creating mixed use centers around key intersections, such as Church Street and University Avenue. This will allow residents the opportunity to access goods and services along the Boulevard by foot

or bicycle, or through a more direct driving route. An important step towards creating viable, walkable, mixed-use centers is to offer alternative housing options at differing sizes and price points, and provide community amenities such as civic spaces and parks. Successful mixed-use centers also depend upon a shift away from the current pattern of low-density, auto-oriented strip commercial spread along the corridor. Commercial strip development should be discouraged, and growth within designated walkable mixed-use centers should be encouraged.

### REPOPULATE UNSAFE AREAS

Residents expressed concern over locations within the downtown neighborhoods and neighborhood parks that felt unsafe. Vacant lots create blind areas where there is a lack of surveillance, making passersby feel vulnerable to crime.

### CONTROL THE GROWTH OF GREENFIELD SUBDIVISIONS

Hammond has a great resource of both undeveloped land and agricultural land mixed throughout the city limits and in the surrounding Parish. Development of low density single use subdivisions should be limited within the city limits and surrounding Parish to preserve these natural resources.

### LIMIT RESIDENTIAL DEVELOPMENT AROUND THE AIRPORT

The Hammond Airport in the eastern part of Hammond is an asset to the City, but surrounding land uses should be considered in terms of their compatibility with the airport's potential to grow. Ideally, new development around the airport should benefit and enhance the Airport and its functions. Additional residential development could cause conflicts if residents complain of noise and other impacts from the airport.

### PROVIDE MORE SIDEWALKS AND TRAILS IN DEVELOPED NEIGHBORHOODS AND REQUIRE THAT NEW DEVELOPMENT INCLUDE SIMILAR AMENITIES

The amenities that were included in the original Hammond "subdivision" by Charles Emery Cate like ample sidewalks and street trees should be required of future developments to insure continuity of neighborhood quality.

FIGURE 5.3



BEFORE

*Downtown neighborhoods are fragmented with vacant lots.*



AFTER

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

# STRATEGIES FOR ADDRESSING COMMUNITY CONCERNS

FIGURE 5.4: RESIDENTIAL INFILL



In the images on the left portions of the illustrative master plan are shown to demonstrate context-sensitive infill on existing lots and continuations of the existing street network.

Existing lots within the downtown grid should be in-filled with new residential homes in the same character and scale of the surrounding neighborhoods.

In addition to infilling existing lots, connecting the existing right-of-way grid will create more lot frontage and opportunity to add infill housing within the existing grid.



New blocks of residential lots may be developed on currently undeveloped land. All efforts to connect to existing streets within subdivisions should be made in order to create complete neighborhoods with multiple routes of egress and ingress into each neighborhood. New homes adjacent to existing homes should be in a similar scale, but may gradually change scale as homes approach existing corridors and designated neighborhood centers.

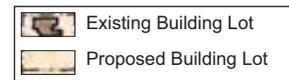


FIGURE 5.5: KEEPING THE RURAL CHARACTER

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.



### USING THE LOUISIANA SPEAKS: PATTERN BOOK

The pattern book presents architectural patterns for renovating or building traditional Louisiana houses in specific, local vocabularies. The purpose of this is to preserve local culture and social traditions. Architectural quality also facilitates local acceptance of infill by respecting the existing context.

The pattern book describes how South Louisiana architecture all share a common intention - to provide relief from the sun while capturing as many breezes as possible. Generously scaled porches, tall ceilings, full-height windows, shade gardens, porch fans and wood shutters all distinguish the traditional architecture of South Louisiana from elsewhere in the country. In addition to individual elements, Louisiana traditional architecture possesses certain compositional features discussed below.

### SIMPLICITY

Most traditional architecture is simple. Its beauty is to be found in its balance, order, proportion, and compositional harmony. A traditional house is often a simple form, like a rectangular box, with secondary subordinate masses added.

In general buildings should be rectangular in plan with more complex massing achieved by adding simple masses. Additive massing allows incremental enlargement of buildings over time. The aggregate complexity of the building maintains a sense of order because one mass is dominant over other smaller masses.

The most important building elements, such as a generous porch or a well-designed door surround, should be emphasized. This should be balanced by simplifying other elements. This creates a hierarchy where attention is focused on a building's most important parts. A well-balanced design should be interesting but not overwhelming or confusing.

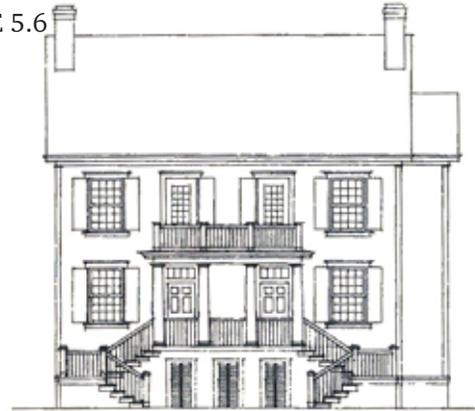
Decoration should respect the hierarchy of building elements in a facade. It should also respect the hierarchy of the building's importance within the neighborhood. Background fabric buildings should typically be less ornate than Civic or focal buildings.

### PRACTICALITY

The elements of traditional Louisiana buildings are based on engineering necessity and exhibit a decorative frugality. Decorative elements with no functional purpose are rare and when done, are understated.

Traditional building elements evolved for practical, functional reasons. Shutters provide security and protect windows during storms. Dormers provide light and air for attic rooms. Simple massing and standardized proportions were used because it is less expensive and easier to construct buildings that are not unnecessarily complicated.

FIGURE 5.6



*Louisiana Classical*



*Louisiana Victorian*



*Louisiana Vernacular*



*Louisiana Arts & Crafts*

Modern building materials such as waterproof membranes and sealants have reduced the pragmatic need for practical traditional details. This unfortunately often results in traditional building elements that are detailed in ways that look as though they would not actually function.

When traditional building elements are used, they should look as though they could actually perform their task. Think of the practical reasons for a traditional building element being used and ask – could it really work? Shutters for instance, should ideally be operable, but at least look like they are capable of covering the windows they are paired with.

Purely decorative touches should resemble their historic, functional appearance. The discipline of architecture has formalized the arrangements and proportions of classical and traditional elements. Columns and entablatures, when done correctly, have looked fairly consistent through time.

#### APPARENT STRUCTURE

Contemporary construction methods such as long horizontal spans and cantilevers have made possible buildings that visually appear to defy structural logic. These gravity-defying details can be very disconcerting to the eye when applied in a traditional building.

When designing, keep in mind the structural characteristics of traditional materials being employed, even if hidden structural elements are used. Wood spans further than masonry. Masonry is stronger than wood but can't span as far, so door and window openings are narrower. Columns should be sized appropriately for the mass and proportion of structure above them. Brick spanning an opening should be supported by a lintel or arch. Details that look like they could work structurally give a feeling of comfort and permanence to the neighborhood.

#### TEXTURE

New traditional buildings should be designed with texture so that the complexity added by shadows becomes a part of the composition. Windows should be set in a few inches to provide depth and a feeling of substantiality. Eaves and moldings should be designed with authenticity and the shadows they cast in mind.

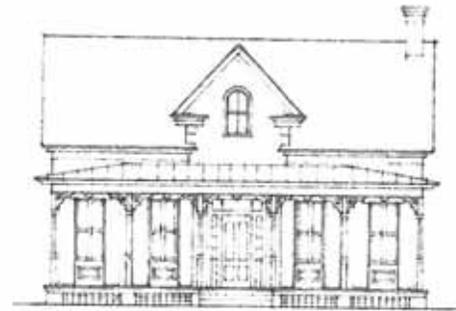
#### CREATIVITY

It must be stated that the purpose of a pattern book is not to stifle individual creativity but to provide architectural guidance to the home construction industry. There is no substitute for an architect who can dedicate their skill and training to each individual project.

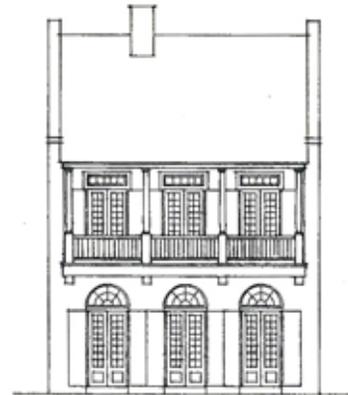
FIGURE 5.7



*Louisiana Classical*



*Louisiana Victorian*



*Louisiana Vernacular*



*Louisiana Arts & Crafts*

## GOAL

THE CITY OF HAMMOND WILL ENCOURAGE A VARIETY OF GOOD QUALITY, AFFORDABLE HOUSING CHOICES THROUGH PRESERVATION, REHABILITATION, CODE ENFORCEMENT AND NEW DEVELOPMENT.

### **Objective 5.1 – Create diversity in the type and size of units, neighborhoods, facilities and programs to accommodate current and future residents of the City of Hammond**

Policy 5.1.1 – Amend zoning and land use regulations to allow for infill on existing lots of record to prevent sprawl and to spur revitalization in depressed neighborhoods.

Policy 5.1.2 – Encourage neighborhood diversity with a range of unit sizes, types and occupancy (including rental and ownership options)

Policy 5.1.2.1 – Allow apartment houses in appropriate locations.

Policy 5.1.2.2 – Allow live/work buildings in appropriate locations.

Policy 5.1.2.3 – Allow rowhouses and townhouses in appropriate locations.

### **Objective 5.2 – Increase quality senior housing opportunities.**

Policy 5.2.1 – Encourage the development of and find suitable locations for independent living, co-housing units, nursing homes, and congregate and assisted-living facilities. These should be located within walking distance of retail, medical, personal services, educational and cultural facilities.

Policy 5.2.2 – Assist senior homeowners with finding resources and capability to secure adequate and appropriate home repair, maintenance, renovation and modifications.

Policy 5.2.3 – Provide code compliance assistance for housing rehabilitation programs, to help upgrade housing for senior citizens, disabled persons, and other eligible residents.

Policy 5.2.4 – Continue to develop the partnership between the City of Hammond and the Tangipahoa Council on Aging that provides service and utility assistance.

### **Objective 5.3 – Encourage residential development in purely or primarily commercial/retail areas such as Hammond Square and Morrison Boulevard to create a mixed-use environment.**

Policy 5.3.1 – Permit and encourage mixed-use development at the intersections of Morrison Boulevard & University Avenue and Morrison Boulevard & Church Street.

Policy 5.3.2 – Encourage mixed-use (commercial, residential, and businesses) on the out parcels of Hammond Square, especially those parcels facing CM Fagan Drive and Railroad Avenue.

Policy 5.3.3 – Increase housing options in the Downtown including permitting new housing types such as live/work unit, townhomes, and new apartments above retail or office uses.

### **Objective 5.4 – Increase public awareness of, and advocacy for, the need for workforce housing**

Policy 5.4.1 – Work with local non-profit organizations to identify the demand and opportunities for workforce housing in Hammond.

Policy 5.4.2 – Encourage the development of workforce housing as infill development that maintains the character of the surrounding neighborhood.

Policy 5.4.3 – Encourage the construction of workforce housing in close proximity to job centers and planned/existing transit options to encourage mobility.

Policy 5.4.4 – Allow the construction of live-work units which combine commercial and office space with residences and require just one mortgage for the owner.

Policy 5.4.5 – Work with governmental agencies at the local, state and federal levels, as well as non-profit organizations, to provide access to grant funds available to new homebuyers to cover up-front costs necessary to qualify for homeownership.

Policy 5.4.6 – Partner with the Parish and the Louisiana Housing Finance Authority to conduct homebuyer education and counseling programs.

Policy 5.4.7 – Create partnerships with banking and financial institutions in support of workforce housing programs.

Policy 5.4.8 – Reinforce partnerships with non-profit organizations such as Habitat for Humanity and the Gulf Coast Housing Partnership, to implement workforce housing strategies in a comprehensive fashion.

Policy 5.4.9 – Foster the development of a model workforce or mixed-income development within the City that will serve as a model for future developments and code/regulatory updates.

**Objective 5.5 – Improve and revitalize existing neighborhoods.**

Policy 5.5.1 – Encourage the redevelopment of substandard mobile home parks and provide a range of other housing types to renters.

Policy 5.5.2 – Encourage the infill of existing lots to spur revitalization efforts in depressed neighborhoods.

Policy 5.5.3 – Provide adequate code enforcement to ensure high quality, safe housing and protect neighborhoods from blighting influences.

Policy 5.5.4 – Avoid aggregating subsidized housing in large numbers, distribute subsidized housing sparsely among market rate housing.

Policy 5.5.5 – Preserve the architectural and historical character of the designated historic and established neighborhoods throughout the City.



*Accessory dwelling units provide self-monitored affordable housing.*



*Accessory dwelling units can be located on alleys behind homes.*



*Live/work commercial units require just one mortgage for owners.*



*Live/work office units reduce commuter traffic on local roads.*

Policy 5.5.6 – Encourage housing cooperatives, faith-based organizations and neighborhood development corporations to use their existing property, or to purchase land and buildings for the production and preservation of workforce housing.

**Objective 5.6 – Include design standards for new and infill development in neighborhoods to encourage quality design.**

Policy 5.6.1 – Create/expand upon design standards created for the Downtown Development District to cover other areas of the City.

Policy 5.6.2 – Encourage the use of the Louisiana Speaks Pattern Book for residential development.

**Objective 5.7 – Encourage green or LEED (Leadership in Energy and Environmental Design) buildings for ecology-oriented buildings and sustainable architectural practices.**

Policy 5.7.1 – Encourage residential development that meets green building standards such as LEED and Model Green Home Building guidelines and remove barriers to retrofitting building for energy efficiency, on-site energy production and water conservation.

Policy 5.7.2 – Encourage energy efficiency conversion for low- to moderate-income households through the use of energy efficiency rehabilitation programs.

Policy 5.7.3 – Protect existing tree canopy and incentivize the planting of new trees to reduce heat islands and to promote energy efficiency.

Policy 5.7.4 – Reduce parking requirements for residential units near job or transit centers to decrease impervious surfaces and carbon emissions.

Policy 5.7.5 – Invest in public infrastructure including transit, water and sewer, and stormwater management to keep neighborhoods healthy.

**Objective 5.8 – Discourage greenfield development on sensitive environmental lands.**

Policy 5.8.1 – Encourage and incentivize development and redevelopment on grey and brownfield sites.

Policy 5.8.2 – Identify priority lands for preservation and conservation along natural waterway systems and discourage development within these areas.

**Objective 5.9 – Limit expansion of residential around the airport.**

Policy 5.9.1 – Consider adopting an airport overlay zone or aviation easements to prevent the need for buy-outs of properties as the airport increases in size and capacity.

**Objective 5.10 – In rural areas, encourage the clustering of homes in compact groupings to maximize open space while minimizing infrastructure costs to create more affordable housing.**

Policy 5.10.1 – Adopt a Conservation Subdivision Design ordinance where there is not enough housing allocations to allow full, mixed-use neighborhoods.

Policy 5.10.2 – Support density bonuses to allow clustered projects to provide more residential uses than would ordinarily be allowed if the additional uses are either deed-restricted single-family affordable homes or homes that are affordable by design (live/work units or units above commercial).

Policy 5.10.3 – In clustered developments use stylistic consistency and the same quality of construction to integrate affordable housing with market-rate housing and de-emphasize socio-economic differences.

**Objective 5.11 – Enforce the City’s minimum housing code to ensure that all occupied structures are fit for human habitation**

Policy 5.11.1 – Increase the City’s code enforcement capacity through the hiring of new staff and upgrading of technology.

Policy 5.11.2 – Partner with non-profit agencies such as Habitat for Humanity, Gulf Coast Housing Partnership, and others to identify residents in need and funding for housing rehabilitation.

Policy 5.11.3 – Continue to pursue community development and Louisiana Housing Finance Authority funds from state and federal sources for rehabilitation or redevelopment of substandard housing.

Policy 5.11.4 – Encourage improvements in mobile home parks including drainage improvements, street lights, street paving, and removal of abandoned vehicles.

**Objective 5.12 – Provide incentives to builders and developers to increase interest in building workforce housing.**

Policy 5.12.1 – Provide public infrastructure assistance to builders and developers interested in building workforce housing.

Policy 5.12.2 – Assemble land for a reduced cost to developers by providing adjudicated property, surplus property or subsidized land to developers at no or low cost.

Policy 5.12.3 – Provide technical assistance to builders and developers developing workforce housing. Technical assistance may include assistance with navigating City development and building regulations, detailed information on utilities, assistance with applying for relevant loans and/or grants, or engineering assistance.

Policy 5.12.4 – Review zoning and development regulations for possible updates to include density bonuses, performance zoning standards, and the allowance of a mix of uses to encourage workforce housing development.

Policy 5.12.5 – Study the feasibility of a mandatory or voluntary Inclusionary Zoning ordinance to require or incentivize affordable housing as part of every new development over ten units.



## CURRENT CONDITIONS

The environment of the immediate City has been heavily effected by many years of relatively concentrated development. Patches of woodlands and evergreen forest dot the upland portions of the City, woody wetland remnants follow the streams. Floodplains extend outward from the streams and include a great deal of the developed portions of the City. Some meadows and pasture exist in isolated pockets. Large isolated trees and several heritage large oak groves which survived the farming era appear sporadically, often on the boundary lines of previous farms. Street trees in the developed City function as green infrastructure providing wildlife habitat to migratory birds, contributing to air and water quality, and providing valuable shade and community character. Outside of Hammond, Tangipahoa Parish still contains large tracts of forests, farmlands and vast systems of wetlands.

### DEVELOPMENT PATTERNS AND NATURAL RESOURCES

The early development patterns in Hammond provide important lessons in sustainability even if that word or concept did not yet exist in that time as we now know it.

What we would now consider sustainability was an austerity born out of necessity. In the pre-automobile era, the railroad represented not only the way by which one traveled from Hammond to other cities such as New Orleans, but it was also the primary means of transporting supplies and goods to and from the city. This, coupled with a connected, compact, and mixed-use Downtown, created a city that was a model of energy efficiency.

Hammond's Downtown along with its surrounding tightly platted residential neighborhoods formed a compact city. This compactness allowed for an intact agricultural hinterland around the city, along with pristine and unbroken stands of old growth forest lining floodplains and streams. The agricultural lands near the city allowed farmers in the area to grow a surplus of strawberries and other crops for export. Some of these agricultural lands lay vacant today, and could be returned to service for food production.

In the middle and latter part of the twentieth century, rail service began to decline, and the interstate highways were built. Roads connecting Downtown to the highway were built, widened, and began to open up large swaths of land to strip development and subdivisions. Automobile driven development became the norm and the expansion of the city fragmented riparian buffers along streams and used up both agriculture and forestlands in the vicinity.



*Rail-based transport can help reduce greenhouse gas emissions*



*Climate responsive architecture with an edible landscape*



*Hammond 1924: compact, complete, connected*



*Strawberry picking*

Forested floodplains, streams, and wetlands provide not only habitat but also provide important ecological services such as filtering sediments and pollutants and absorbing storm water. The primary source of water for the City is groundwater. Wetland systems are crucial not only for groundwater recharge but also affect larger watersheds of regional importance. Their preservation is a local, state and federal priority by statute.

Though Hammond's early economy benefited from the cutting of old growth forests and providing lumber for a large trade area, its present day residents value the tree canopy and forest, where they still exist, for their ecological and infrastructure services and aesthetic value.

#### CLIMATE RESPONSIVE ARCHITECTURE

Before air conditioning, climate-responsive architecture increased the comfort within buildings. High ceilings allowed for hot air to rise above the heads of building occupants. Tall windows, usually aligned across shallow rooms, allowed for cross-ventilation. Porches provided needed shade and increased the congenial nature of Hammond's streetscapes. In the winter, brick or stone fire places radiated heat in both modest homes and mansions.

In recent decades, buildings have been built from more synthetic or industrialized materials. Air conditioning has caused buildings to have a diminished connection with the outside world, sometimes to the detriment of building occupants' comfort and enjoyment. Also, these changes have made buildings more energy consumptive than ever before.

#### GROWING ENVIRONMENTAL AWARENESS

There is an increasing level of environmental consciousness in Hammond. This is evidenced by the adoption of a tree preservation and landscape ordinance in 2004, a stormwater management ordinance in 2009 and citywide efforts to implement curb side recycling. The revitalization of Downtown, including adaptive reuse and restoration of historic buildings is in itself an example of energy and resource efficiency.

Efforts to channel development towards already disturbed land rather than towards pristine ecosystems or agricultural land will be wholly in line with the spirit of Hammond's early land development patterns. Infill and redevelopment, especially when combined with non-automobile forms of mobility, will help Hammond's residents to become less automobile dependent, thereby reducing greenhouse gas emissions and other pollutants.

Allowing the city to grow and mature in a compact and ecologically sustainable way will protect watersheds, habitat, and productive farmland both within the city limits and in the Parish.



*Old growth pine flatwood*



*Compact neighborhoods with crops and orchards*

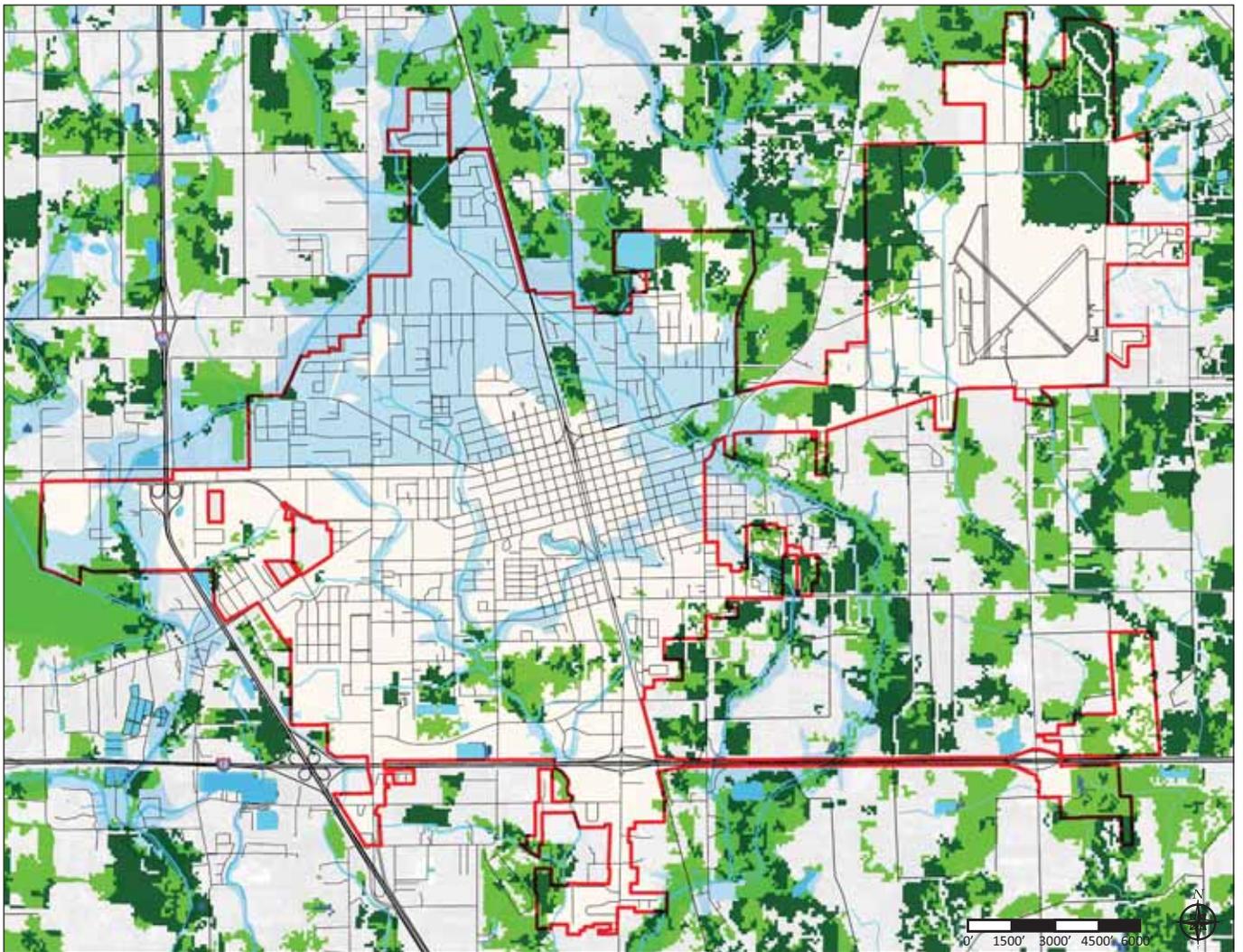


*Forested banks filter runoff*



*A degraded wetland*

FIGURE 6.1: ENVIRONMENTALLY SENSITIVE FEATURES



- Wetlands
- Forest
- Flood Zones
- Rivers
- Water bodies
- City Boundary

*Lands which contain rivers, water bodies, wetlands (herbaceous and woody) and forests, and areas within the 100-year floodplain, require sensitively designed development. The prevalence of these features mean that all development shall impact the natural system to some degree, however, development outside the historic boundary of the City on pristine lands will have the greatest effect.*

**CLIMATE**

The warm temperatures, abundant rainfall and 60% average relative humidity sustain agricultural production and a lush landscape. The City of Hammond has a temperate climate with the coldest month being January and the hottest month being July.

The total average annual precipitation is 34 inches. Of this 19 inches, or 55%, generally falls in April through September. The growing season for most crops falls within this period. The heaviest one-day rainfall during the period of record was 8.55 inches on September 6, 1977. Thunderstorms occur on about 70 days each year, and most occur during the summer.

**AIR QUALITY**

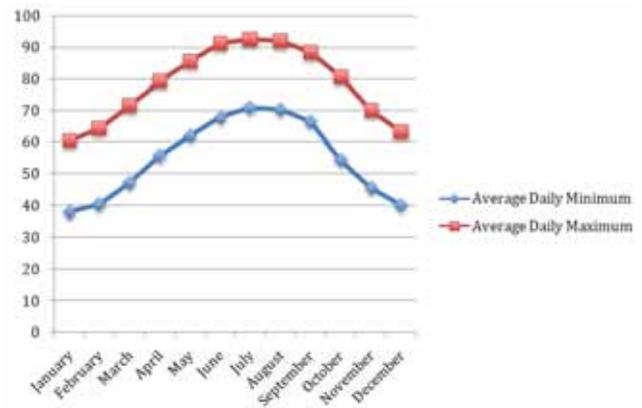
The City of Hammond currently meets minimum air quality standards. To date the City has not dealt directly with the same kind of air quality issues affecting other parts of the State, as significant air pollutants have not been a major issue in the area. However, the U.S. Environmental Protection Agency (EPA) and Louisiana Department of Environmental Quality (LDEQ) have proposed new air quality standards. As such compliance with new standards may require vehicle emissions testing, more stringent industrial smokestack emissions permitting and additional air quality impact analysis tied to transportation planning.

**SURFACE WATER**

The Tangipahoa, Tchefuncte and Natalbany Rivers and their tributaries are the major sources of surface water in Tangipahoa Parish. The Tangipahoa River and its tributaries drain most of the north, central and south-central parts of the Parish. In 2000 the LDEQ listed the Tangipahoa River on the state’s 303 (d) list of impaired waterways for not supporting its designated primary and secondary contact recreation, fish and wildlife propagation because of low dissolved oxygen and high levels of ammonia-nitrogen, mercury, fecal coliform and sediment. The non-point sources of fecal coliform include dairies and residential on-site treatment systems. The Tangipahoa River has been the focus of watershed management efforts for more than 40 years, and these efforts resulted in the removal of the River from the 303(d) list in 2002. However, the City of Hammond drains into three waterbodies: Ponchatoula Creek, Yellow Water River, and Selsers Creek. Ponchatoula Creek and Yellow Water River are both tributaries of the Natalbany River, which is a tributary of the Tickfaw River.

All of these watersheds are considered impaired by LDEQ’s 2008 303(d) list of impairments for these watersheds. Impairments are listed individually along with the suspected source of the impairment.

TABLE 6.1: HIGH AND LOW AVERAGE MONTHLY TEMPERATURES



As Impaired Waterbodies all of these watersheds are undergoing Total Maximum Daily Load (TMDL) analysis by the Environmental Protection Agency (EPA) which will result in daily input loads being placed on these streams. Land use must address TMDLs as they will dictate stormwater and wastewater allowances into these waterways. The allowed loads will then translate to on-the-ground best management practices (BMPs) in Hammond.

In addition to the EPA - mandated TMDLs, the City of Hammond also is under the EPA Municipal Separate Storm Sewer (MS4) rule. Under this rule, all stormwater discharges from the City will have pollution limits set on them. This will result in the City needing to closely monitor the stormwater for sediments, nutrients, bacteria and other parameters. City-wide stormwater BMPs and landscaping ordinances are among the tools that will need to be utilized to avoid fines by LDEQ and EPA.

According to the Louisiana Department of Wildlife and Fisheries, subsegment 040505 Ponchatoula Creek and Ponchatoula River are listed as critical habitats for the endangered gulf sturgeon. Ponchatoula Creek’s receiving water, the Natalbany River - subsegment 040502, is a critical habitat for the endangered West Indian manatee.

**GROUND WATER**

The aquifers in Tangipahoa and St. Tammany Parishes constitute one of the largest sources of fresh ground water in the State of Louisiana. Twelve major aquifers yield water of good quality at rates of 1,000 gallons to more than 3,000 gallons per minute. Large capacity wells are as deep as 3,354 feet. While the water levels of the Hammond aquifer have declined over time, the aquifer can still support further development because of the low transmissivity of the aquifer. Drops in aquifer water-levels are evident as the City prepares to dig a new well at the Zemurray site because of sand production at the existing well.

## COMMUNITY CONCERNS

### ACCESS TO GREEN SPACE AND NATURE

Hammond is traversed by many streams and wetlands. Stands of native trees allow Hammond's residents and visitors to experience nature even in central areas. These waterways and forested areas are a rare amenity that can be made more accessible to residents.

### PROTECTING AND IMPROVING WATER RESOURCES FOR FUTURE GENERATIONS

Water resources should be carefully protected. Hammond's watersheds are threatened by litter, pollution, and sedimentation. However, the greatest water quality issue facing the City is the introduction of partially treated and/or untreated wastewater into the rivers. The wastewater is introduced through leaks in Hammond's sewer system and by malfunctioning and inadequate small wastewater treatment plants or septic tanks from both outside of City jurisdiction and within unsewered areas of the City. Both home and commercial systems are a source. Many of these small commercial systems are not properly permitted and, because of that, are not regularly inspected. Some of these problems can be addressed through better enforcement of existing ordinances and through intergovernmental agreements. Others should be addressed through changes in the built environment that will lighten the imprint upon the underlying hydrological systems. The health of Hammond's water resources are closely tied to the health of floodplains, streams, and wetlands in the city. In addition, Hammond's water systems impact the health of Lake Maurepas, a waterbody of the Lake Pontchartrain Basin.

### PROTECT AND ENHANCE THE TREE CANOPY AND ENCOURAGE LANDSCAPING THAT REFLECTS NATIVE PLANTS

Live oaks line neighborhood streets, regional highways, and the upland areas around streams and create a healthy urban ecology while also providing a unique aesthetic feature, characteristic of the Southern landscape. Heritage live oaks and live oak groves can also be found on undeveloped parcels, providing scenic viewsheds, and should be preserved to the greatest extent possible. The trees and plants that are native to the region are preferable to invasive and exotic plants which tend to dominate landscapes and create monocultures of limited biodiversity.

### INCREASING HABITAT AND BIODIVERSITY

Within the city limits there exists a great opportunity to increase habitat and biodiversity while enhancing existing ecological communities. Both private and public lands can contribute to habitat restoration. Likewise, coordination between private landowners and government can form larger, more contiguous habitat corridors. The ecosystems of the Northshore can bestow a special identity to the parks, streets, and yards in Hammond.

### LOCAL CONTRIBUTION TO ADDRESSING GLOBAL CHALLENGES

Greenhouse gases can be best addressed on a global scale by each community and city working to improve local land stewardship and land development patterns. Currently, most greenhouse gas emissions are caused by electricity generation and the excessive amount of driving caused by suburban sprawl patterns. Hammond should strive to reduce its output of greenhouse gas emissions while making itself more energy-efficient, livable, and economically competitive.

### IDENTIFY STRATEGIES TO PROTECT PEOPLE AND PROPERTY FROM NATURAL AND ENVIRONMENTAL HAZARDS

The rivers and floodplains which criss-cross the City periodically rise and cause property damage and hazardous situations. Development must take into consideration its proximity to rivers and floodplains. Conservation design for new subdivisions, an approach that designs in accordance with nature by making settlements compact and situating them on less environmentally sensitive or significant areas should be encouraged in rural areas for environmental reasons as much as to concentrate development away from areas prone to flooding. New and existing development must implement best management practices (BMPs) to minimize pollution runoff, prevent erosion, and reduce the added volume of stormwater produced by impervious surfaces. For existing properties, enforcement of Hammond's new stormwater ordinance is critical to protect citizens from the effects of flooding due to proximity to rivers.

## STRATEGIES FOR ADDRESSING COMMUNITY CONCERNS

### PLAN ESSENTIALS: TEN MEASURES OF SUSTAINABLE DESIGN

The linked domains of sustainability are environmental (natural patterns and flows), economic (financial patterns and equity), and social (human, cultural, and spiritual). Sustainable design is a collaborative process that involves thinking ecologically—studying systems, relationships, and interactions—in order to design in ways that remove rather than contribute stress from systems. The sustainable design process holistically and creatively connects land use and design at the regional level and addresses community design and mobility; site ecology and water use; place-based energy generation, performance, and security; materials and construction; light and air; bioclimatic design; and issues of long life and loose fit. True sustainable design is beautiful, humane, socially appropriate, and restorative.

#### SUSTAINABLE DESIGN INTENT & INNOVATION

Sustainable design is rooted in a mind-set that understands humans as an integral part of nature and responsible for stewardship of natural systems. Sustainable design begins with a connection to personal values and embraces the ecological, economic, and social circumstances of a project. Architectural expression itself comes from this intent, responding to the specific region, watershed, community, neighborhood, and site.

#### REGIONAL/COMMUNITY DESIGN & CONNECTIVITY

Sustainable design recognizes the unique cultural and natural character of place, promotes regional and community identity, contributes to public space and community interaction, and seeks to reduce auto travel and parking requirements and promote alternative transit strategies.

#### LAND USE & SITE ECOLOGY

Sustainable design reveals how natural systems can thrive in the presence of human development, relates to ecosystems at different scales, and creates, re-creates, or preserves open space, permeable groundscape, and/or on-site ecosystems.

#### BIOCLIMATIC DESIGN

Sustainable design conserves resources and optimizes human comfort through connections with the flows of bioclimatic region, using place-based design to benefit from free energies—sun, wind, and water. In footprint, section, orientation, and massing, sustainable design responds to site, sun path, breezes, and seasonal and daily cycles.

#### LIGHT & AIR

Sustainable design creates a comfortable and healthy interior environment while providing abundant daylight and fresh air. Daylight, lighting design, natural ventilation, improved indoor air quality, and views, enhance the vital human link to nature.

#### WATER CYCLE

Recognizing water as an essential resource, sustainable design conserves water supplies, manages site water and drainage, and capitalizes on renewable site sources using water-conserving strategies, fixtures, appliances, and equipment.

#### ENERGY FLOWS & ENERGY FUTURE

Rooted in passive strategies, sustainable design contributes to energy conservation by reducing or eliminating the need for lighting and mechanical heating and cooling. Smaller and more efficient building systems reduce pollution and improve building performance and comfort. Controls and technologies, lighting strategies, and on-site renewable energy should be employed with long-term impacts in mind.

#### MATERIALS, BUILDING ENVELOPE, & CONSTRUCTION

Using a life cycle lens, selection of materials and products can conserve resources, reduce the impacts of harvest/manufacture/transport, improve building performance, and secure human health and comfort. High-performance building envelopes improve comfort and reduce energy use and pollution. Sustainable design promotes recycling through the life of the building.

#### LONG LIFE, LOOSE FIT

Sustainable design seeks to optimize ecological, social, and economic value over time. Materials, systems, and design solutions enhance versatility, durability, and adaptive reuse potential. Sustainable design begins with right-sizing and foresees future adaptations.

#### COLLECTIVE WISDOM & FEEDBACK LOOPS

Sustainable design recognizes that the most intelligent design strategies evolve over time through shared knowledge within a large community. Lessons learned from the integrated design process and from the site and building themselves over time should contribute to building performance, occupant satisfaction, and design of future projects.

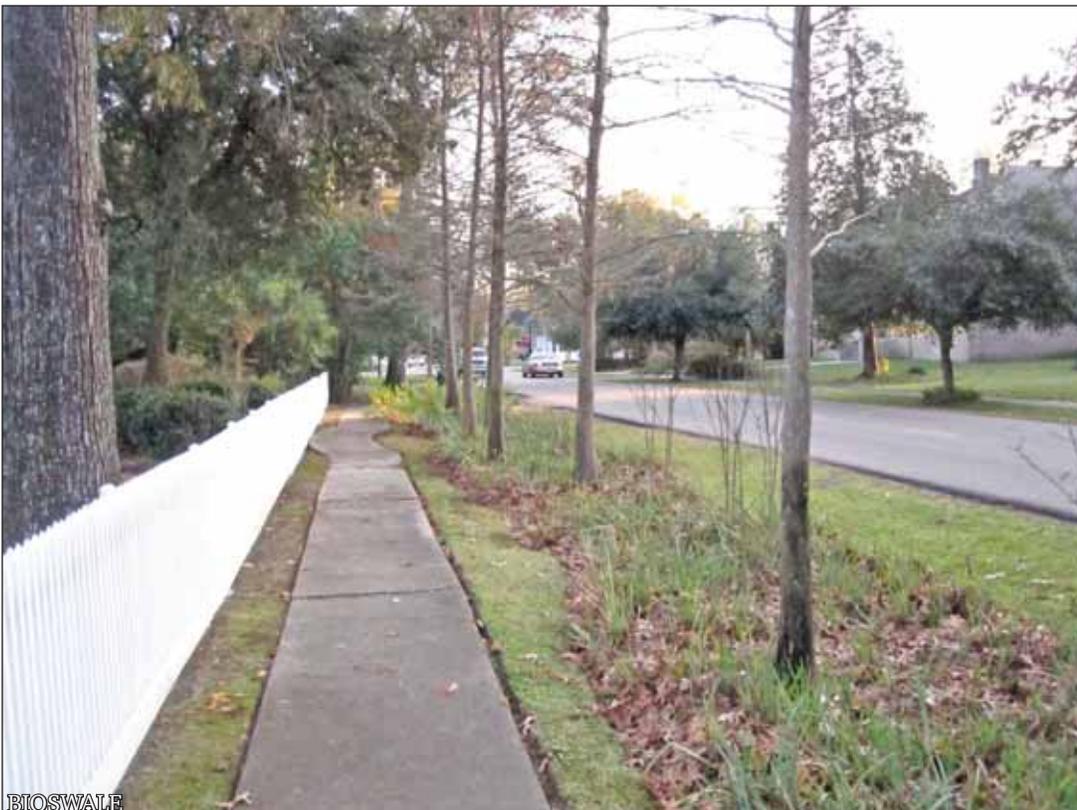
*“Definition of Sustainable Design”*

*American Institute of Architects’ Committee on the Environment*



DITCH

*This street cross-section lacks sidewalks, may increase sedimentation and runoff, and is less attractive than a bioswale.*



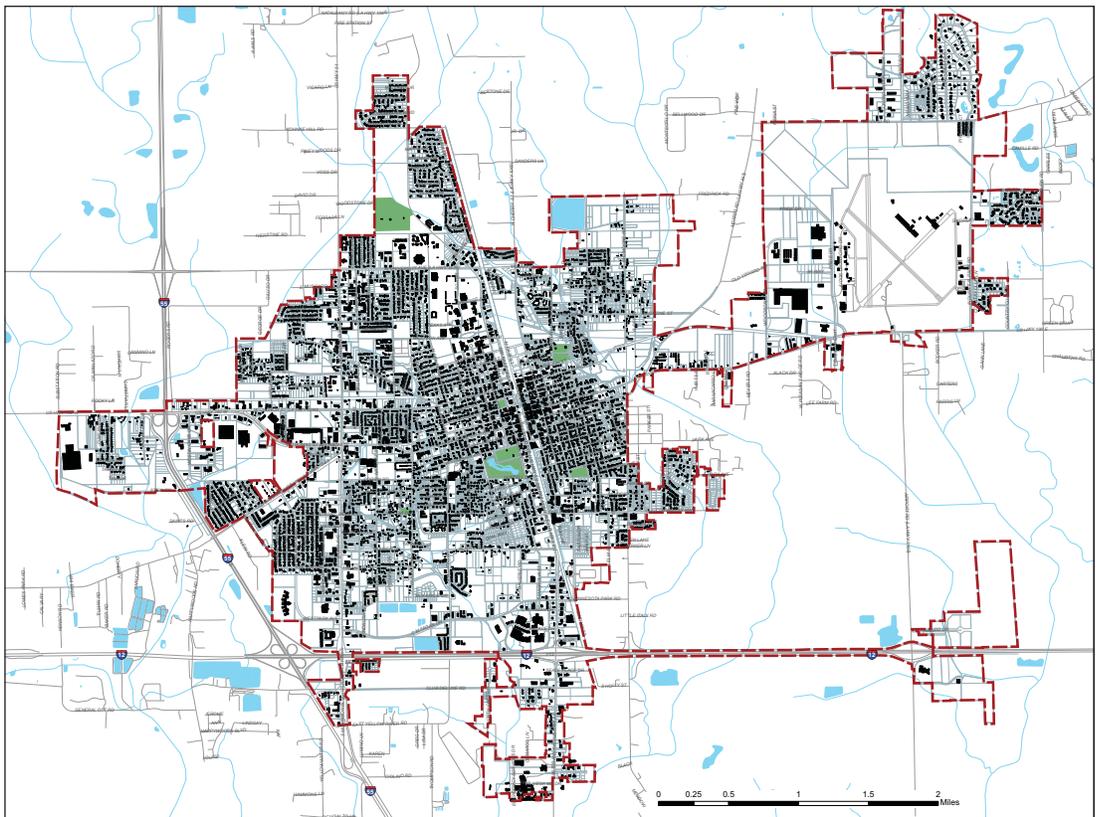
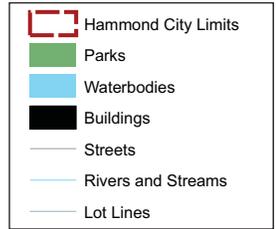
BIOSWALE

*A bioswale planted with moisture-absorbing plants and grasses creates habitat, slows down runoff, and adds real estate value.*

**FIGURE 6.2: BUILDING COVERAGE**

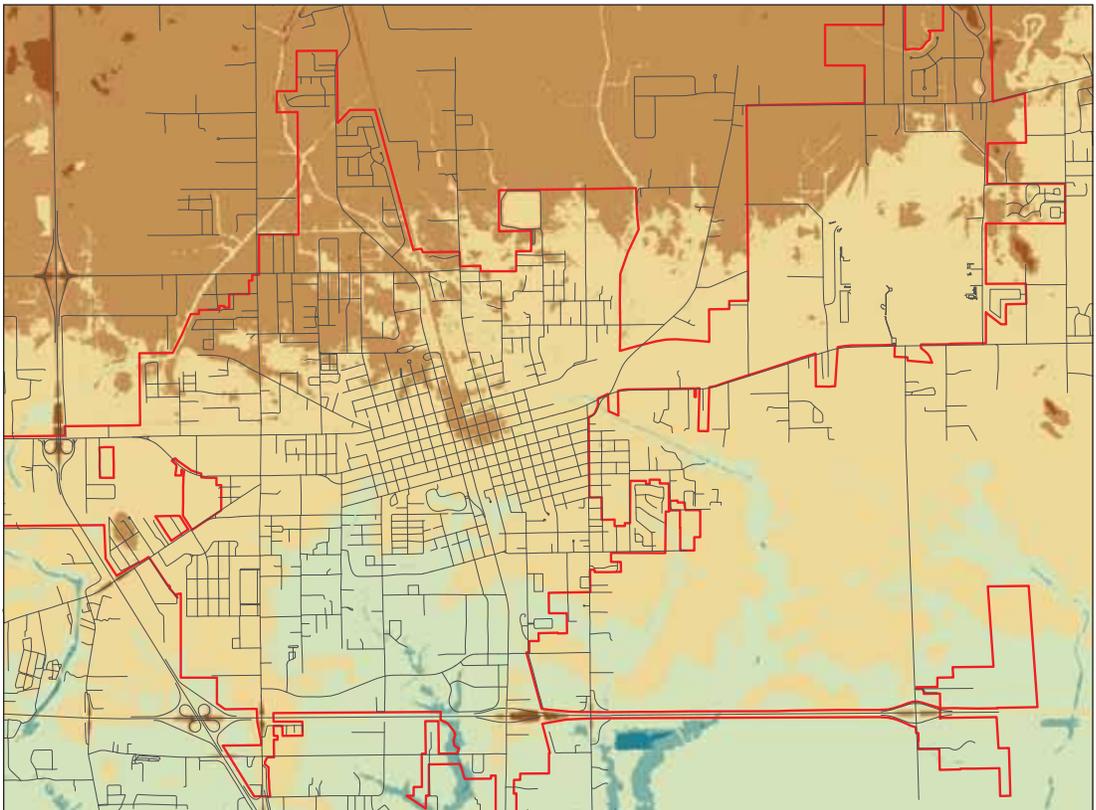
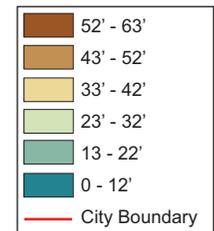
*This diagram simplifies Hammond into its built and unbuilt parts. Black signifies buildings while white signifies all other land, including parking lots, right-of-way, set-backs, gardens and private yards.*

*Development in Hammond ranges across the various topographies, flood zones, flood plains and watersheds of the City. Development in each area of the City is subject to different environmental conditions.*



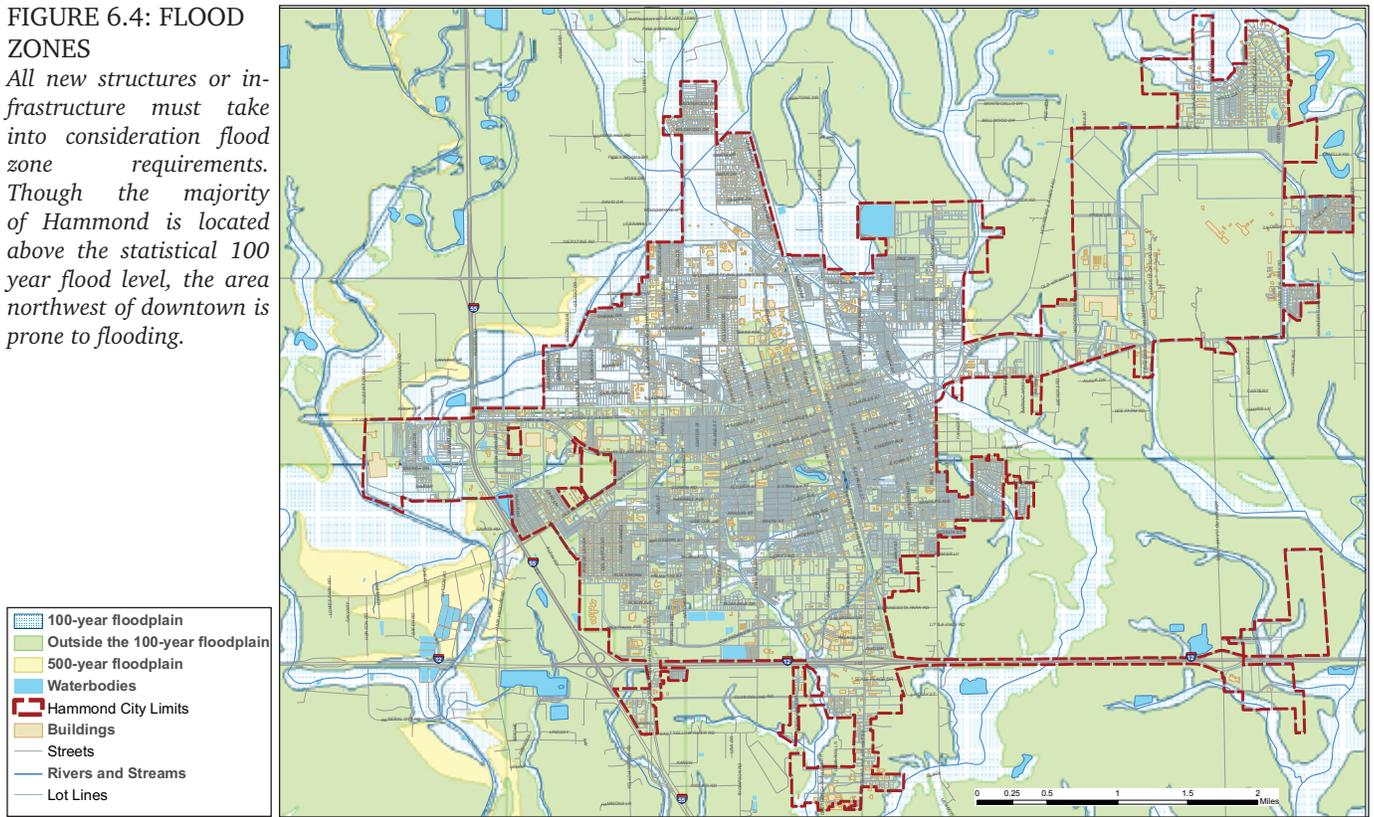
**FIGURE 6.3: TOPOGRAPHY**

*The landform of the city gently slopes downward from north to south.*



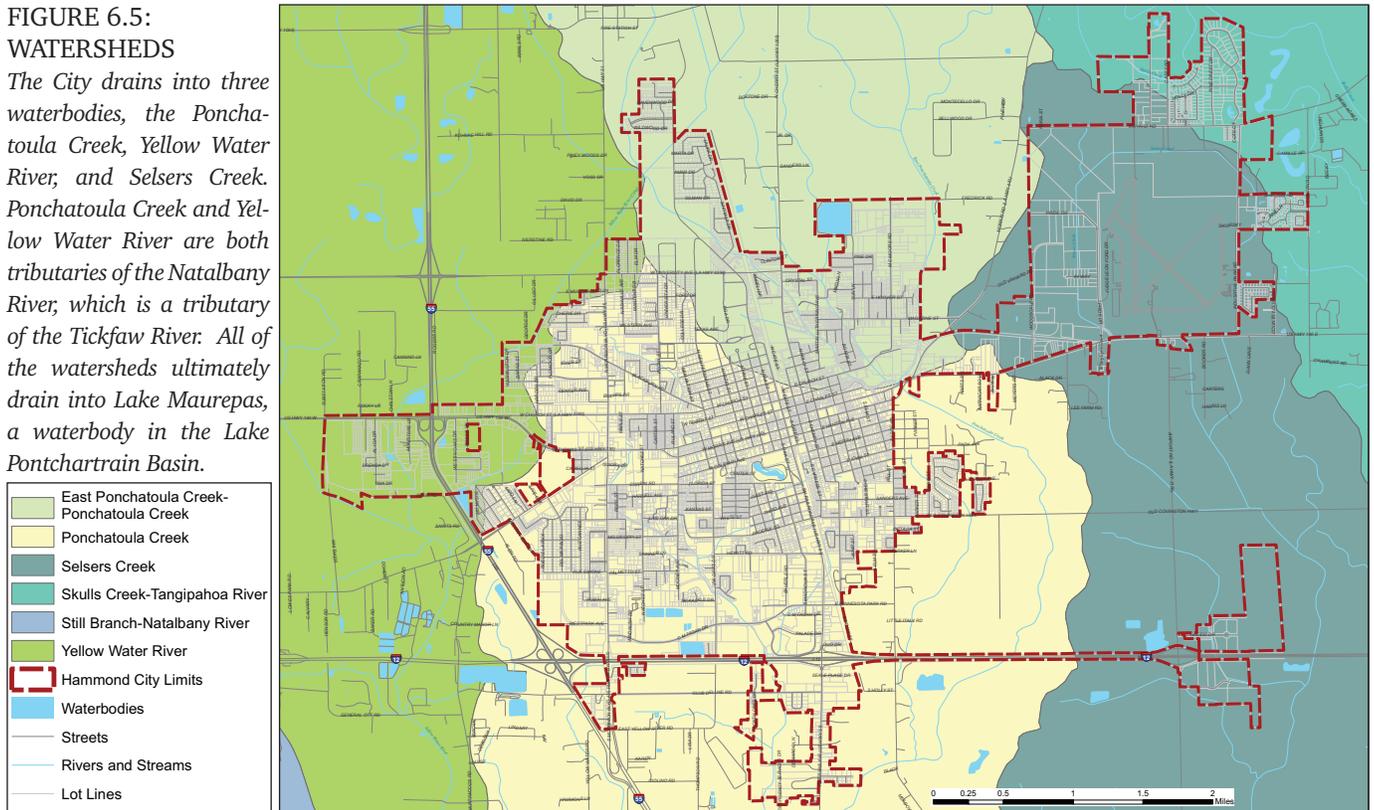
**FIGURE 6.4: FLOOD ZONES**

All new structures or infrastructure must take into consideration flood zone requirements. Though the majority of Hammond is located above the statistical 100 year flood level, the area northwest of downtown is prone to flooding.



**FIGURE 6.5: WATERSHEDS**

The City drains into three waterbodies, the Ponchatoula Creek, Yellow Water River, and Selsers Creek. Ponchatoula Creek and Yellow Water River are both tributaries of the Natalbany River, which is a tributary of the Tickfaw River. All of the watersheds ultimately drain into Lake Maurepas, a waterbody in the Lake Pontchartrain Basin.



## GOAL

TO 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.

### **Objective 6.1 – Develop a system of greenways along the City's streams that serve to communities recreational and mobility goals, in addition to protecting water quality and property from degradation or damage due to flooding.**

Policy 6.1.1 – Limit development of buildings in floodplains, wetlands and other natural and man made hazards.

Policy 6.1.2 – Identify priority conservation zones, especially along waterways, and discourage development within these areas.

Policy 6.1.3 – Consider the use of transferable development rights (TDRs), conservation easements, thoughtful site planning, and fee simple acquisition to preserve riparian corridors and environmental assets.

Policy 6.1.4 – Create linear public open space that links parks, recreation facilities, schools and natural areas.

Policy 6.1.5 – Update development regulations to provide for standards that address critical natural areas and that require usable open space.

### **Objective 6.2 – Protect and enhance hydrological resources.**

Policy 6.2.1 – Encourage practices to reduce erosion and sedimentation that may adversely affect local and regional watersheds, Lake Pontchartrain, and the Mississippi Delta.

Policy 6.2.2 – Encourage changes in site planning and behavior to reduce both point-source and non-point source pollution.

Policy 6.2.3 – Enhance waterways to increase recreational and environmental capacity.

Policy 6.2.4 – Facilitate groundwater recharge through increased use of impervious surfaces, bioswales (natural low areas that are allowed to flood in storms), and other methods of sustainable design.

Policy 6.2.5 – Promote water conservation in private and public development and buildings operation.

Policy 6.2.5.1 – In buildings, encourage rainwater harvest and high efficiency water conservation fixtures and plumbing.

Policy 6.2.5.2 – In site design, encourage native, drought-resistant landscaping that minimizes irrigation demand.

Policy 6.2.6 – Enforce FEMA mitigation requirements on building in flood zones.

Policy 6.2.7 – Preserve all remaining wetlands to the greatest extent possible; protect them from further degradation; improve their conditions and natural functions. Where adjacent development affects wetlands give careful consideration to the types, values, functions, sizes, conditions and locations of wetlands.

Policy 6.2.8 – Maintain the quality of groundwater resources and improve as necessary to meet state and federal standards.

### **Objective 6.3 – Protect, restore and expand native habitats to increase biodiversity throughout the city.**

Policy 6.3.1 – Minimize the use of turf grass and encourage native landscaping.

Policy 6.3.2 – Encourage the eradication of disruptive and invasive exotic flora and fauna.

Policy 6.3.3 – Encourage habitat restoration and maintenance where pristine areas exist.

Policy 6.3.4 – Preserve nature by retaining and protecting major natural features. Preserve as many ponds, streams, marshes, tree stands, specimen trees and other significant natural areas as possible during site development.

Policy 6.3.5 – Avoid clear-cutting of trees. Require tree inventories prior to development. Plan and enforce tree protection ordinances.

Policy 6.3.6 – In identified areas locate structures as near street access as possible to reduce the overall paved driveway surface.

Policy 6.3.7 – Protect and enhance the tree canopy and encourage landscaping and street trees that reflect native plants.

**Objective 6.4 – Reduce greenhouse gas emissions and encourage climate-positive planning.**

Policy 6.4.1 – Reduce greenhouse gas emissions from the energy generation sector by increasing efficiency of existing plants and distribution networks. Encourage on-site, clean renewable energy. Encourage locally-produced biofuels, especially those derived from recycled materials.

Policy 6.4.2 – Reduce greenhouse gas emissions from the transportation and planning sectors by pursuing complete streets, mass transit, street connectivity, extensive bike and pedestrian trails, regional coordination with intercity transit providers, and carbon offsetting of unavoidable emissions. Reduce Vehicle Miles Traveled (VMT) by making walkable, mixed-use, transit-ready neighborhoods the basis of city expansion and revitalization.

Policy 6.4.3 – Reduce greenhouse gas emissions from the building sector by pursuing climate-responsive designs, increased building efficiency, and green building techniques including use of LEED (Leadership in Energy and Environmental Design) architectural criteria and LEED ND criteria for neighborhood designs.

Policy 6.4.4 – Reduce greenhouse gas emissions from the waste stream by encouraging “reduce, reuse, recycle.” Encourage on-site composting of organic waste.

Policy 6.4.5 – Reduce greenhouse gas emissions from the agriculture sector by encouraging local and organic farming methods. Coordinate with the Louisiana Sustainable Agricultural Research and Education office at S.E.L.U..

Policy 6.4.6 – Increase the amount and diversity of markets for local products such as grocers, restaurants, schools, and farmer’s markets.

Policy 6.4.7 – Reduce greenhouse gas emissions from the manufacturing and industry sectors by encouraging local manufacturing and green jobs.

Policy 6.4.8 – Map the area’s natural areas, utilize the mapping as part of the development review process, and routinely update the City’s Geographic Information Systems (GIS) inventory of wetlands and their buffers, floodways and floodplains, aquifer recharge areas, woodlands, productive farmland and significant wildlife habitats.

Policy 6.4.9 – Continue cooperation with adjacent local governments to conserve, appropriately use, or protect unique vegetative communities located outside of the City.

**Objective 6.5 – Create carbon sinks and mitigate urban heat islands.**

Policy 6.5.1 – Increase vegetative biomass through reforestation, both street trees and habitat restoration.

Policy 6.5.2 – Encourage green roofs and high-albedo surfaces (surfaces that reflect high amounts heat, reducing surface temperatures), both roof and non-roof.

**Objective 6.6 – Address mandated TMDL limitations through land use controls and BMPs.**

Policy 6.6.1 – Revise land use, landscaping and stormwater regulations to address mandated TMDLs as they are adopted for stream segments.



## CURRENT CONDITIONS

Tangipahoa Parish and the City of Hammond recognize that their futures are linked and must work closely to insure mutually beneficial outcomes. Both local governments can also be assisted in defining and achieving their goals by the statewide and regional planning agencies.

Tangipahoa Parish and its towns have grown steadily since 1950 when it was home to 50,000 residents, the Parish today has over 113,137 persons according to the 2006 Census. In order to maintain its essentially rural, farming community character the Parish is committed to focusing development in existing cities, towns, and villages. The Parish also seeks to have suburban areas adjacent to the borders of incorporated areas annexed. Local municipalities are better equipped in terms of existing facilities and services and their ability to raise revenues to provide infrastructure like streets and street lighting, public water and sewer and services like law enforcement, fire protection and rescue services.

The City of Hammond is authorized to annex lands by petition and by ordinance. Typically annexations arise from petitions from residents of the Parish seeking amenities and services. The City will look for opportunities to annex new lands within the Potential Annexation Boundary Area, as identified in the plan into the incorporated boundaries of the City to provide for and encompass new development, extend facilities to effectively serve new development, upgrade deficient facilities in adjacent development and maintain a diverse economy.

As the City continues to grow and annex lands, areas which have been managed and adequately planned will lessen the cost to the City to provide street infrastructure, facilities, and services. While growth in both the City and Parish are inevitable, its pattern, types and location can be effectively managed through planning, sound infrastructure investment policies, and coordination of development with the provision of adequate utilities and services. Where full annexation is not possible some form of Extra-Territorial Jurisdiction (ETJ) may be negotiated through the use of intergovernmental agreement.

Planning resources available through statewide agencies like the Louisiana Recovery Authority (LRA), and Center for Planning Excellence (CPEX), and local agencies like the Northshore Community Foundation (NCF) can guide the City as it grows.



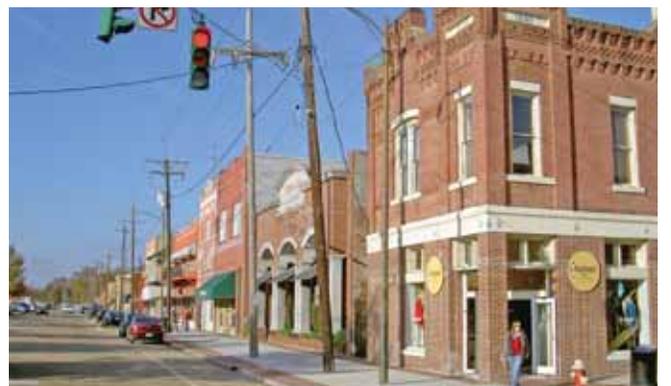
*Outside Hammond: Street character at routes 190 and 3158*



*Outside Hammond: Building character near routes 190 and 3158*



*Within Hammond: Street character in the downtown*



*Within Hammond: Building character in the downtown*

## COMMUNITY CONCERNS

### ANNEXATION

Annexation must occur in a way that does not inequitably burden existing tax payers and rate payers. Every use contributes differently to the City's fiscal health through fees, taxes and maintenance costs. A mix of uses should be encouraged to offset the costs of any one type. Large-lot developments in rural areas require infrastructure to extend farther than at higher densities and should be avoided.

There are two methods of annexation. One method of annexation occurs when a real property owner petitions the municipality to annex territory. This type of annexation is often called "petition annexation" or "voluntary annexation". Another method may occur through statutory authority, which does not require the permission of property owners, but does require that the area for annexation meet certain "tests" before annexation can be considered. This type of annexation is often called "statutory annexation" or "involuntary annexation". In either case, it is beneficial to the City to enter into annexation agreements with the Parish and the respective Parish boards or districts to facilitate ease and cooperation in future annexations. Further, the City may choose to lobby the State on changes to the Louisiana Revised Statutes as it relates to annexation policy.

### CONTROL THE CHARACTER OF CITY BOUNDARY AREAS

In order to ensure appropriate and predictable development along Hammond's boundaries, the City and Parish should work closely together to create a plan for the character and the effective regulation of development in these locations. The potential for an Extra-Territorial Jurisdiction District should be explored. Other options include annexation of irregular properties in order to create a more regular boundary for the City.

### EXTRATERRITORIAL JURISDICTION (ETJ)

The desire of the City to cooperate with the Parish on service provision adjacent to municipal boundaries, as well as land use and zoning issues, addresses the long-term need for an urban area to develop with a consistent set of standards and development decisions. Using ETJ agreements, the City and Parish can apply consistent service provision and zoning decisions to a growing area before it is developed rather than after. The ETJ process provides opportunities for planned growth and development by ensuring that infrastructure, such as roads, greenways and water & sewer systems, are constructed or preserved according to quality standards, minimizing the expense for upgrading and replacing infrastructure as the area expands.

### COORDINATE WITH REGIONAL AGENCIES

Hammond residents were affected by Hurricane Katrina in 2005 when the number of residents and building permits increased. As the state seeks upland to locate and relocate to, inland areas like Hammond should coordinate with regional organizations to access planning tools, funding and information.

FIGURE 7.1:  
2009-2014  
PROJECTED  
POPULATION  
GROWTH RATE BY  
BLOCK GROUP

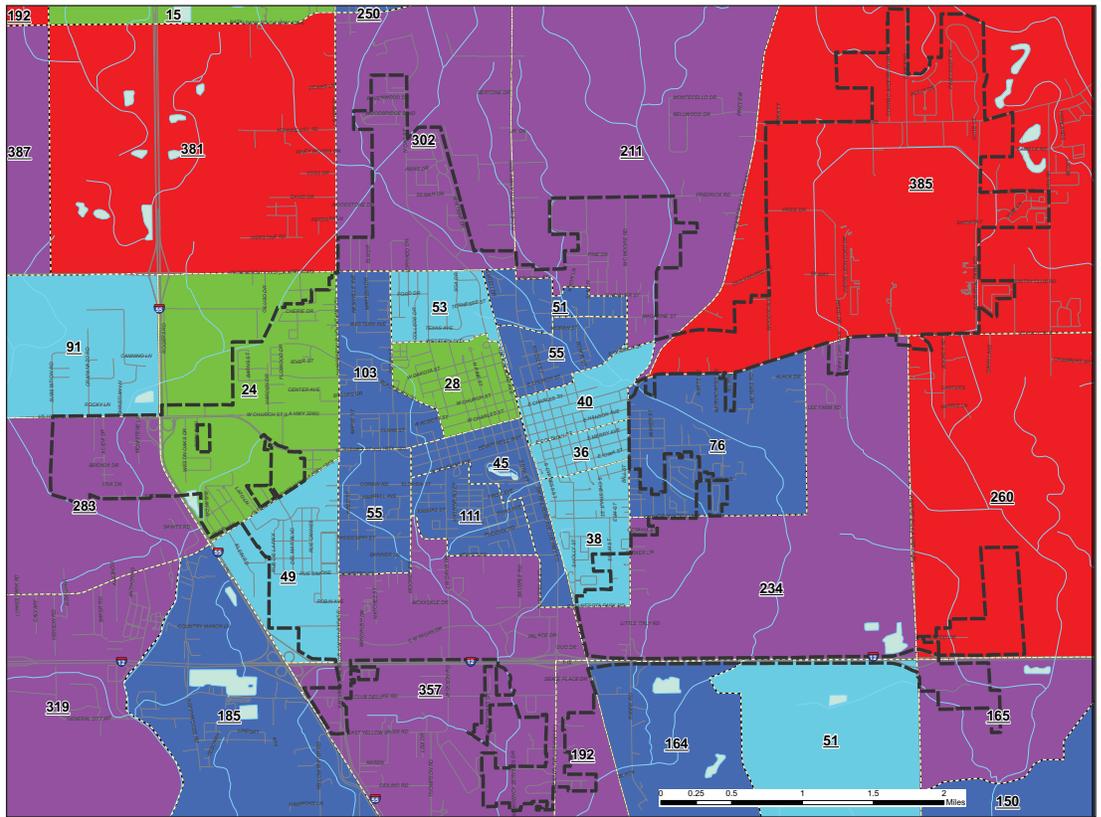
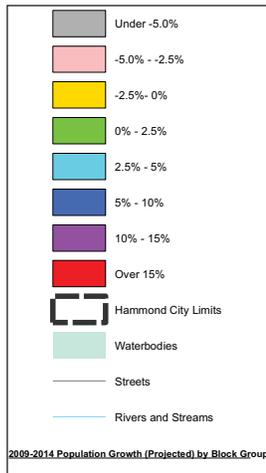
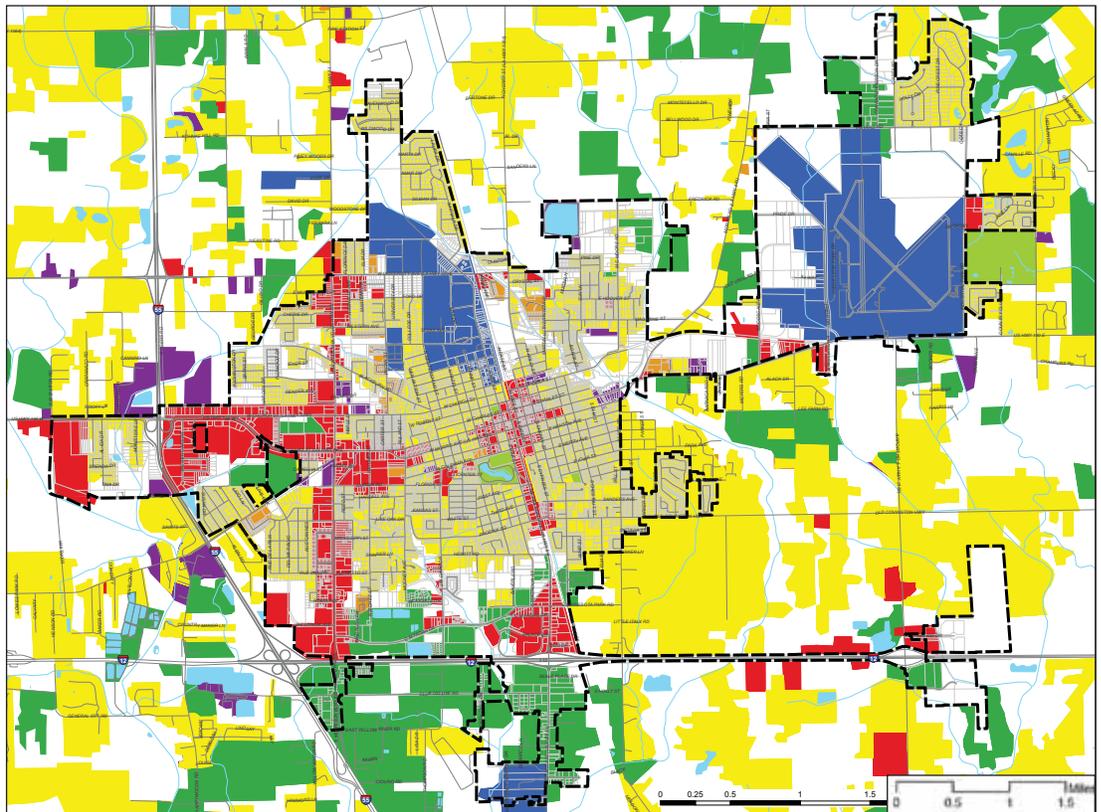
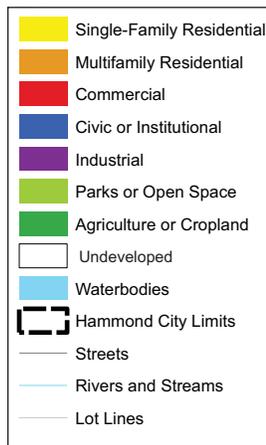


FIGURE 7.2:  
GENERALIZED  
EXISTING LAND  
USE OF HAMMOND  
AND SURROUNDING  
PARISH



Outside the City, in Tangipahoa Parish, the population is growing steadily and lands are becoming urbanized.

## STRATEGIES FOR ADDRESSING COMMUNITY CONCERNS

### REGIONAL PLAN RESOURCES

#### LOUISIANA SPEAKS

Louisiana is in the process of the largest recovery, redevelopment and planning effort in American history. With support from the Louisiana Recovery Authority Support Foundation, Louisiana Speaks is working with a team of top national and local experts through a long-term community planning initiative.

In the wake of the destruction caused by Hurricanes Katrina and Rita, the Louisiana Speaks initiative works toward the development of a sustainable, long-term vision for South Louisiana. This work combines the efforts of local, state and federal partners along with many experts, stakeholders and citizens into a comprehensive approach that will guide recovery and growth over the next 50 years. The hopes and dreams that have been lost can not be replaced, but by committing to help the citizens of South Louisiana new ones can be built. South Louisiana will recover and heal to become a better place – safer, more prosperous, cleaner and healthier.<sup>1</sup>

Planning has been broken into four interlocking tracks: building planning, neighborhood planning, parish planning and regional planning.<sup>2</sup>

#### LOUISIANA SPEAKS PATTERN BOOK

This book serves as a tool for builders and planners. The book is part of a larger program that includes a regional vision for Louisiana's future and exemplary master plans. Given Louisiana's small housing industry, it would take decades to replace homes lost from the hurricanes. The housing demand can likely only be met by introducing new technologies and resources. And while an onslaught of manufactured housing has been shipped to Louisiana in 2006, much of it does not resemble housing endemic to Louisiana.

This publication contains patterns and techniques for building towns, neighborhoods, and housing quickly while employing Louisiana values and traditions. These traditions influence rebuilding in harmony with Louisiana's natural climate and environment in the design and construction of environmentally-responsible houses that feature local architectural tradition. The book offers sustainable design and Green Design Principles at both the urban scale and for individual homes, also guiding the implementation of hazard-resistant design and better construction techniques.<sup>3</sup>

1 [http://www.planningexcellence.org/louisiana\\_speaks.asp](http://www.planningexcellence.org/louisiana_speaks.asp)

2 [http://www.planningexcellence.org/louisiana\\_speaks\\_main.asp](http://www.planningexcellence.org/louisiana_speaks_main.asp)

3 <http://www.cnu.org/node/893>

#### LOUISIANA LAND USE TOOLKIT

The goal of this unique project, recommended in the Louisiana Speaks Regional Plan, is to provide local jurisdictions with an online source for model codes that will facilitate sustainable development and guide improved future outcomes. The Toolkit functions as a shared resource from which parishes and municipalities can adopt a complete development code or select cafeteria-style from individual tools that meet their specific needs.<sup>4</sup>

#### LOUISIANA SPEAKS REGIONAL PLAN

The plan is the culmination of work by top professional planners from Louisiana and across the United States and over 27,000 citizens across the state. The plan sets the framework for the communities of Louisiana to be rebuilt “safer, stronger, and smarter.” The plan combined the efforts of local, state and federal partners along with experts, stakeholders and citizens into a comprehensive approach to guide recovery and growth in the state of Louisiana over the next 50 years. The Regional Plan includes more than 100 action items, supporting three broad goals: Recover Sustainably, Grow Smarter, and Think Regionally.<sup>5</sup> At the plan's heart lies a desire to “preserve and enhance our distinctive cultures and our quality of life.”<sup>6</sup>

#### LOUISIANA COMMUNITY PLANNING PROGRAM

The Center for Planning Excellence (CPEX) provides services that assist communities with initiating and creating Smart Growth plans at the neighborhood, community, town, city or parish-wide scale. Plan examples include Housing Strategies, Open Space Conservation Plans, Comprehensive Master Plans, and Zoning Codes and Regulations to implement existing plans.<sup>7</sup>

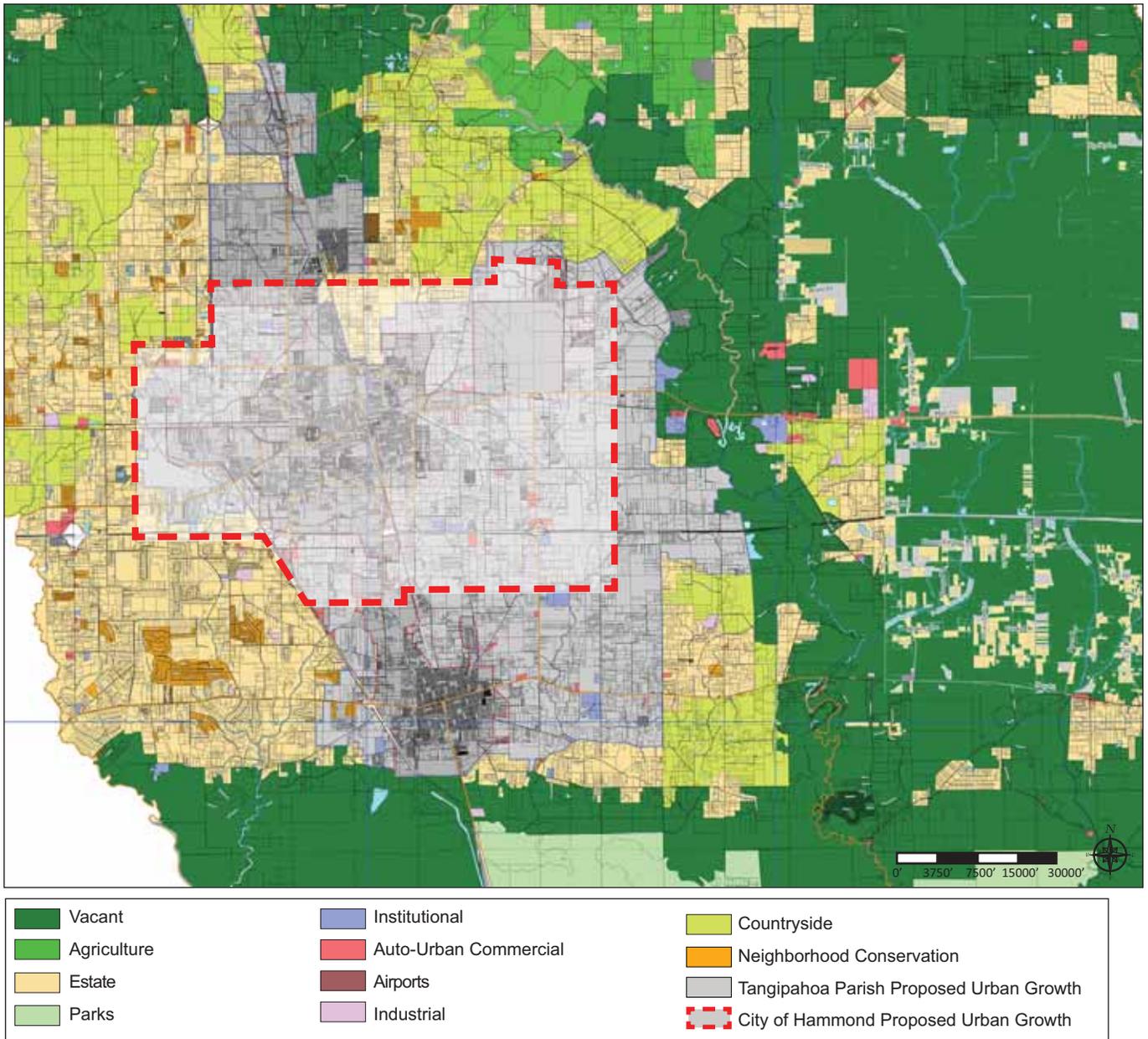
4 [http://www.planningexcellence.org/louisiana\\_speaks\\_main.asp](http://www.planningexcellence.org/louisiana_speaks_main.asp)

5 Smart Growth Resource Library: Louisiana Speaks Regional Plan”. Smart Growth Online. <http://www.smartgrowth.org/library/articles.asp?art=2819>

6 [http://www.planningexcellence.org/louisiana\\_speaks\\_main.asp](http://www.planningexcellence.org/louisiana_speaks_main.asp)

7 [http://www.planningexcellence.org/louisiana\\_community\\_planning\\_program.asp](http://www.planningexcellence.org/louisiana_community_planning_program.asp)

FIGURE 7.3: TANGIPAHOA PARISH FUTURE LAND USE MAP - PROPOSED URBAN GROWTH



The Tangipahoa Parish Future Land Use Map advocates for the concentration of new development around existing cities and settlements in the Parish, rather than in disconnected greenfield locations. This portion of the Map shows that the Parish targets a large area of land around the City of Hammond for “Proposed Urban Growth”, nearly four times the area of the existing City limits. As part of this City of Hammond Comprehensive Plan, a less land-consumptive approach to urban growth is proposed in the Sector Map. As evident in the dashed red outline on the map above from the Sector Plan, the proposed Urban Growth is roughly half of the area proposed by the Parish. This is possible through the use of a new increment of development: the complete, compact, and connected neighborhood. This development unit reduces the area required to build the same amount of development program, limiting the consumption of natural open space and agricultural lands. This more compact approach to development is supported by the Louisiana Speaks Regional Plan and could be implemented by the Louisiana Land Use Toolkit.

## GOAL

THE CITY OF HAMMOND WILL 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.

### **Objective 7.1 – Manage annexation in a fiscally responsible manner, balancing market demands with the City’s economic and fiscal objectives.**

Policy 7.1.1 – Coordinate annexation with infrastructure and public service investments to insure that the pattern and timing of development occurs in a fiscally responsible manner.

Policy 7.1.2 – Prior to major annexations the City will require the preparation of an annexation study to evaluate the costs and benefits of the proposed annexation to the City and property owners. The study shall address land use, public improvements and other growth and development issues.

Policy 7.1.3 – Ensure that facilities in annexation areas are designed to City standards or that a public improvement agreement is in place to fund upgrades to deficient facilities.

Policy 7.1.4 – Annex the gaps and isolated “islands” of annexed land within the City which rely on the city facilities and services upon resolution of service and improvement issues.

Policy 7.1.5 – Use annexation to regularize City boundaries and to create a more predictable and stable environment for residents, businesses, and preservation areas located within these boundaries.

Policy 7.1.6 – Encourage development applications which propose a mix of uses, connected networks of pedestrian-friendly streets, street-oriented buildings and ample public spaces in the tradition of the Downtown for annexation.

### **Objective 7.2 – To maximize efficiency of the existing infrastructure, make growth in vacant lots and under-utilized lands a priority over the annexation of new growth areas.**

Policy 7.2.1 – Utilize the Future Land Use Map and Sector Map to guide development toward infill and redevelopment sites.

Policy 7.2.2 – Utilize the illustrative master plans to guide development toward infill and redevelopment sites.

### **Objective 7.3 – Improve annexation coordination with Tangipahoa Parish and other government agencies.**

Policy 7.3.1 – Develop and maintain a coordinated intergovernmental planning and review process to further City and Parish goals.

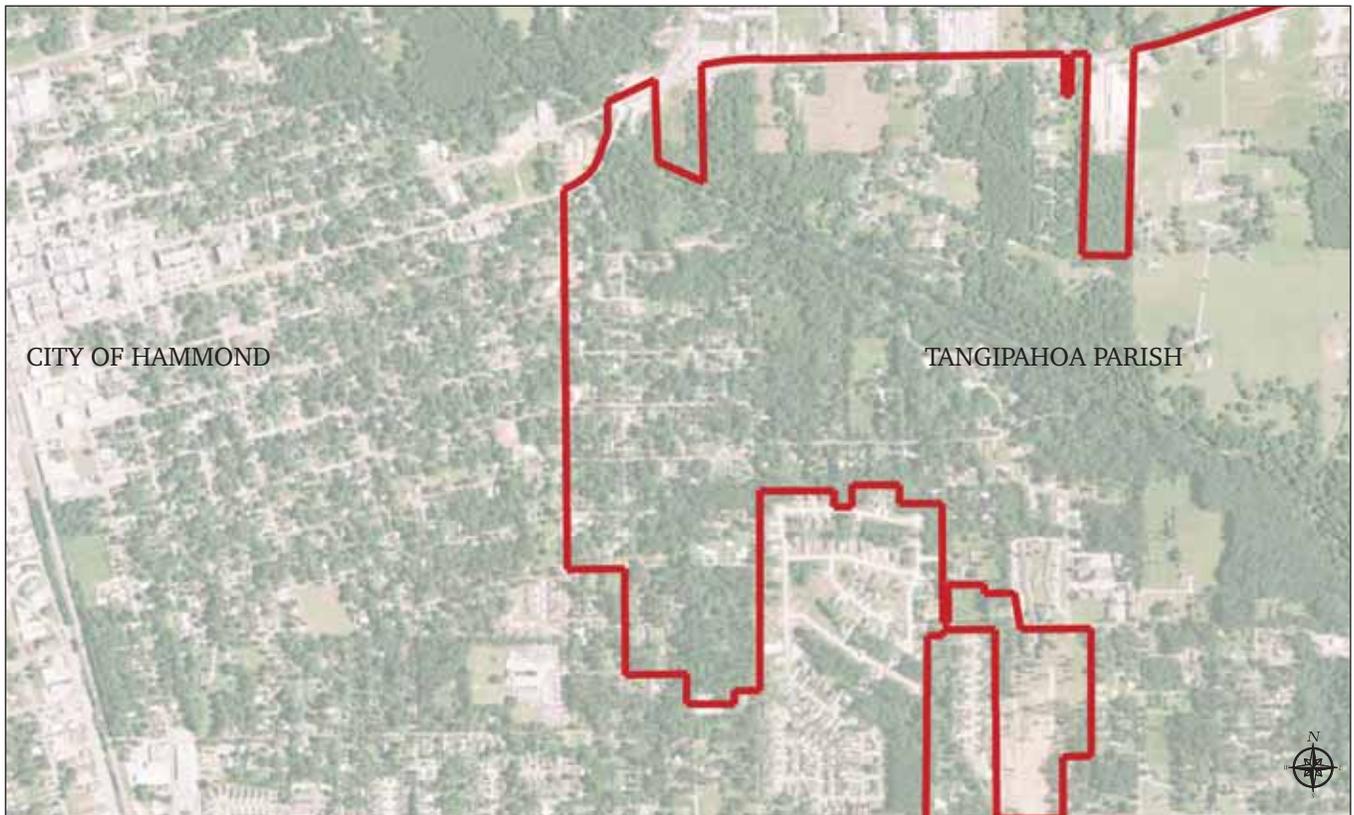
Policy 7.3.2 – Where short-term annexation is not feasible the City should engage in negotiated arrangements in lieu of annexation to provide interim service arrangements, cost-sharing, fee mechanisms, and adherence to the City’s Comprehensive Plan and land development regulations.

Policy 7.3.3 – Explore the feasibility of an Extra-Territorial Jurisdiction district which, at its least, would include residents on the City’s perimeter to be notified and included in land use decisions in the Parish. More broadly envisioned, the ETJ would give the City a voice in land use decisions within a specified distance of the City’s boundary.

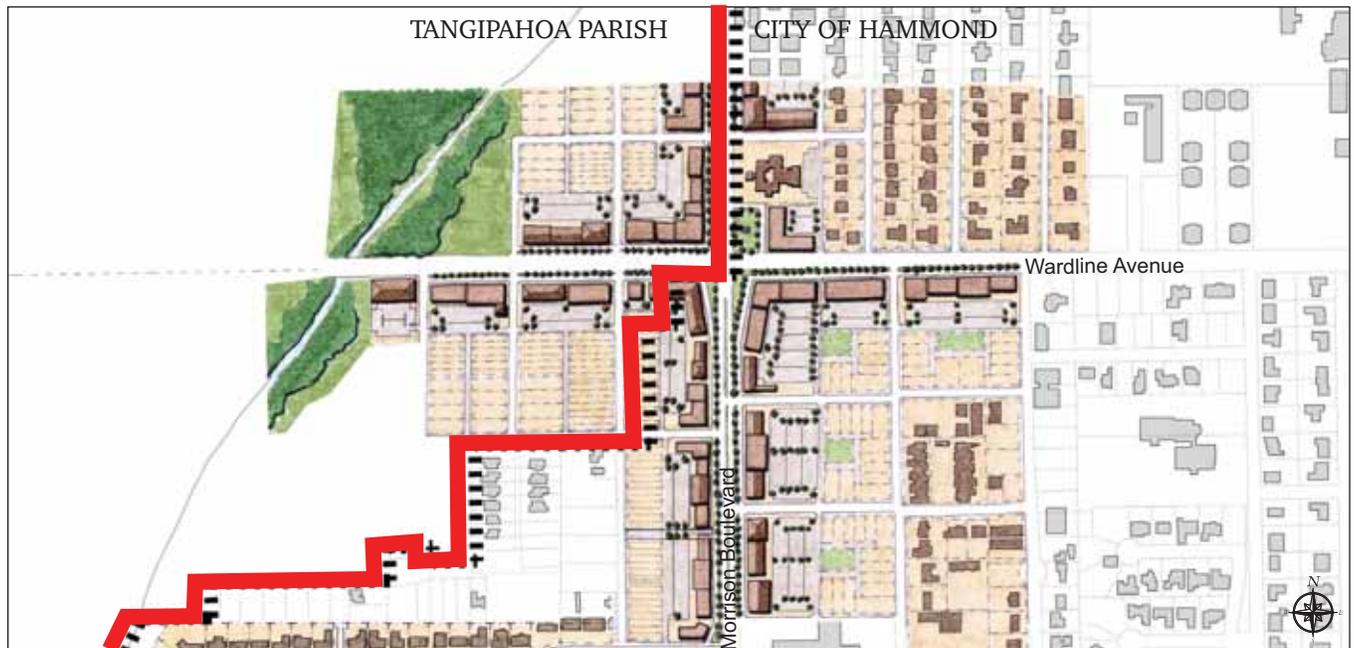
Policy 7.3.4 – The City and the Parish, through their Land Use/Zoning Ordinances and developmental review processes, shall require developers to examine the cumulative effects of proposed new development, including traffic and drainage impacts, on the immediate area, regardless of jurisdiction.

Policy 7.3.5 – Coordinate with the Parish to protect airport operations from land use encroachment that reduces the functionality and safety of long-term airport operations.

FIGURE 7.4: IMPROVE CITY-PARISH COORDINATION



Suburban areas which make use of city infrastructure, facilities and services should be considered for annexation. The historic Hammond grid continues across the City boundary to the east into Tangipahoa Parish.



The Wardline Avenue and Morrison Boulevard intersection located off Exit 32 of Highway 55 is anticipated to become a high growth area. Coordinated development at the intersection may be encouraged through annexation, an Extra-Territorial Jurisdiction agreement or close coordination with Tangipahoa Parish.

**Objective 7.4 – Coordinate improvements to, and development of, public infrastructure with the Parish to maintain acceptable levels of service and reduce overall costs.**

- Policy 7.4.1 – Create a single public transportation system to provide higher quality and more efficient service and avoid the duplication of service for riders.
- Policy 7.4.2 – Correspond the City’s 5-year Capital Improvements Plan with the Parish’s Capital Improvements Programming to ensure maximum efficiency and fiscal responsibility in infrastructure delivery and expansion.
- Policy 7.4.3 – Explore the possibility of extraterritorial jurisdiction or intergovernmental agreements for water/wastewater and drainage provision outside of the municipal limits.
- Policy 7.4.4 – Encourage the creation of a model regional wastewater treatment through wetlands assimilation, which can be replicated throughout the state.
- Policy 7.4.5 – Coordinate planning and funding efforts to expand and link walking/bicycle paths and sidewalks throughout the region.
- Policy 7.4.6 – Maintain regional commitment to state and federal programs in planning areas related to community and economic development such as highway improvements, public access and stormwater drainage.
- Policy 7.4.7 – Continue to work with the Parish and the MPO to actively pursue state and federal programs intended to improve conditions in blighted neighborhoods and redevelop potentially contaminated sites such as brownfields, Superfund sites, and greyfields.
- Policy 7.4.8 – Coordinate City/Parish law enforcement activities in order to establish cost effective operations.

**Objective 7.5 – Coordinate with the Tangipahoa Parish School System to guarantee that the development or redevelopment of schools coincides with the City’s goals and objectives for neighborhood enhancement, recreation provision and transportation improvements.**

- Policy 7.5.1 – Coordinate with the Tangipahoa Parish School System (TPSS) to phase development in a manner that maintains levels of service and provides safe environments for children to go to school.
- Policy 7.5.2 – Coordinate with TPSS to ensure that new school sites, or expanded existing sites, can be adequately served by existing and planned infrastructure (including streets, sidewalks, water/wastewater, and public safety facilities).
- Policy 7.5.3 – Encourage joint development of facilities for parks and recreation use between the school system, Southeastern, the Parish, Hammond Recreation District and the City.
- Policy 7.5.4 – Coordinate with TPSS to ensure that new schools are sized appropriately and located within walking distance to neighborhoods to give children the benefit of exercise, and participation in their community.

## CURRENT CONDITIONS

Hammond possesses a broad array of public facilities, which include both attractive and high-functioning municipal buildings and successful public open spaces. These facilities are supported, owned, and shared by all, and vary in size, importance, and design.

Ideally, each neighborhood should have a least some public facilities within walking distance of all of its residents. This is true in many of Hammond's neighborhoods, but there are some that are lacking access to public facilities. Zemurray Park, Cate Square and Martin Luther King Park are well integrated into neighborhoods and serve different users and uses successfully. They serve as models for future public spaces.

Zemurray Park is the largest of Hammond's parks. Its size allows it to fulfill the need for both passive and active recreation. Evidence of this is the current programming of the park. Not only are baseball diamonds, basketball courts, and Louisiana's largest concrete skate course located in Zemurray Park, but one can also enjoy reflecting ponds and tranquil lawns. At approximately thirty-four acres, Zemurray Park is many times larger than the typical Hammond city block. Thus, it interrupts the city grid along several streets. For this reason, it is essential that the park be permeable to pedestrian traffic, not only for those who regard the park as a destination, but also for those who are crossing it to reach some other destination. The need for permeability relates both to the condition of the park's edges and entrances and the design of its internal paths.

Cate Square is the size of one typical Hammond city block. Its size allows it to feel like an outdoor room. The walls of this outdoor room are formed by structures of varying quality. The historic structures seem to do a better job of creating a sense of natural surveillance for the square by facing it with doors and windows. Most of these structures are more than one story, allowing for an improved sense of spatial enclosure. The square is detailed to allow both contemplative and active space, serving the personal uses of individuals and families and the ceremonial uses of the larger city. Because it is embedded in a high-traffic area and is located at a natural crossroads in the city, it is benefited by a steady stream of users.

Martin Luther King Jr. Park has a pavilion, a playground, a splash fountain, and other amenities geared toward a younger crowd. This park has benefited from the attention of local citizens who are working to improve the streets and public spaces in the vicinity of this park.



*Cate Square is versatile public space serves numerous functions.*



*Pavilion at Martin Luther King Jr. Park*



*Skateboarding at Zemurray Park*



*Zemurray Park is both functional and artfully designed.*

Buildings of civic importance, whether they are public buildings or private, can learn from the historic civic buildings of Hammond. New civic and public buildings should be built with the same enduring materials and contain versatile spaces so that they can be adapted and reused by coming generations.

The current City Hall Council Chambers, formerly a Methodist Church, addresses its corner with a bell tower. In the tower is an entrance. The building has a high degree of transparency and vertical proportions. It is set back slightly more from the front and side property lines than its neighbors. Its vaulted central space has helped the building adapt to a new use, that of Council Chambers.

The former Hammond High School, once known as the East Side School, also teaches important lessons regarding the optimal design of public buildings. It anchors a green space, has a high degree of transparency and a clearly identifiable front door. This not only increases the comfort of the buildings occupants, but also makes the building more approachable for visitors. There is a strong rhythm established by the groupings of windows and changes of level in the parapet. Horizontal expression lines and cornices divide the building into human-scaled layers. The architecture projects excellence, dignity and order and so does the institution itself by association.

Historically, the Hammond High School marks the transition from cheaper wood frame schools to the more permanent material of brick. The materials convey solidity and permanence. The school has a new residential use and this is a tribute to building's versatile format and enduring style.

The historic rail depot is a straightforward building whose only ornament, the brackets that hold up the eaves, are derived from structural necessity. The materials are presumably all local, especially the lumber. The building discreetly announces the name of the City over its main entrance. Its deep overhangs provide shelter for passengers and those who have accompanied them to the station. The Historic Train Depot was used for many years and a building such as this could today host a myriad of uses.

The City Hall Council Chambers, Hammond High School and Train Depot were all given perennial styles and urban formats, and sited within walking distance to the community they served. For these reasons they have been successfully readapted for new uses, making optimal use of the investment which the City once made in them. They serve as models for fiscally and aesthetically sound future public investment.



*Former Methodist Church, now City Hall Council Chambers*



*Former Hammond High School*



*Historic Hammond Train Depot*

### CIVIC BUILDINGS, SPACES AND COMMUNITY

From the proud civic buildings to ample sidewalks and street trees the past generations of Hammond designed the City with quality public spaces. Libraries, post offices and government offices are anchors of the Hammond Downtown, bringing in people who add liveliness and commercial viability to commercial main streets. The City's investment in public facilities should continue to be centered in the Downtown area.

When new development outside the Downtown is proposed developers often do not provide sites for civic buildings, requiring the City to locate civic sites at auto-oriented locations far from new homes. Yet civic institutions such as schools, libraries, YMCAs and community buildings could play a crucial role in new development. Developers should set aside prominent locations for schools or public buildings that the City may purchase and make use of in the future. Civic buildings which are sited memorably can be the centerpiece of a new neighborhood, they can be the landmarks which make the community intrinsically different and therefore memorable.

Utilitarian analysis has led to policies that discourage the interdispersing of civic buildings throughout the community. In Baton Rouge, for example, the courthouse, city hall, and most other government offices reside within a single high-rise called the Government Services Building. The entire office complex has been described by many as looking too bureaucratic and not contributing to civic pride. The same amount of office space and public investment distributed throughout the City in multiple buildings could have helped to revitalize numerous parts of the city.

In Baton Rouge the creation of educational megafacilities that no child can walk to has deprived many neighborhoods of local civic centers. This has occurred to a much lesser degree in Hammond. Neighborhoods in Hammond still identify with the schools within them. Throughout the country the movement toward smaller, community-based schools is expanding. For Hammond, small schools represent the maintenance of a tradition.

At minimum, sites for private churches or community recreational facilities should be designated in new communities. Though churches are not civic in the strict sense of the word, they provide the same community gathering places. Likewise, new development should contain greens and amenities embedded in the neighborhood to add to and not unfairly burden existing City facilities.



*Hammond churches are often located at the ends of streets.*



*Terminated vistas provide honorific sites for civic buildings.*



*Providence School, Huntsville, AL, built in 2003 for 650 students*



*Rachel Carson School, Kentlands, MD, built in 1990 for 900 students*

## EDUCATION

Schools are an essential part of the City and the responsibility of educating children may be the most important task undertaken by government and community. For this reason communities are largely defined by the quality of their school system. A successful school system adds tremendous value to the community's image and this translates into increased investment and higher property taxes.

Hammond schools are part of the Tangipahoa Parish (TPSS) School System. The Tangipahoa school district serves Hammond residents, and is the largest employer in the Parish with 2,295 employees serving approximately 19,451 students. Tangipahoa Parish schools serving Hammond's 4,367 students include: an early education development center serving pre-kindergarten and kindergarten students, elementary schools serving grades 1-6, a junior high school serving 7th and 8th graders, Hammond High School serving grades 9-12, two magnet programs serving students from grades 1-8, a special education center, and three alternative learning centers. Private education is available at several private schools in the city of Hammond. Approximately 1,677 students are enrolled in 6 private schools in the City.

The TPSS recently completed a facilities master plan, which details the proposed construction, programmatic enhancements, and tax requirements needed in order to pay for educational improvements. Proposed construction activities include the construction of new buildings and renovation of current campuses. In particular, TPSS proposes to build a new K-6 Hammond/Loranger elementary school off of Highway 443 and a district-wide magnet high Tech/Career Education Center in the central area of the school district. Further, the school system proposes to dramatically change curriculums at several schools, including Hammond Eastside & Westside, Hammond Junior High, and Hammond High School to become magnet schools for the entire district. It is estimated that construction and curriculum upgrades will be complete by 2015, which has the potential to have a dramatic impact of these schools and surrounding neighborhoods.

Assessment for the need for schools and determination of sites should be a process that involves the TPSS in close coordination with the City. Within the City, the Mayor's Office, and departments of Planning, Parks and Grounds, and Streets should work cooperatively with supplementary input from other departments. Decisions about the siting of schools must consider school enrollments and population growth as well as the effect of new schools on urban design, and infrastructure and service availability.

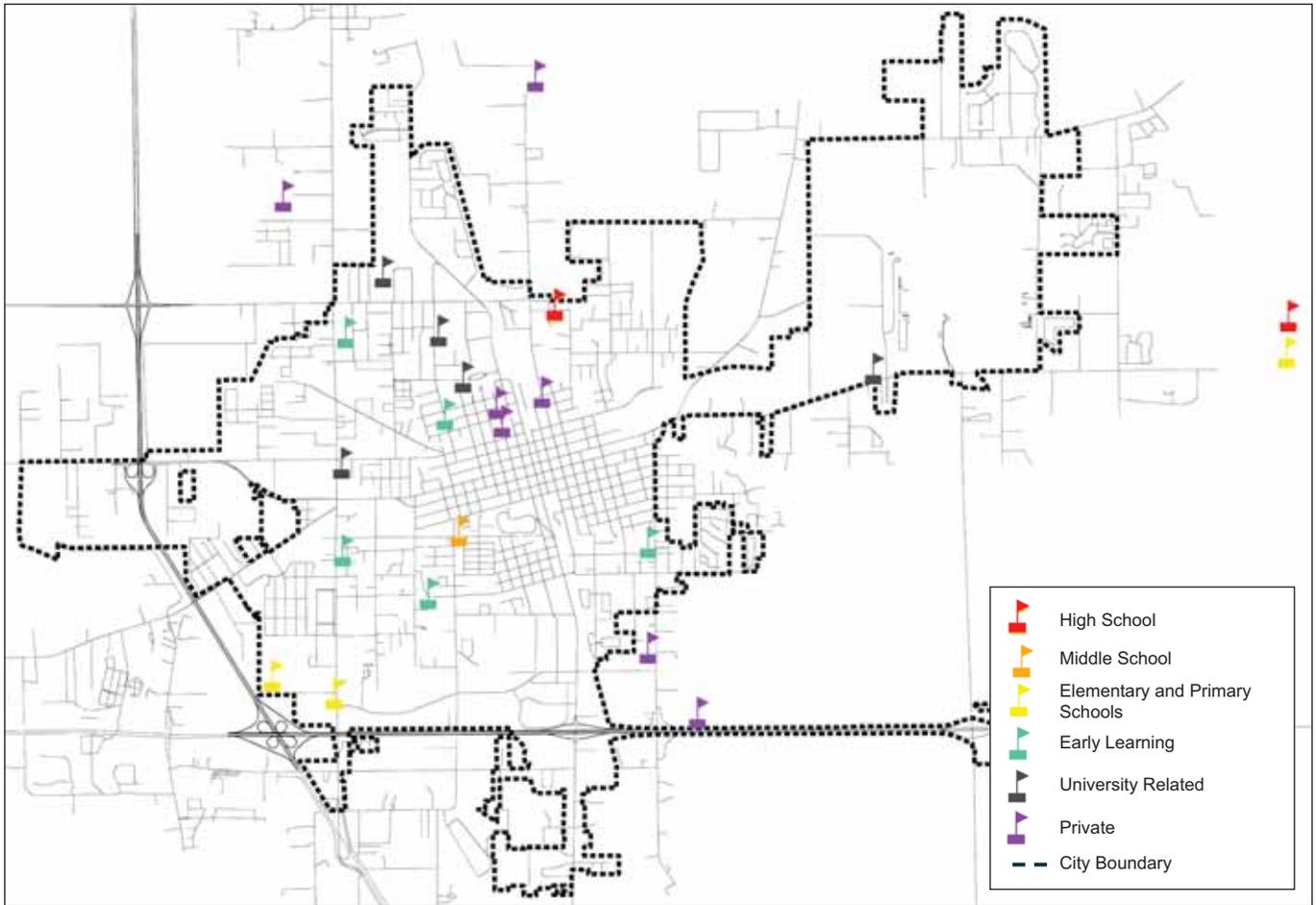
Where possible, school sites can be adjacent or contiguous to parks, playgrounds, play fields or conservation areas to accommodate a range of outdoor community recreation and outdoor education programs. When placed in neighborhoods these facilities can double as weekend and after-hours community and recreational centers.

Schools must be located where they can most conveniently serve the areas where students live. Previous generations of school children in Hammond typically walked to school, today, most do not. To correct this new schools should be sized and located where they can easily be reached by foot or bicycle - ideally, within one mile of the homes they will serve. Most of Hammond's schools adhere to this principle. Hammond has a tradition of small, well-sited schools.

Unfortunately, the trend in many parts of Louisiana has been to replace small, often historic schools, with enormous facilities which children cannot walk to. Even when near neighborhoods these schools are located behind large fields and parking lots which deter walking. Large facility design is intended to achieve efficiency in construction and administration costs. However, other costs are not as often considered such as the cost of busing, increased traffic congestion due to parents driving their children long distances and the decrease in child exercise.

Small school sites of less than 20 acres intended for no more than 500 to 1,000 students would continue Hammond's tradition of neighborhood schools in a pedestrian-scale setting. When public schools cannot achieve this goal, privately run schools often can, to the detriment of the public educational system. The City should work with the Parish to create appropriately sized and sited new schools.

FIGURE 8.1: HAMMOND SCHOOLS



<b>Public High Schools</b>	<b>Private and Early Learning</b>
Hammond High School	St. Thomas Aquinas Regional Catholic High School
Tangipahoa Parish Magnet High School	Harvest Christian Academy
Crystal Academy	Trafton Academy at Hammond
	University Montessori School of Hammond
<b>Public Middle Schools</b>	Holy Ghost Elementary School
Hammond Junior High School	Emmanuel Seventh Day Adventist
	Oaks Montessori School
<b>Public Elementary, Primary and Early Learning Schools</b>	
Hammond Westside Primary School	Hammond Head Start
Hammond Eastside Primary School	Alaya's Early Learning Center
Hammond Westside Upper Elementary School	
Hammond Eastside Upper Elementary School	<b>University</b>
Hammond Developmental Center/ School	Southeastern Laboratory (K-8)
Woodland Park Early Learning Center	Career and Technical Education (CATE)

### PARKS AND RECREATION

Public parks, recreational spaces and open spaces are an essential component to the City's quality of life.

An inventory of the City of Hammond's current parks reveals a deficit in parks compared to population. For the 17,639 residents in the City of Hammond the National Recreation and Park Association Standards recommend 287 acres of parks and open spaces versus the City's existing 87.2 acres. These numbers do not reflect the additional demand created by residents who live outside the City but utilize City facilities and do not include park and recreation fields on school sites because of the common practice of fencing these facilities from use by the general public.

The City is actively pursuing the creation of more parks and open spaces. The City took a significant step when it approved the purchase of a 90-acre tract of land in the Airport Road business park to create a new recreation complex. Plans for the complex include baseball fields, soccer fields, football fields, space for a future recreation building and a walking trail around the perimeter.

As the City grows it is important to ensure that public open spaces and civic spaces like spaces for schools are included in the design of new neighborhoods to offset the impact of new development on existing City facilities. It is important that dedicated land is of a size, location and format that can be reasonably used as a quality park facility. Oddly shaped, remnants of the subdivision process on undevelopable land are unuseable and can lead to maintenance problems for the City.

While parks and recreation impact fees can offset the costs of regional facilities like the proposed 90-acre park it may be more preferable for each individual new subdivision or new community to provide small community parks close to people's homes to increase accessibility and reduce driving times.

Every new neighborhood should include a plaza, green or square as its center. These general types can include playgrounds or community gardens. This is how Downtown Hammond was originally designed, with a park in each quadrant of the City.

Large, active recreational parks with ball fields should ideally be located within access of bicycling children and not clustered in distant megafacilities. The proposed Greens Map in this element suggests how every home could be located within walking distance to a plaza, green or square at the center of their neighborhood, while at the same time being an easy bicycle ride to a continuous park system with connecting nature trails. A day of picnicking, hiking or biking should not have to begin with a trip in an automobile.

### FIRE DEPARTMENT

The City of Hammond provides fire protection and fire fighting services within the City's municipal limits. The Department is staffed by 63 individuals operating out of 5 fire stations. Of these employees 63 are responsible for fire protection and one for administration. Service requests received by the fire department include fires, medical emergencies and hazardous materials spills. When called for medical emergencies, first responders arrive with fire trucks. The City has a contract with Acadian Ambulance to provide EMS and transport to local hospitals. The department has a total of 18 vehicles housed in the 5 fire stations.

Having fire stations located throughout the City ensures that firefighters can respond to emergencies quickly. In addition to having a quick response time from fire stations to the areas that they serve, the following are other factors that affect the adequacy of fire protection:

- Ease of accessibility from fire station to the areas they serve
- Size of water mains serving the area
- Location and distribution of fire hydrants
- Existence and use of built-in fire prevention/protection systems
- Combustibility of building materials and businesses
- The value of existing development

The fire insurance rates of individual sites and the community overall are determined by these factors. Hammond's current fire insurance rating is a two on a scale of one-to-ten. In Louisiana the Property Insurance Association of Louisiana (PIAL) grades communities in terms of fire protection capabilities for the purpose of fair insurance pricing. PIAL grading indicates that the City has inadequate transmission lines and pressure to fight fires in the CM Fagan Drive commercial corridor. As such the City is currently looking at ways to redesign fire stations and infrastructure to meet the fire protection needs of these customers.

### POLICE DEPARTMENT

The City of Hammond Police Department is located in the downtown area at 303 E. Thomas Street. The Police Department operates with 102 sworn officers and 4 civil service clerical and dispatch personnel. The department includes officers, detectives, juvenile officers, a Drug Abuse Resistance Education (DARE) officer and a crime prevention officer. The City's jail is a 24-hour detention facility housed within the Police Department. The department has a total of 116 police cars and mobile command stations available for use in the community.

FIGURE 8.2: HAMMOND PARKS

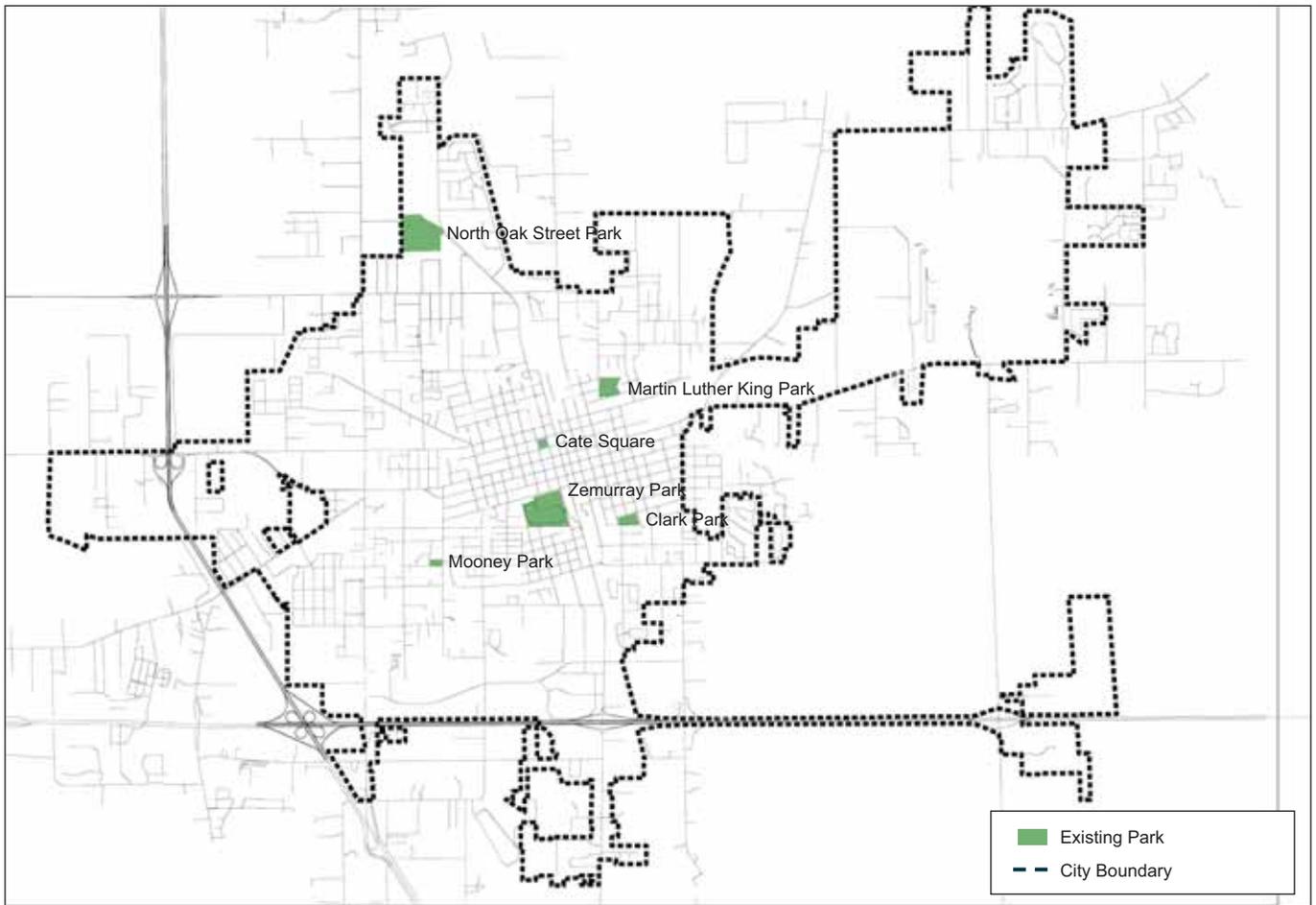


TABLE 8.1: NATIONAL RECREATION AND PARK ASSOCIATION STANDARDS

Park Types	Park Standard (parks/population)	Park Standard (acres per 1,000 residents)
Mini-Park	1/4,000	.25
Neighborhood	1/2,000	2
Recreational Complex	1/10,000	3.5
Community Park	1/40,000	.5
Regional Park	1/30,000	10
<b>Total</b>		<b>16.25</b>

TABLE 8.2: HAMMOND PARKS

Park Types	Name	Acreage
Mini-Park	Cate Square	2
Mini-Park	Mooney Park	2.2
Neighborhood	Clark Park	4.6
Neighborhood	MLK Park	10.1
Community Park	North Oak Street Park	34.6
Regional Park	Zemurray Park	33.7
	<b>Total</b>	<b>87.2</b>

## COMMUNITY CONCERNS

### CREATE MORE PUBLIC FACILITIES WITHIN WALKING DISTANCE

While some areas of the city such as Downtown are rich with libraries, municipal buildings, squares and other public facilities, some parts of the city are not so fortunate. A more equitable distribution of new public facilities throughout the city will ensure that more residents can access them on foot.

### OPTIMIZE DESIGN OF ZEMURRAY PARK

Residents have expressed concern that Zemurray Park could be designed to be more inviting and welcoming. Furthermore, the various programed areas are compartmentalized, which hinders movement from one part of the park to another.

### CRIME PREVENTION

Many of the trails, parks, and natural areas are regarded as unsafe by Hammond residents, especially after dark. A series of measures can be implemented to increase the sense of safety in these public spaces. Natural surveillance can be heightened by having adjacent buildings face the space rather than turn their backs or sides to the space. Porches, doors, windows, and balconies can help to activate a space even after dark. Landscape maintenance can also contribute to a sense of safety. “Limbing-up” trees and trimming understory plantings at the edges of parks and trail heads can help visibility and natural surveillance. Right-sized luminaires or lanterns are also an important part of crime prevention.

### KEEP IMPROVING MARTIN LUTHER KING JR. PARK

Due to the efforts of the City, residents, and local community groups such as “Weed-n-Seed” this park and its surroundings have become safer, more accessible, and more attractive. Yet, this park would benefit from additional improvements to its edges, namely adjacent redevelopment that would increase a sense of natural surveillance to the park.

### COLLABORATION BETWEEN PARISH SCHOOLS AND CITY OF HAMMOND

School yards offer an important green resource to their communities. Additional cooperation is necessary between the Parish School Board and the City of Hammond in order to make school yards accessible to the community after school hours.

### SETTING A SUSTAINABLE EXAMPLE

Public facilities should set an example of sustainability for the city’s residents. Both public spaces and buildings can be models of energy efficiency and demonstrate how to minimize one’s environmental footprint. Sustainable design principles should be the norm in any new construction or remodeling. Such energy-efficiency measures will help create public facilities that are less burdensome to maintain and operate over the life span of the building.

### EXPAND ACCESS TO THE INTERNET

Public buildings and spaces can become wireless hot spots. This will help to activate public spaces and create pedestrian traffic for businesses that depend on such traffic. Attracting more users to public buildings and spaces only adds to the sense of safety.

### IMPROVE WAYFINDING AND SPATIAL ORIENTATION

Public buildings, when properly sited to either anchor public spaces or terminate views can be powerful wayfinding devices. Siting landmark buildings at prominent locations helps both residents and visitors navigate unfamiliar routes while creating points of interest or informal gathering spots. These, along with lively, walkable, neighborhood fabric, are crucial if Hammond wishes to continue to attract new businesses and young professionals.

**SMALL SCHOOL SIZES**

New schools should be small in size so that they may become community focal points, as well as allowing children to walk to school. Residents expressed concerns at plans to create mega-facilities far from the City that would require long busing times.

**LARGE FACILITIES IN ADDITION TO SMALLER PARKS**

Residents requested large new facilities like a possible facility at the Airport Road business park which could become a complex with a regional draw.

**NEW DEVELOPMENT SHOULD CONTRIBUTE TO THE COMMUNITY, NOT DETRACT FROM IT**

Residents expressed concern that landowners and developers from “out of town” felt no obligation to, and were not required to help pay for the traffic, new services, and additional infrastructure that new development inevitably leads to.

**WORK WITH THE DEPARTMENT OF TRANSPORTATION ON ROUNDABOUTS**

The roundabouts proposed by the Department of Transportation were objects of concern for residents who had negative experiences with overly large, fast, confusing traffic circles in other places in the country.



*The Downtown Development District helps with wayfinding.*



*City beautification programs have been very successful.*



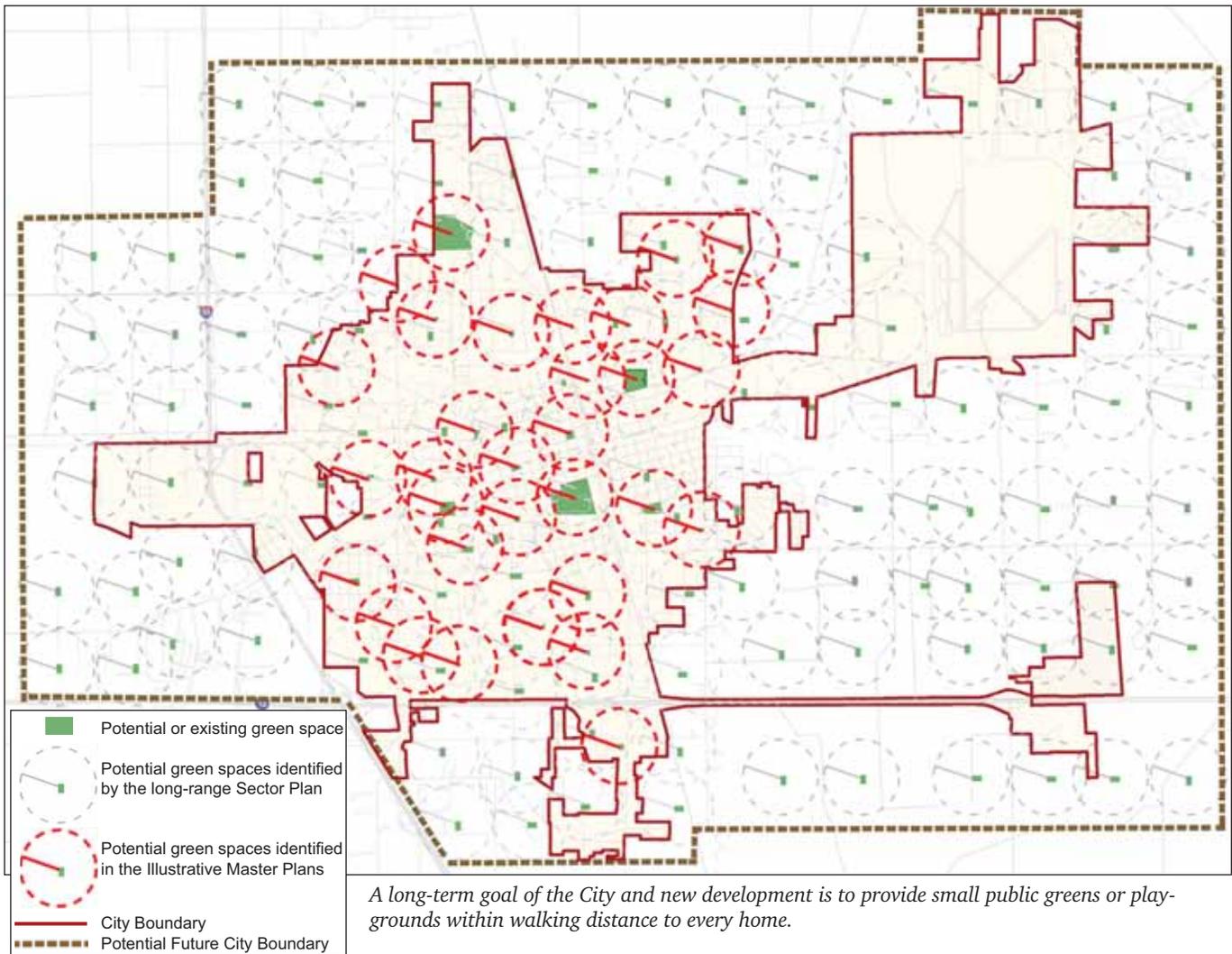
*The Regions Bank functions like civic buildings and can be similarly sited in memorable locations*



*The regional rail system is also a local resource.*

# STRATEGIES FOR ADDRESSING COMMUNITY CONCERNS

FIGURE 8.3: PROPOSED GREENS MAP



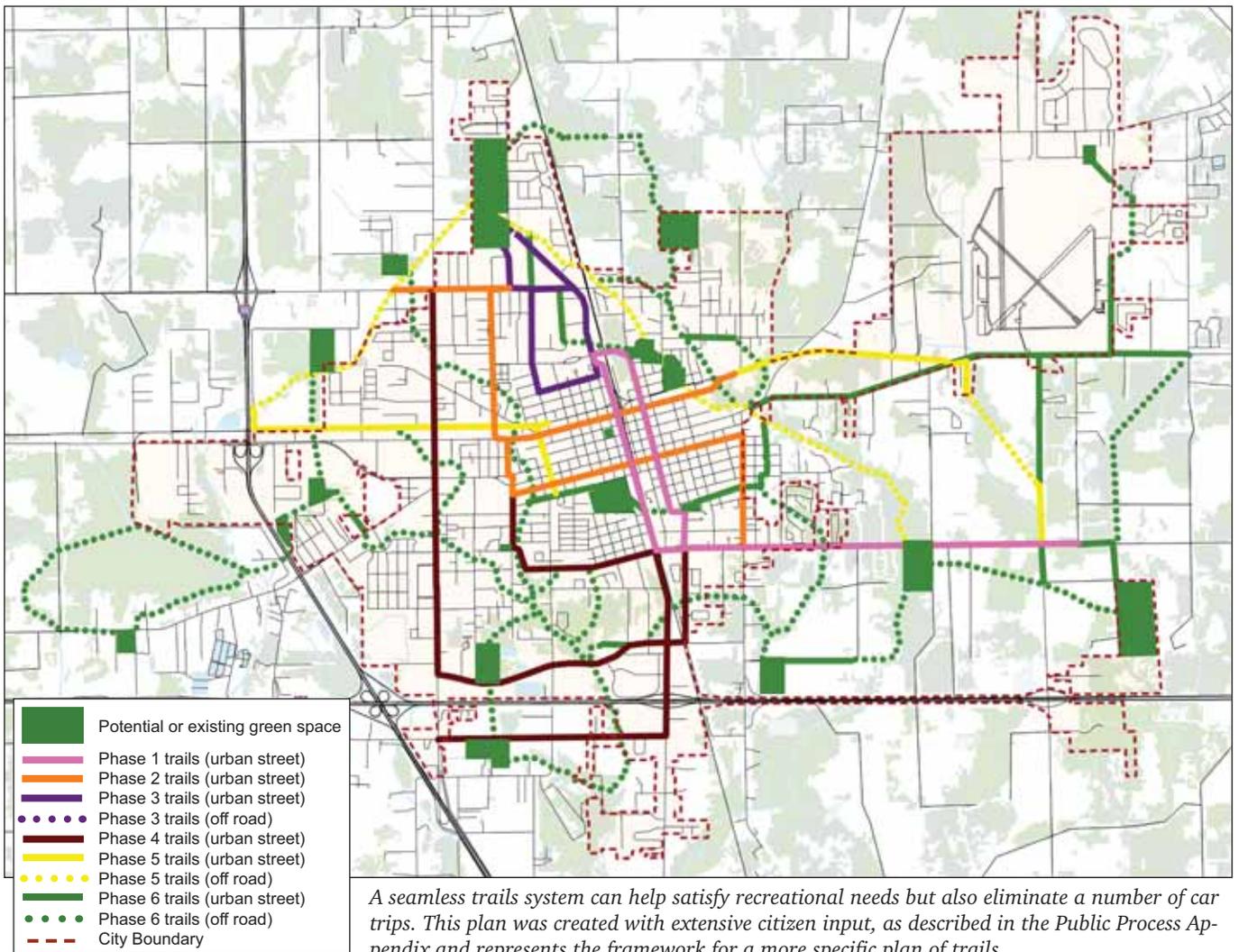
*A dry retention area can be designed as civic art.*



*Parks and plazas can be settings for monuments, statues, and art.*

*As in the downtown, every neighborhood should have a plaza, green, playground or square as its social center. New developments which are typically required to include retention areas can design those spaces as community greens. Upkeep can be provided by neighborhood associations. Recreational parks with ball fields should be located within access of children by bicycle. Pocket parks or small playgrounds should be located away from major streets. Schools and civic buildings such as swimming pools and indoor recreation centers can be located on the greens and ideally, connected by nature trails, or at least, highly walkable streets. Large megafacilities for schools and civic uses far from where people live should be avoided. Similarly, day cares can be sited within neighborhoods reducing the rush hour traffic which results from parents driving kids to distant centers.*

FIGURE 8.4: PROPOSED TRAILS MAP



*Public trails can be made safer by adjacent development.*



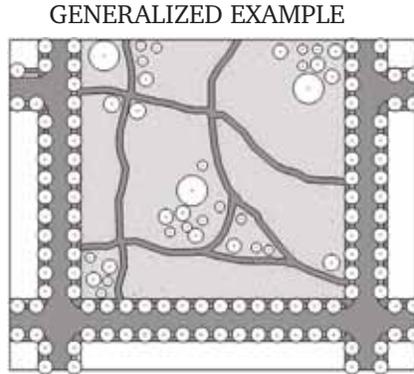
*Public green space can be detailed to aid groundwater recharge.*

*A trail network for pedestrians and bicyclists is proposed to connect the existing and proposed public spaces of the City. Such a network would feature civic spaces and buildings with the same attributes as the City's most successful places like Zemurray Park and Cate Square. The network would be phased over time and could eventually provide an alternative means of transportation to residents.*

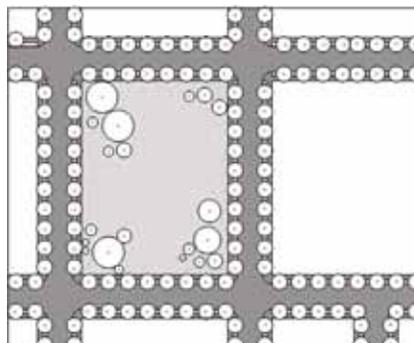
FIGURE 8.5: TYPES OF PUBLIC OPEN SPACE

Public spaces and civic institutions should be integrated into new development. In keeping with Hammond’s tradition of open space types, their design should follow well-tested local models. Four main categories are described below. Plazas and squares are the most urban types of space, they are bounded spaces enclosed by surrounding buildings and forming an outdoor room. Parks and greens are more open, bounded on at least one side by buildings with outdoor rooms framed by plantings. Community fields, gardens and multi-use play fields are the most open and unshaped types of public space.

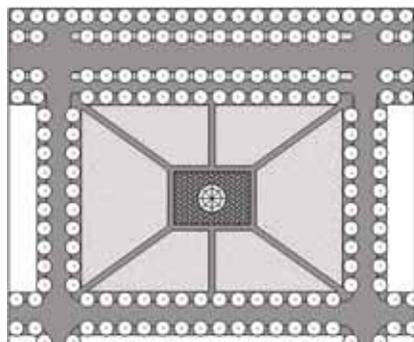
A **park** is a natural preserve that serves environmental goals such as the preservation of habitat or filtration of water. It may also be available for active recreation. The shape of the park may follow the boundaries of natural features. Parks may contain trails, water bodies, woodlands and meadows. A park may also contain orchards.



A **green** is available for structured or unstructured recreation. A green may be spatially defined by landscaping rather than by buildings. Trees can be formally or naturalistically planted. A green contains lawns, trees, pavilions, memorials, benches and playground equipment. A green may also contain orchards or plots for cultivation of crops.



A **square** is available for structured or unstructured recreation and civic purposes. A square is clearly defined by building frontages. A square can provide a public open space that provides a setting for civic buildings. Squares are located at the intersection of important thoroughfares. Squares contain lawns, trees and pavilions that are formally disposed.



A **plaza** is designed for civic and commercial activities. A plaza is clearly defined by building frontages. Its surface is typically covered with pavers or compact earth. Trees are optional and plazas are located at the most central intersections.

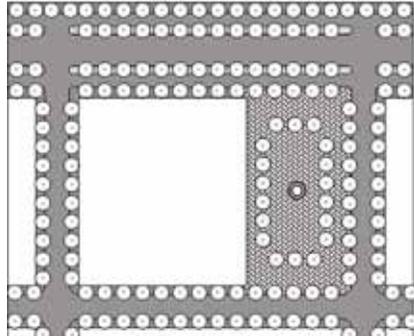
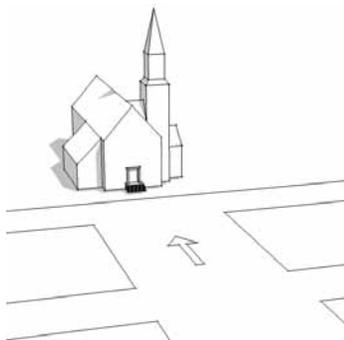
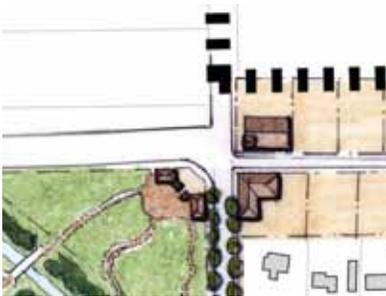
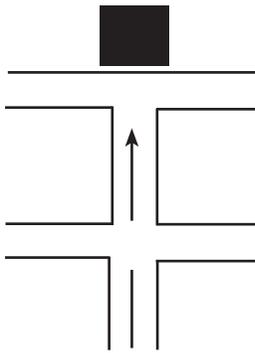


FIGURE 8.6: PLACEMENT OF CIVIC BUILDINGS

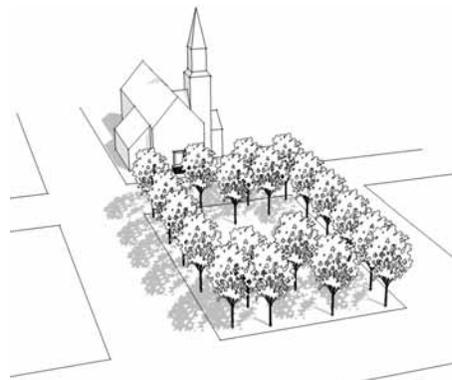
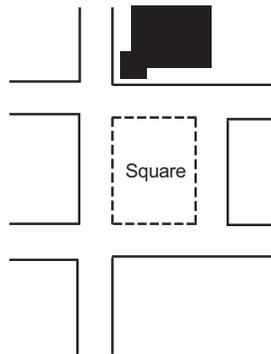
Civic buildings should be placed prominently and should have grander proportions and materials than their surrounding urban fabric. Approaches include locating public buildings at the ends of streets, across greens, or at the center of greens. Public buildings can be relatively small if placed strategically in the public view. Sites for civic purposes should be reserved even before there is a need for them to be constructed. The uses of these buildings may change over time as the needs of the community evolve. The old city hall, depicted to the right, was an example of grand and dignified proportions, prominent siting, and contributed to wayfinding and orientation in the city.



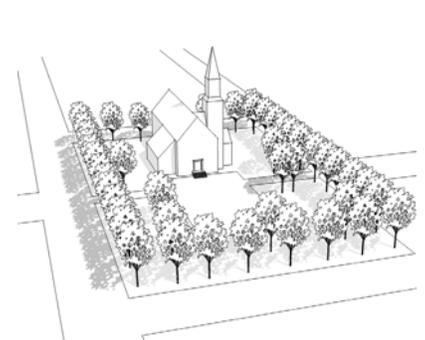
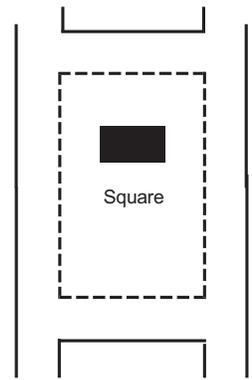
AS A TERMINATED VISTA



ACROSS A GREEN



AT THE CENTER OF A GREEN



## GOAL

THE CITY OF HAMMOND WILL PROVIDE COMMUNITY SERVICES AND FACILITIES THAT MEET THE PHYSICAL, EDUCATIONAL, ECONOMIC, AND RECREATIONAL NEEDS OF ALL SEGMENTS OF THE CITY'S COMMUNITY.

### **Objective 8.1 – Improve the function, character, safety and accessibility of parks and other public open spaces.**

Policy 8.1.1 – Create new community parks and other public open spaces such as plazas, squares, and pocket parks so that most residents have access to such facilities within easy walking distance.

Policy 8.1.2 – Improve the edges of parks and other public open spaces so that they have the appropriate degree of permeability or security.

Policy 8.1.3 – Encourage landowners adjacent to or facing parks and other public open spaces to heighten the sense of natural surveillance by developing buildings that have doors and windows facing the public open space.

Policy 8.1.4 – Where parking is necessary, encourage unobtrusive parking lots that do not significantly erode usable green space. Encourage on-street parking as a way to lessen the need for surface parking lots.

Policy 8.1.5 – Create illumination systems that deter crime while minimizing light pollution.

Policy 8.1.6 – Work with USACE and local higher education institutions to redevelop Zemurray Park.

Policy 8.1.7 – Work with the community to continue to improve all of the City's parks.

### **Objective 8.2 – Lessen environmental footprint of parks and other public open spaces.**

Policy 8.2.1 – Design open space to offer multi-use, environmentally friendly recreation activities.

Policy 8.2.2 – Encourage the use of native trees and groundcover and maintain them to enhance transparency and natural surveillance at park edges.

Policy 8.2.3 – Encourage the integration of rain gardens, dry retention, and polishing marshes in public open spaces, where appropriate, in order to improve water quality and ground-water recharge.

### **Objective 8.3 – Public recreation facilities, schools and other civic buildings shall be located prominently and accessible to all citizens.**

Policy 8.3.1 – Site new public buildings so that they have prominent sites in the City, especially as the terminated view at the end of streets, on axis across greens and parks and in the center of greens and parks.

Policy 8.3.2 – Encourage the distribution and integration of public buildings within the neighborhood fabric of the City.

Policy 8.3.3 – Encourage the location of public buildings within walkable, transit-served locations.

Policy 8.3.4 – New subdivisions and new communities shall be required to provide designed open spaces in locations approximate to those shown on the Proposed Greens and Proposed Trails Maps.

Policy 8.3.5 – New public open space shall be designed to be usable spaces, in the format of a park, green, square, plaza. Within these types, playgrounds, pocket park, dog parks, and community gardens may be provided.

### **Objective 8.4 – Lessen environmental footprint and operational costs of public buildings.**

Policy 8.4.1 – Encourage all new public buildings to be built sustainably, preferably certified by USGBC under an appropriate LEED certification system.

Policy 8.4.2 – Encourage existing public buildings to incorporate sustainability measures and retrofits.

**Objective 8.5 – Reinforce the City’s identity through architecture of public buildings.**

Policy 8.5.1 – Pursue climate-responsive architecture that is authentic to Hammond’s traditions.

Policy 8.5.2 – Use locally sourced building materials wherever possible.

**Objective 8.6 – Plan for the multi-purpose use of facilities for cultural, educational and recreational programs.**

Policy 8.6.1 – Pursue the goals of the 2002 Master plan Update especially in regards to the development of new uses within the Downtown. Design each use in a way that reinforces the urban fabric of the Downtown.

Policy 8.6.1.1 – Pursue the development of a conference center in the Downtown.

Policy 8.6.1.2 – Pursue the development of new hotels in the Downtown.

Policy 8.6.1.3 – Pursue the redevelopment of Zemurray Park, including possible elements such as a fishing pond, playground with splash park and other attractions.

Policy 8.6.1.4 – Pursue the development of a farmer’s market in the Downtown.

**Objective 8.7 – Coordinate the development or redevelopment of neighborhoods, recreational facilities and transportation improvements with the development of schools to meet the needs of the City’s increasing population.**

Policy 8.7.1 – Coordinate with the Tangipahoa Parish School District (TPSS) to size and locate new schools within walking distance to neighborhoods to decrease the costs of busing and necessity of parental chauffeuring; reduce rush-hour traffic; and provide children with the exercise of walking.

Policy 8.7.2 – Coordinate with the Tangipahoa Parish School System (TPSS) to phase development in a manner that maintains levels of service and provides safe environments for children to go to school.



*Public facilities or mixed-use buildings can anchor public spaces*



*Character sketch of a conference center which functions urbanistically*



*A conference center in Natchez, MS was built as an urban block.*



*Character sketch of proposed hotel in keeping with local character*

Policy 8.7.3 – Coordinate with TPSS to ensure that new school sites, or expanded existing sites, can be adequately served by existing and planned infrastructure (including streets, sidewalks, water/wastewater, and public safety facilities).

Policy 8.7.4 – Promote the renovation and expansion of existing schools within existing neighborhoods to encourage walkability, reduce VMT and rush-hour traffic, and to encourage healthier lifestyles for children.

Policy 8.7.5 – Coordinate the Capital Improvements Program, development review and growth projections with the school district to improve the efficiency of capital planning and improvements.

Policy 8.7.6 – Coordinate with Southeastern Louisiana University on master planning efforts and proposed expansions to guarantee adequate infrastructure and reduce impacts on surrounding neighborhoods.

Policy 8.7.7 – Expand higher education opportunities for local residents by working with local institutions of higher learning.

**Objective 8.8 – Maintain and enhance Hammond’s identity as a community which supports arts, cultural and social events.**

Policy 8.8.1 – Continue to support the various arts festivals, street parties, and holiday gatherings in the Downtown as a means of promoting reinvestment in the Downtown and closer community ties.

Policy 8.8.2 – Engage the regional library system to provide convenient library services in the City of Hammond.

**Objective 8.9 – Maintain responsive fire and law enforcement services that efficiently enhance public safety.**

Policy 8.9.1 – Include representatives of all emergency service providers in the subdivision development review process.

Policy 8.9.2 – Require that all necessary fire fighting infrastructure capability and capacity be provided in new subdivisions and developments.

Policy 8.9.3 – Coordinate City/Parish law enforcement activities in order to establish cost effective operations.

Policy 8.9.4 – Continue to support the Police Department’s crime prevention, Crime Stoppers program, and Community Watch programs.

Policy 8.9.5 – Investigate new locations for police substations to reduce response times and build relationships in neighborhoods

The Comprehensive Plan is meant to be a guiding document that results in concrete changes to the way the City of Hammond implements its consensus-based goals. In a sense the Plan represents a blueprint for action that provides direction and assists decision-makers over time. The intent is to fulfill the goals, objectives and strategies that embody the civic contract that is the result of this effort.

Successful implementation of the plan shall involve many actions from the various departments of the City, elected and appointed officials, Tangipahoa Parish, area service providers, and private-sector decision makers.

The work program also calls for further refinement of concepts discussed broadly in the plan, including the creation or update of a Transportation Plan, Parks and Recreation Plan and Bicycle Plan. The work program also calls for the updating of the City's Capital Improvements Plan which provides a list of short-term and long-term City projects. These planning initiatives should be based on the vision, goals, objectives and policies of the Comprehensive Master Plan.

The work program does not include those objectives and policies which provide general direction to the City and are not action items. By assisting the City with day-to-day decisions the policy direction provided by the Comprehensive Master Plan is one of the main means of implementation.

Ensuring that the goals of the Plan are achieved also necessitates identifying the order in which each step will be undertaken, as well as which community members will be involved in making it happen. Each strategy has been evaluated and assigned an appropriate timeframe for accomplishment. In addition, key community groups, leaders, organizations and agencies have been identified and are matched to the strategies in need of their attention.

The work program is organized based on **Priority**. Priority takes into consideration the relative urgency of the item. The work program includes:

- **Action Items**
- **Implementation Tool:** The project or document necessary to carry out the action item.
- **Primary Responsible Entity:** The department responsible for heading the task.
- **City Budget Impact:** Indicating the relative fiscal impact of the strategy on the City's budget (Low, Moderate or High).
- **Capital Item:** Whether or not the item is to be included in the City's Capital Improvements Plan

The Comprehensive Plan is intended for use on a daily basis as public and private decisions are made concerning development, capital improvements, economic incentives and other matters affecting the City's environment – built and natural. Furthermore the Comprehensive Plan should be the basis for future planning across all functional areas, such as transportation and recreation.

## HOW TO USE THE PLAN

Since the Comprehensive Plan is intended to play such a pivotal role in shaping the future of the City, the following are some practical ways of ensuring that all future planning that affects the City derives from and is consistent with the Comprehensive Plan:

### A. ANNUAL WORK PROGRAMS AND BUDGETS

The City Council, individual City departments and administrators should be cognizant of the recommendations of the Comprehensive Plan when preparing annual work programs and budgets. Several strategies can be implemented in this way. For example, one work program that is critical to implementation of the Comprehensive Plan is GIS mapping and coordination between City departments through GIS. The City shall continue to invest in and expand in its GIS mapping system as a tool to record, analyze and graphically present a variety of information, such as land use, zoning, addressing, utilities and parcel files. Cooperation within City Departments for timely updates, high accuracy and consistent format is crucial. Cooperation with other agencies or the purchase of additional data should be encouraged where such data has added value.

### B. DEVELOPMENT APPROVALS

Administrative and legislative approvals of development proposals, including rezoning and subdivision plats, should be a central means of implementing the Comprehensive Plan. In fact, the zoning code and subdivision regulations should be updated in response to regulatory strategies presented in the Plan. In particular, the densities recommended are intended as general guidelines for use by elected and appointed officials, property owners and developers. The guidelines are intended to be flexible, but also to provide a degree of consistency.

### C. CAPITAL IMPROVEMENT PLANS

The City's annual five-year capital improvement plan (CIP) should be prepared consistent with the Comprehensive Plan's land use policies and infrastructure recommendations (water, sewer, stormwater, transportation and recreation). New improvements that are not reflected in the Comprehensive Plan, and which could dramatically impact the Comprehensive Plan's land use recommenda-

tions, should necessitate at least a minor update to the Capital Improvement Program. Long-range (10-year) utility master plans that are consistent with the Comprehensive Plan should be undertaken for water, sewer and stormwater utilities.

### D. ECONOMIC INCENTIVES

Economic incentives marketed by the Parish, the State of Louisiana or other entities should be reviewed in light of recommendations outlined in the Land Use, Transportation and Infrastructure, Housing, Public Facilities and Services, and Regional Coordination Elements. These incentives should be integrated with other Plan objectives and policies to ensure consistency, particularly with the Plan's land use recommendations. The City should consider packaging other incentives within the jurisdiction, such as strategic infrastructure investments.

### E. PRIVATE DEVELOPMENT DECISIONS

Property owners and developers should consider the strategies and recommendations of the Comprehensive Plan in their own land planning and investment decisions. Public decision-makers will be using the Comprehensive Plan as a guide in their development-related deliberations.

### F. FUTURE INTERPRETATION

The City Council should call upon the Planning Commission to provide interpretation of major items that are unclear or are not fully addressed in the Plan. In formulating an interpretation, the Commission may call upon outside experts and other groups for advice. Minor items that require interpretation should be handled by the appropriate agency as it follows the Plan.

### G. FIVE YEAR ACTION PLAN

Recognizing the monumental efforts involved in implementing this plan, it is recommended that a short-term, Five-Year Action Plan, be developed that focuses on tasks to be accomplished in this time frame, outlines the manpower and technology needed to perform these tasks, and targets sources to fund them.

Action Items	Implementation Tool	Primary Responsible Entity	City Budget Impact	Capital Item



# PUBLIC PROCESS APPENDIX

# A

Working together as a community is the best way to guide growth and assure quality development for future generations of Hammond residents; the Hammond Comprehensive Master Plan demonstrates just this kind of teamwork.

Following Hurricane Katrina extensive planning efforts were undertaken in Louisiana. Hammond is located at the crossroads of Interstates 12 and 55 and lies within commuter distance of both Baton Rouge and New Orleans. With development pressure following Katrina focused north of Interstate 12, Hammond is situated in a prime location for future development and growth. In an effort to ensure that future growth and development in Hammond occur in a positive manner and enhance the City, the Northshore Community Foundation teamed with Mayor Mayson Foster and the City of Hammond in order to plan for Hammond's future.

The City of Hammond and the Northshore Community Foundation commissioned Dover, Kohl & Partners to lead the City through a public Comprehensive planning process. "Designing in public," the Dover-Kohl team conducted an open planning process in December 2009 to identify the ideas, needs and concerns of the community. Participants helped to create the Hammond Comprehensive Master Plan through an intensive design event called a charrette. Over the course of six days, the community and the team of design and comprehensive planning professionals worked to create the plan. Over 150 interested residents and stakeholders participated in the planning process, including property owners, neighbors, business people, elected officials, appointed officials, City and Parish staff, and community leaders.

## CHARRETTE PREPARATION

Prior to the charrette, the Dover-Kohl team focused their efforts on gathering base information and studying the existing physical conditions of the area. This included learning about local history, reviewing previous plans and studies, examining existing City ordinances and land development regulations, and analyzing the physical, social, and economic characteristics of Hammond.

Members of the team visited Hammond in early November 2009 and met with City officials, City and Parish staff, property owners, business owners, and other local stakeholders in preparation for the charrette. The meetings and interviews helped the team to better understand the dynamics of Hammond and gain full appreciation for the City's role in the Parish and region.



*The design team studies the Downtown.*



*The team met with stakeholders during the site visit.*



*Charrette activities were advertised in business windows.*

## What is a Charrette?

Charrette is a French word that translates as "little cart." At the leading architecture school of the 19th century, the Ecole des Beaux-Arts in Paris, students would be assigned a tough design problem to work out under pressure of time. They would continue sketching as fast as they could, even as little carts—charrettes—carried their drawing boards away to be judged and graded. Today, "charrette" has come to describe a rapid, intensive, and creative work session in which a design team focuses on a particular design problem and arrives at a collaborative solution. Charrettes are product-oriented. The public charrette is fast becoming a preferred way to face the planning challenges confronting American communities.

Team members met with City staff to further understand previous planning efforts and tour the City first hand and met with City officials to discuss the leadership's vision and ideas for the future of the Hammond.

A key element in preparing for the charrette was generating public awareness. City staff spread the word about the Hammond Comprehensive Master Planning process by posting public notices, calling stakeholders and community leaders, notifying local church leaders to make announcements to parishioners, hanging signs in storefront windows throughout the City, and by handing out cards at local community events announcing the charrette events.

**STUDY TOUR**

To further understand the planning context of Hammond, the team arrived prior to the start of the charrette to allow time to study and tour the City. The study tour enhanced the team's understanding of current issues, concerns, and redevelopment prospects throughout the different Neighborhoods in Hammond. The team examined the downtown, corridor, and surrounding neighborhoods on foot and by car, noting areas of particular interest or concern. With base maps in hand, the planners and designers analyzed the existing urban fabric, paying careful attention to street connections, pedestrian safety, and redevelopment opportunities.

Team members walked and photographed Hammond, noting building form, building placement, architectural character, street design, and long views throughout the City. On base maps of the existing conditions, team members highlighted potential areas for infill development, street improvements, and unique conditions and characteristics of Hammond's downtown and commercial corridors.



*Mayor Foster leads the team on a tour of the Downtown.*



*The design team studies the differing neighborhoods.*



*The development within the Downtown creates a solid street.*



*Development outside of the downtown does not define the street.*

## THE CHARRETTE

## COMMUNITY KICK-OFF PRESENTATION

On Friday, December 4, 2009 a Community Kick-off Presentation marked the start of the charrette. Residents, City leaders, and local stakeholders gathered at the City Hall Council Chambers for an evening presentation. An introduction was provided by Frank Saxton of the Northshore Community Foundation as he welcomed the Dover-Kohl team and emphasized the importance of citizens to participate in the planning process. Joseph Kohl, principal of Dover, Kohl & Partners and charrette leader then outlined the challenge for participants during the charrette week. He stressed the importance of citizen involvement throughout the process to ensure the creation of a plan truly representative of community ideals. Joe emphasized that the Hammond Comprehensive Master Plan would be created with the community, for the community. He provided background information on traditional town building, redevelopment, Smart Growth principles, and preserving community character.

Joe introduced other members of the team, including Steve Villavaso of Villavaso and Associates, who spoke about Louisiana law and the applicability of and need for the comprehensive plan; Rick Hall of Hall Planning & Engineering, who spoke about advances in transportation planning and showcased examples of livable streets across the country; and Jason King, the project director, who spoke specifically about the challenges and opportunities facing Hammond as it continues to grow but strives to keep its existing community character.

At the end of the presentation attendees were asked to answer a few questions using keypad polling. The audience was asked questions about the character of Hammond within and outside of the downtown, as well as where is was that they tended to shop. With realtime results displayed on the screen, it became evident that even though the majority of those in attendance preferred the character of downtown to other areas of the City.

Throughout the presentation, designers worked at tables around the room, continuing to familiarize themselves with the area, analyzing base information, and formulation questions for the community to answer at the Community Involvement Session and throughout the week.

Following the presentation participants were able to ask the consultant team questions about the process and project. Approximately 50 residents attended the Community Kick-off Presentation.



*Joseph Kohl introduces the planning team to the community.*



*Jason King explains the team's initial analysis of Hammond.*



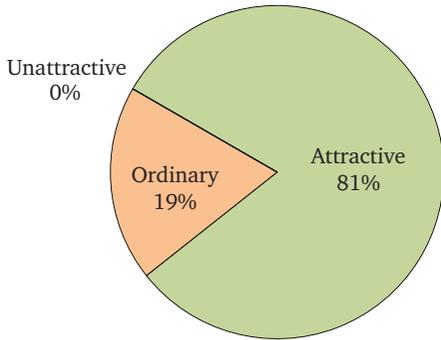
*Over 50 community members attended the opening presentation.*



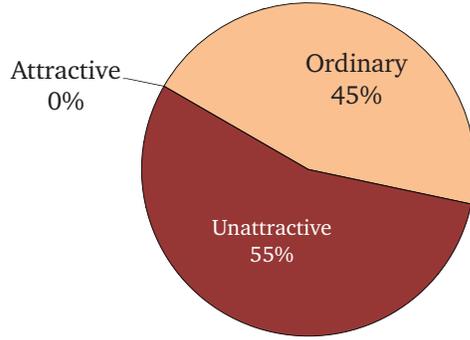
*Results from the audience poll were displayed instantly.*

FIGURE A.1: COMMUNITY KICK-OFF PRESENTATION SURVEY RESULTS

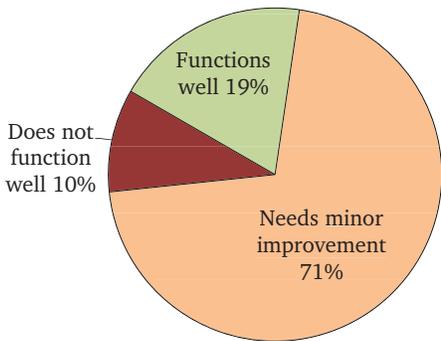
The Downtown's character (buildings, streets, public space, etc.) can be described as:



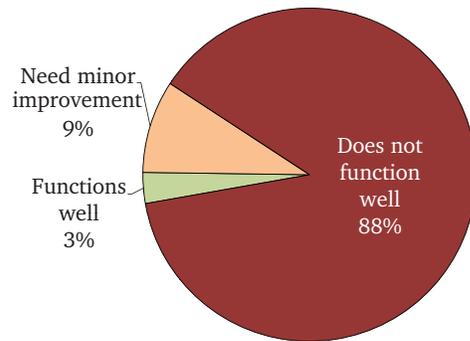
The character outside of Downtown (buildings, streets, public space, etc.) can be described as:



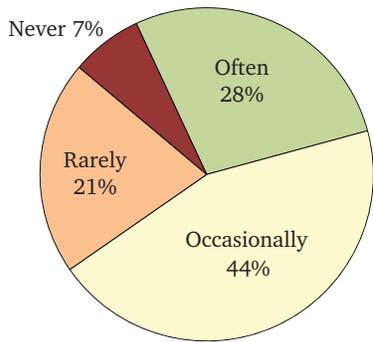
The Downtown's design (buildings, streets, public space, etc.):



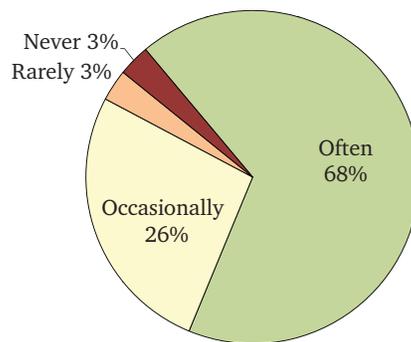
The commercial area outside the Downtown (buildings, streets, public space, etc.):



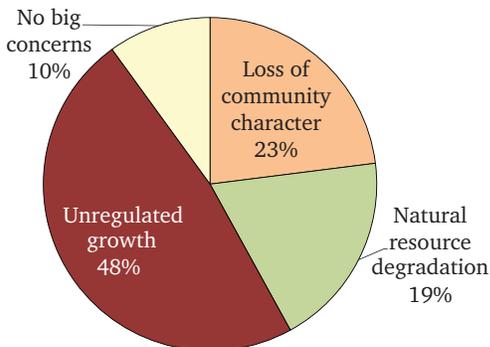
How often do you shop in Hammond, in the Downtown?



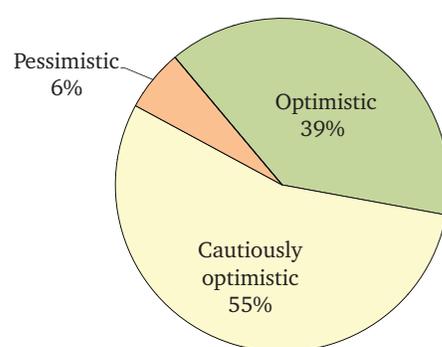
How often do you shop in Hammond, outside the Downtown?



My biggest concern about Hammond is:



About the City's future, I am:



### COMMUNITY INVOLVEMENT SESSION

On Saturday, December 5, over 75 community members gathered at the cafeteria in the Michael J. Kenney Center for the Community Involvement Design Session. The event began with a short introduction and briefing by Joseph Kohl. Jason King further explained the challenge for participants, oriented participants to base maps, and set ground rules and goals for the session. Working in small groups of approximately eight people per table, participants gathered around tables to draw and share their varied ideas for the future of Hammond.

Each table was equipped with base maps of the City and a detailed study area, markers, scale bars, and dots representing future growth in Hammond. Booklets of aerial photography, analysis maps and scale comparisons were also available as detailed discussions warranted it. A facilitator from the Dover-Kohl team or a local planning volunteer was assigned to each table to assist participants in the design exercises.

During the first part of the table sessions, community members were asked to place a series of dots on the overall plan of Hammond, locating where they felt development or preservation should occur. With the understanding that Hammond is expected to have an additional 6,000 people living in the City by 2035, participants were tasked with working together to figure out where additional growth could be supported within the City. Each table was given a packet of dots to place on the base maps. Large orange dots represented mixed-use centers containing 40,000 square feet of new commercial or office space and 30 households, small yellow dots represented new 10 new households, and small green dots represented 2 acres of land area that should be protected and preserved.

The goal of the exercise was to decide (as a small group) where the added population and corresponding jobs, services, and housing should be located. Participants were able to stack dots on top of each other, providing for more intense development. The dot exercise told a compelling story about where participants saw future growth and their desired pattern of growth. Many table groups clustered their dots within the city limits around existing roadways and potential future transit networks. Others included clusters of new development just outside of the existing City limits.

During the second part of the workshop participants focused on specific areas of potential redevelopment. Citizens actively drew on the base maps to illustrate how they might like to see areas of Hammond evolve in the future by describing the uses, open spaces, building design, landscaping, street design, transportation, parking, and services.



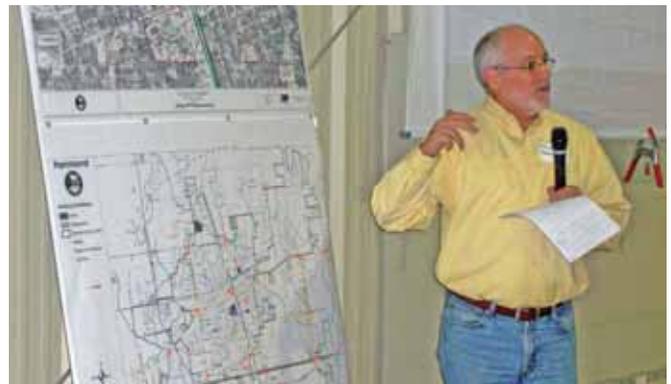
*Approximately 75 people attended the Involvement Session.*



*Groups work together & shared ideas for the future of Hammond.*



*Groups worked together to form consensus about future development and preservation.*



*Representatives from each table presented their work to the assembly.*

DOT EXERCISE RESULTS

FIGURE A.2: EXAMPLE TABLE MAP

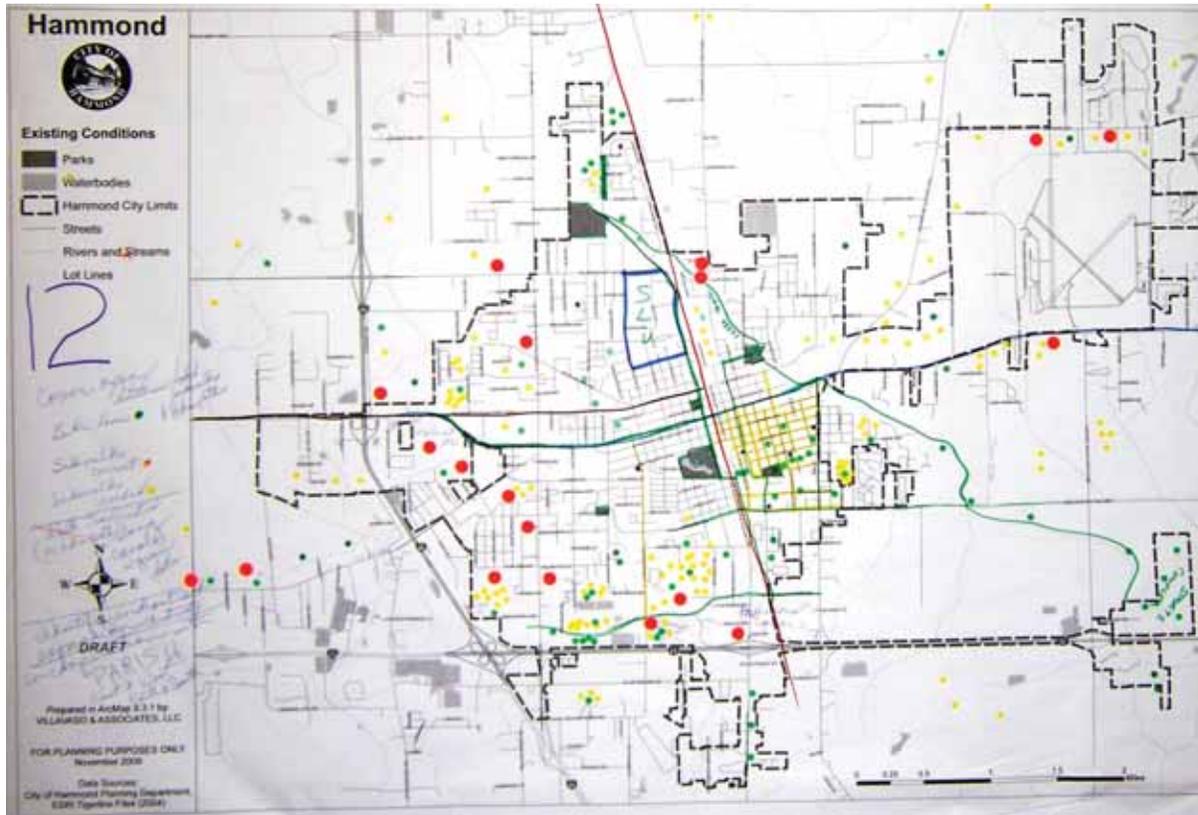


FIGURE A.4: COMMERCIAL AND MIXED-USE DEVELOPMENT (ORANGE DOTS)

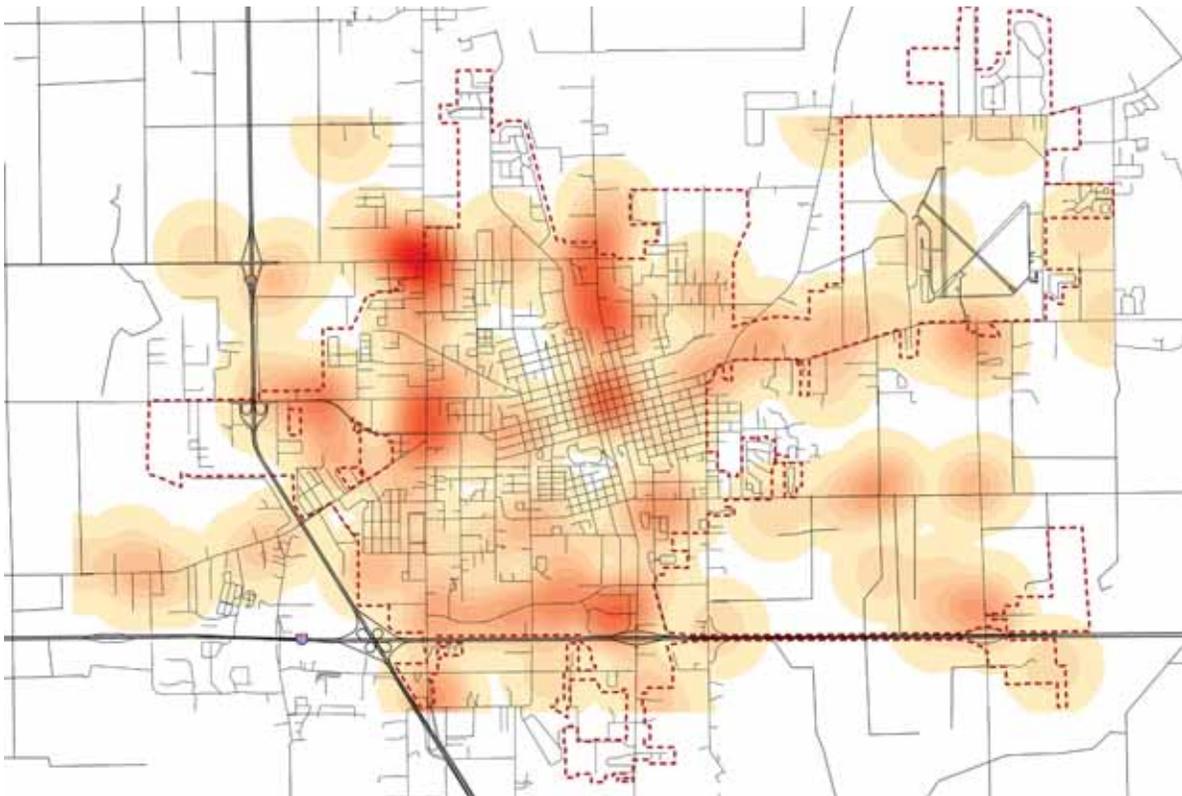


FIGURE A.5: GREEN PRESERVATION (GREEN DOTS)

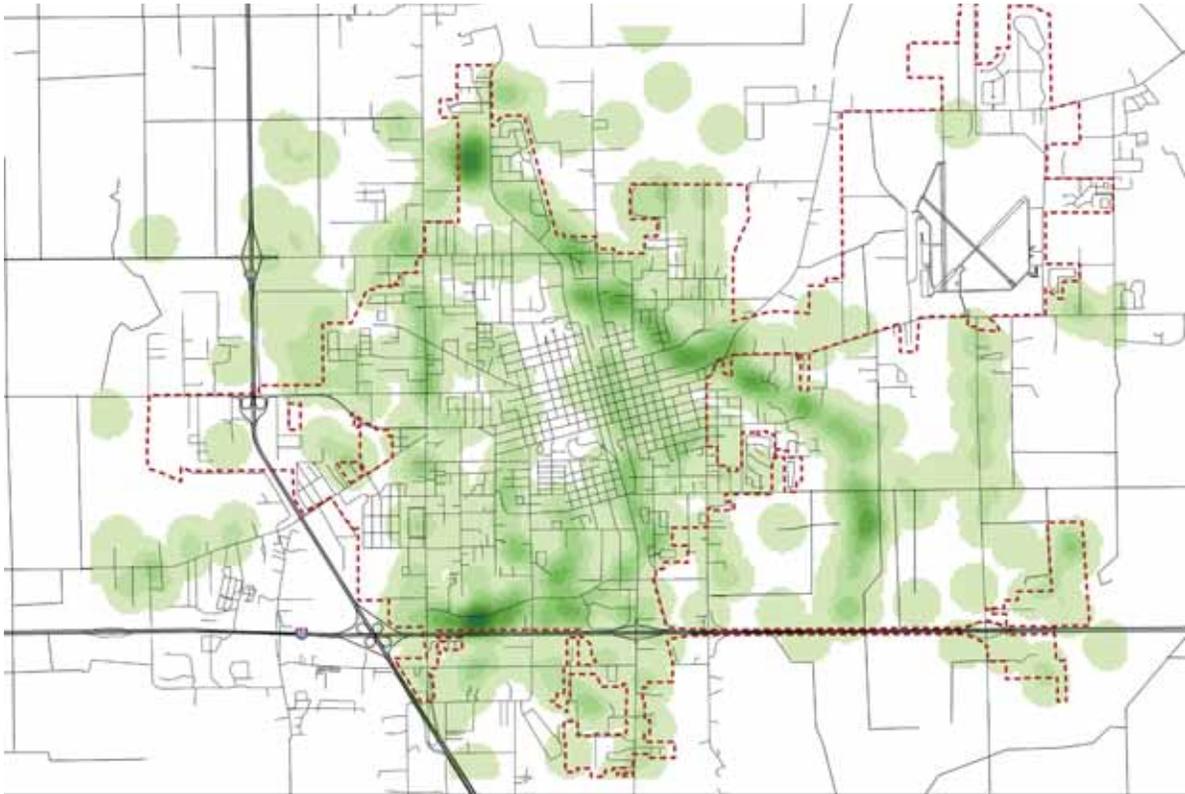
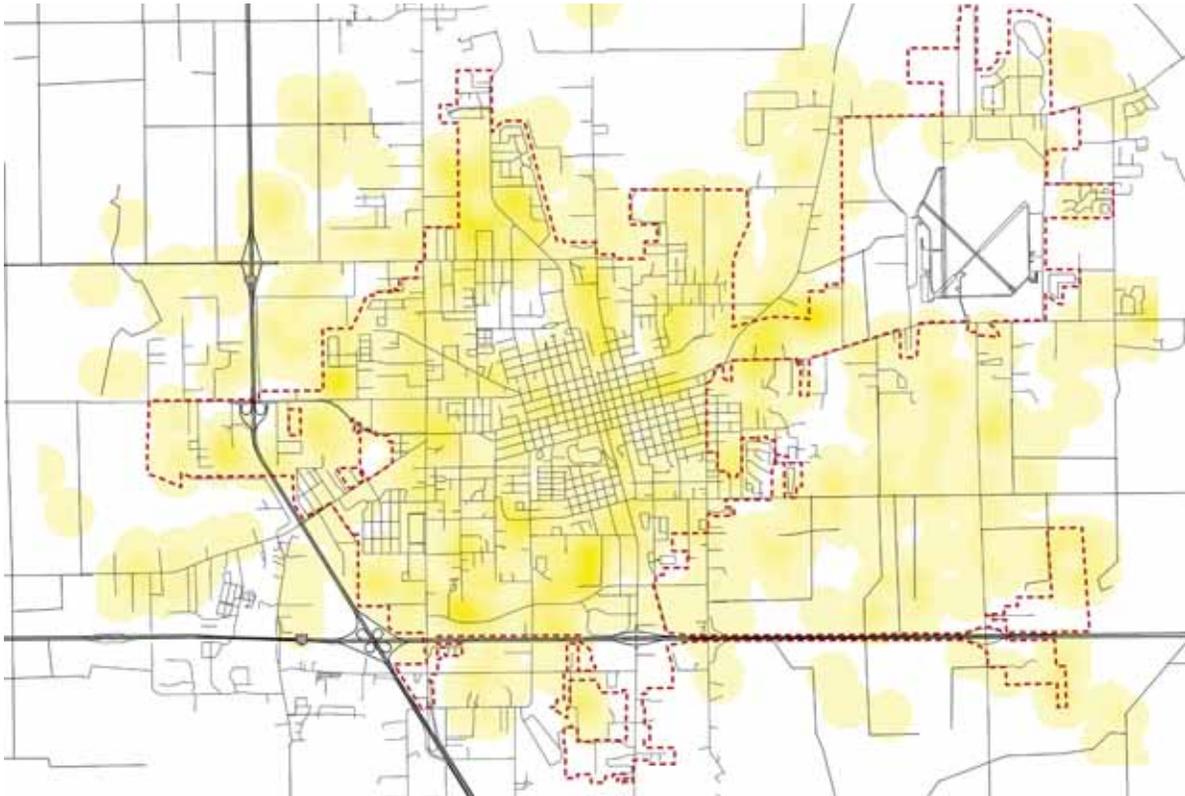


FIGURE A.6: RESIDENTIAL DEVELOPMENT (YELLOW DOTS)



Toward the end of the Community Involvement Session, a spokesperson from each table presented their table's dot map, ideas, and detailed redevelopment plans to the entire assembly. Of the many ideas that emerged from the exercises, some of the most widely shared ideas included:

- Focus new development in existing areas
- Increase small parks & other “green” networks
- Create a walkable and bikeable city
- Improve physical connections within and between neighborhoods (“extend the grid”)
- Promote mixed-use or complete neighborhoods
- Create gateways to the city
- Extend city control or influence outside current boundary

The goal of the community involvement session was to forge an initial consensus and develop an overall community vision for Hammond. In addition to the group presentations, each participant filled out an exit survey at the end of the session. The survey responses reveal the ideas of the many individuals that participated.

#### OPEN DESIGN STUDIO

From Sunday, December 6 through Tuesday, December 8 the design team continued to work with the community in an open design studio in the City Hall Council Chambers. Citizens and local leaders were encouraged to stop by the studio throughout the week to check the status of the plan, provide further input, and to make sure the design team was on the right track. Over 100 people participated in the design studio process throughout the week. The table drawings and plans from the Saturday design session were placed around the room for easy review as new people became involved. While community members visited the studio, the design team continued to analyze the information gathered at the community involvement session and site analysis in order to formulate the initial concepts for the plan, that would translate into policy in the comprehensive plan.

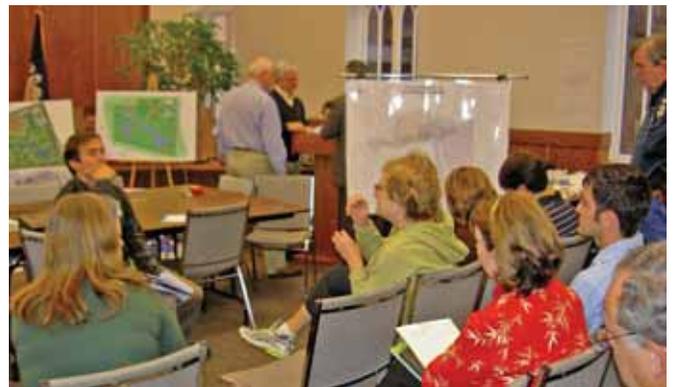
The team was tasked with synthesizing the many ideas heard from the community throughout the week into a single cohesive comprehensive master plan. The planners and designers created lists, computer visualizations, diagrams, drawings, and plans, working to combine and refine the ideas. Working in Hammond allowed the design team ready access to the study area during all hours and on different days of the week. The planners observed day-to-day traffic patterns, public uses, and other details of everyday life in Hammond.

In addition to the public design studio, members of the design team met with specific stakeholders and experts in scheduled technical meetings. The meetings were used to answer design questions, discuss the draft plan, and further gain input in regards to details associated with development in Hammond. The scheduled technical meetings included sessions with City and Parish staff, elected officials, appointed officials, the Downtown Development District, the Chamber of Commerce, and property owners. The technical meetings helped to further shape the detailed elements of the plan and to ensure that the ideas being processed were balanced by awareness of many viewpoints.

In addition, a special presentation was made to Mayor Foster, the city planner, City Parks and Ground Superintendent, and the design team by the Landscape architecture students from Southeastern Louisiana University. The students presented their ideas for the redevelopment of Zemurray Park which included removing the internal ring road, a new splash park, ball fields, beginner's skate park, new trails, replacement of the surrounding wall with a wrought-iron fence, and a new playground on the south side of the park for easier access by the surrounding neighborhood.



Residents were encouraged to visit the open studio and ask questions throughout the week.



Additional technical meetings were held to receive feedback on the details of the plan.



The planning team worked throughout the week to produce plans and illustrations that represented the community's ideas.



Students from Louisiana State University presented their plan of Zemurray park to the Mayor, City Planner, and the planning team.

**WORK-IN-PROGRESS PRESENTATION**

The charrette week ended with an evening “Work-in-Progress” presentation on Wednesday, December 9 in the City Hall Council Chambers. Over 60 citizens gathered at the Council Chambers for the presentation, to hear how the planners and designers were able to synthesize the community’s ideas into the vision for the future of Hammond. After introductions by Mayor Mason Foster and Frank Saxton, Joseph Kohl began the presentation with a summary of the week’s events, then presented the draft sector plan for Hammond that will organize and focus future development in Hammond where it is most appropriate. Focusing on specific growth areas, Joe walked the audience through growth sectors in Hammond showing both short and long-term potential development scenarios utilizing sketches, “before and after” renderings, computer visualizations, and plans illustrating the hypothetical future build-out of areas. Transportation and roadway improvements were illustrated, demonstrating how balance can be reached between traffic capacity and walkability.

At the end of the presentation, attendants were surveyed using keypad polling to gauge if the design team had properly translated their ideas in to preferred development patterns and goals for each of the comprehensive master plan elements. Survey results showed that 78% of the audience believed the plan was on the right track with 22% believing the plan was maybe on the right track. No one believed the plan to be on the wrong track.

Following the survey, participants were able to ask questions of the design team and a special guest Kenneth Groves, the planning director for Montgomery, Alabama. Having been through a similar process, Mr. Groves was able to ease citizens minds of embarking on such a large task as the comprehensive master plan and being able to see real change.

**POST CHARRETTE**

At the conclusion of the week-long charrette process, the design team departed Hammond. Over a period of several months the policy framework, plans, and illustrations begun during the charrette were refined and this plan was created. The Comprehensive Master Plan represents a synthesis of desires and goals for the future of Hammond, achievable within a workable framework of specific implementation measures. The plan documents were then submitted and presented to the City and community for review and approval.



*Joe presents the Draft Work-in Progress.*



*Approximately 75 people attended the Work-in Progress Presentation.*



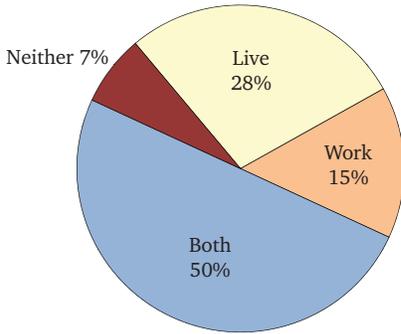
*Residents asked questions concerning the next steps in the process.*



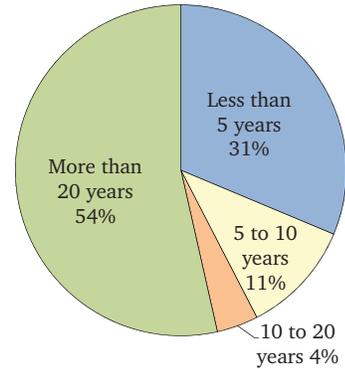
*Kenneth Groves, planning director, Montgomery, Alabama, described how the plan for the City of Montgomery, which created a similar plan, has been a success.*

FIGURE A.7: WORK-IN-PROGRESS PRESENTATION SURVEY RESULTS

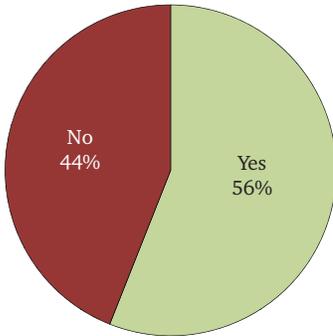
Do you live or work in Hammond?



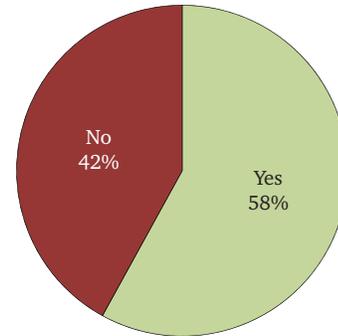
How long have you lived or worked in Hammond?



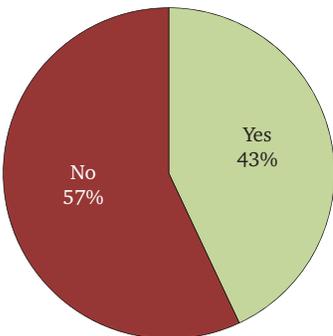
Did you attend Friday's kick-off presentation?



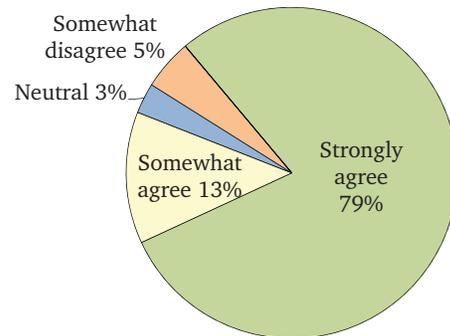
Did you attend Saturday's hands-on design session?



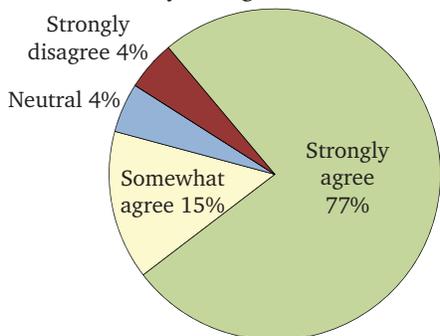
Have you visited the open design studio in the council chambers?



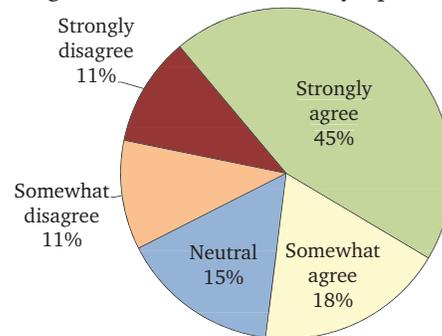
Do you agree that the plan should protect natural open space for environmental health and recreation?



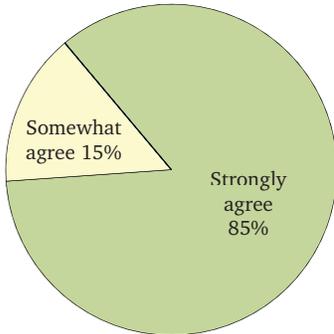
Do you agree that the plan should protect and enhance watersheds and hydrological resources?



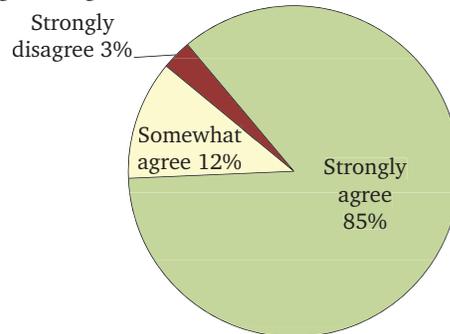
Do you agree that the plan should incorporate greenhouse gas reduction into the City's planning policies?



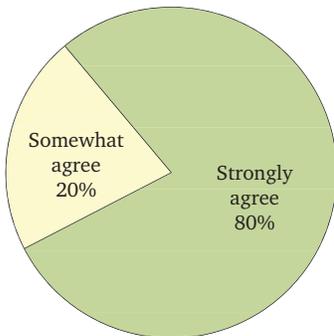
Do you agree that the plan should increase overall connectivity of the road and trail network?



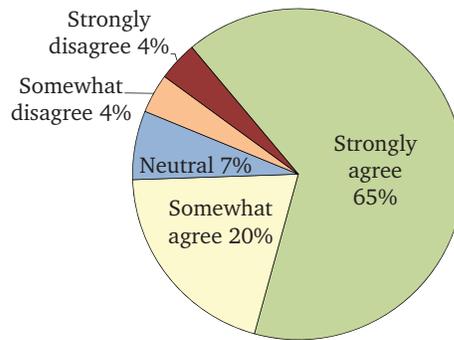
Do you agree that the plan should enhance the multi-modal nature of Hammond's thoroughfares (more walking, biking, transit, etc.)?



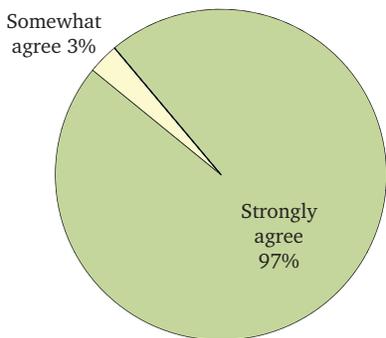
Do you agree that the plan should enhance the interconnected network of streets - "extend the grid" of small blocks?



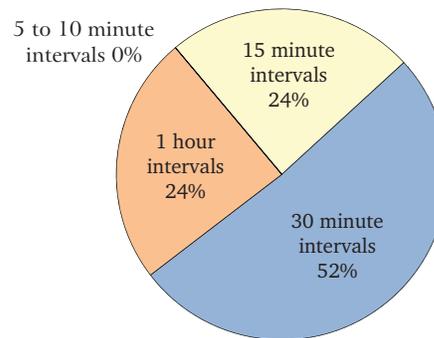
Do you agree that the plan should incorporate the use of multi-way boulevards (where possible)?



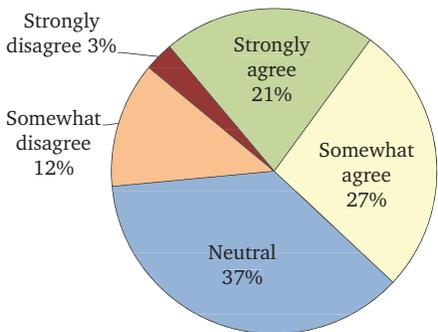
Do you agree that the plan should establish a City policy to plant shade trees on City streets?



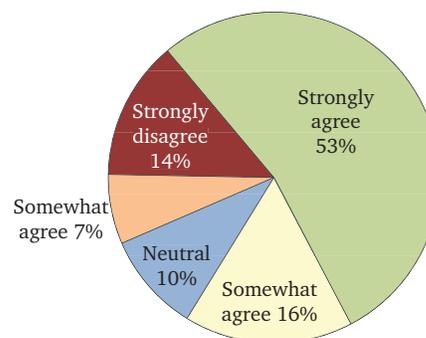
What level of transit service should the City fund (through general revenue and grants)?



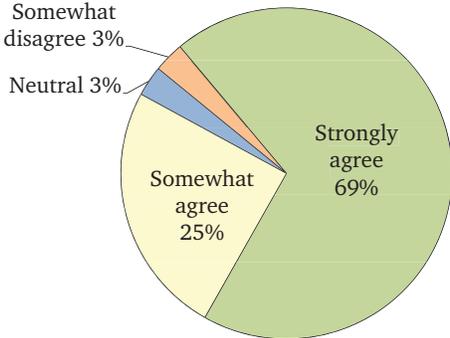
Do you agree that the plan should prioritize the use of City resources to funding transit?



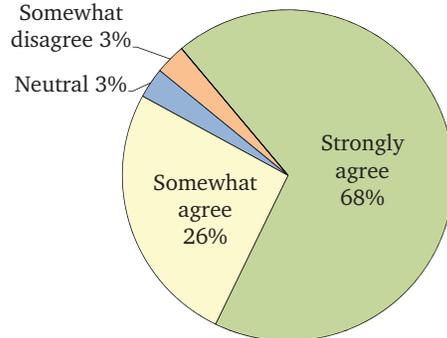
Do you agree that the plan should convert one-way streets within the downtown to two-way streets?



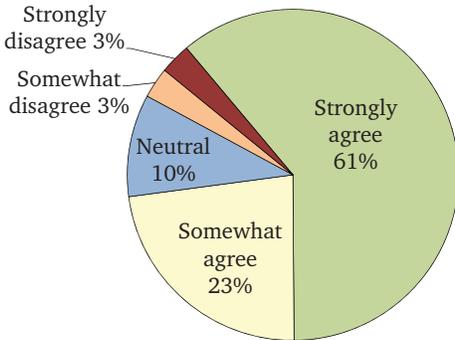
Do you agree that the plan should create walkable, mixed-use neighborhoods throughout the City, not just in Downtown?



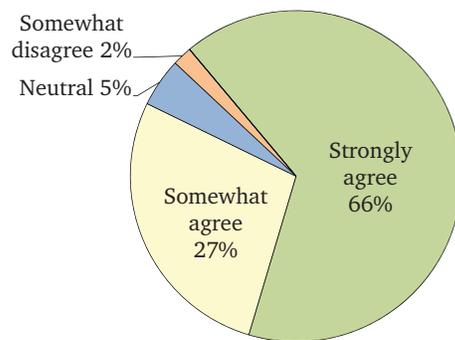
Do you agree that the plan should protect and restore the urban fabric?



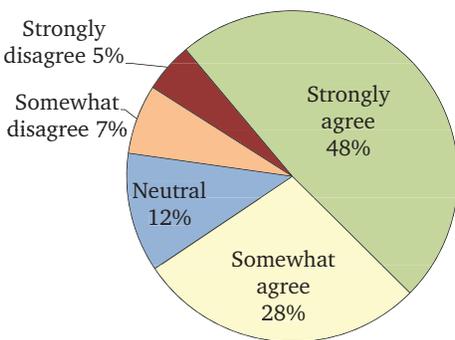
Do you agree that the plan should increase workforce housing stock?



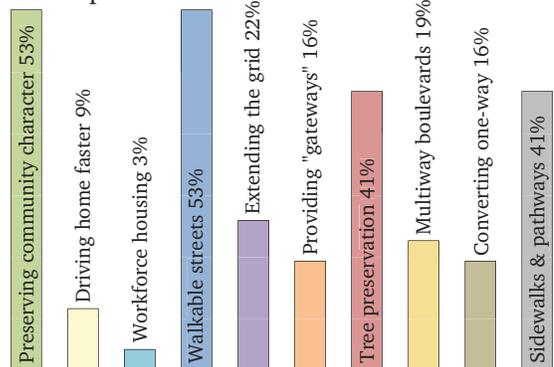
Do you agree that the plan should encourage infill housing within the existing residential fabric?



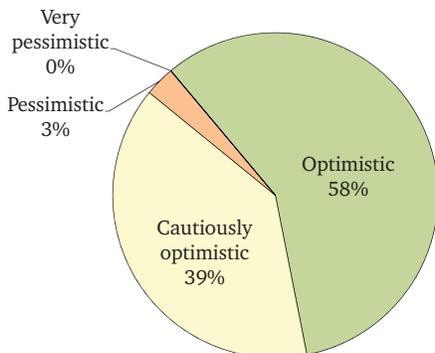
Do you agree that the plan should build new housing sustainably (LEED, and green building)?



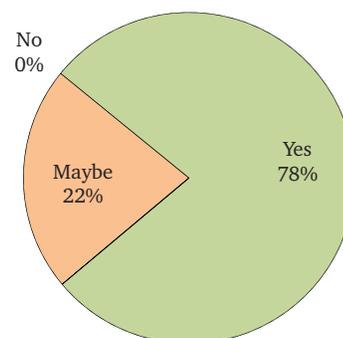
If you had to choose just three priorities, which three are most important?



About the City's future, I am:



Do you feel the plan is generally on the right track?





# LAND USE APPENDIX

# B

## GROWING HAMMOND IN ACCORDANCE WITH THE DESIGN PRINCIPLES THAT DEFINE HAMMOND

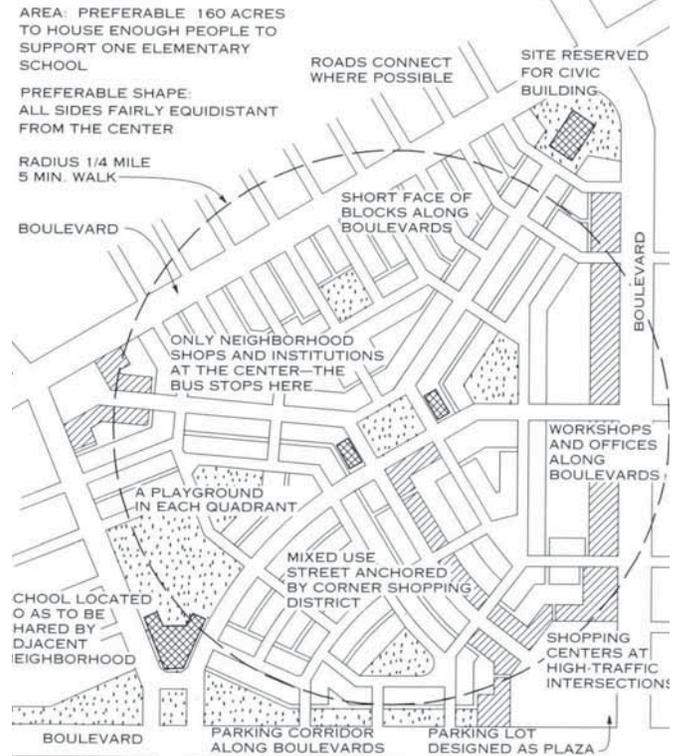
The Downtown functions well and continues to be an object of local pride because it was designed well and as part of a tradition of placemaking and neighborhood design.

The same principles evident in the Downtown can be applied to the design of new neighborhoods and to the retrofit of existing single-use, exclusively-auto-oriented districts. These principles were the basis of the Sector Map in the Land Use section and is described in more detail in this appendix. The Louisiana Land Use Toolkit is likely to be the best mechanism for implementing the concepts discussed in this section. The Louisiana Land Use Toolkit continues that same tradition of placemaking based on the study of successful neighborhoods.

Types of neighborhoods range in character and size based on the surrounding area's needs and context. Neighborhoods closer to the Downtown and Highway exits and entrances are likely to be more urban, like the neighborhoods of the Downtown. The rail line that the Downtown is located on once functioned as a primary transportation corridor similar to modern highways. With substantial numbers of residents anticipated in and around these communities, the neighborhood centers are capable of economically supporting a range of commercial uses and institutions. Multi-story buildings, wide sidewalks, potential structured parking and street lighting would define their core. Mixed-use streets anchored by corner shopping districts could be located at major intersections. Express bus service or other form of public transit could also be provided when warranted by demand.

New neighborhoods one mile or more from the existing City boundary in Parish lands that may one day be annexed to allow the City to grow are intended to be more rural in character. These neighborhoods would include between one to four pedestrian sheds (neighborhoods designed as a 5-minute walk from center to edge) and would generally be surrounded by farmland along the edges. Access into the neighborhood would be through main streets, with neighborhood blocks separated from the main road's frontage by a swath of green space. Commercial buildings, placed close to the main road, could be expected to be small country stores or farmer's markets, and may be two stories in height. On-street and off-street parking would be available but structured parking is unlikely, and light would be provided by the night sky rather than by street lamps. Green wedges could enter into the neighborhoods and narrow as they approach the neighborhood centers.

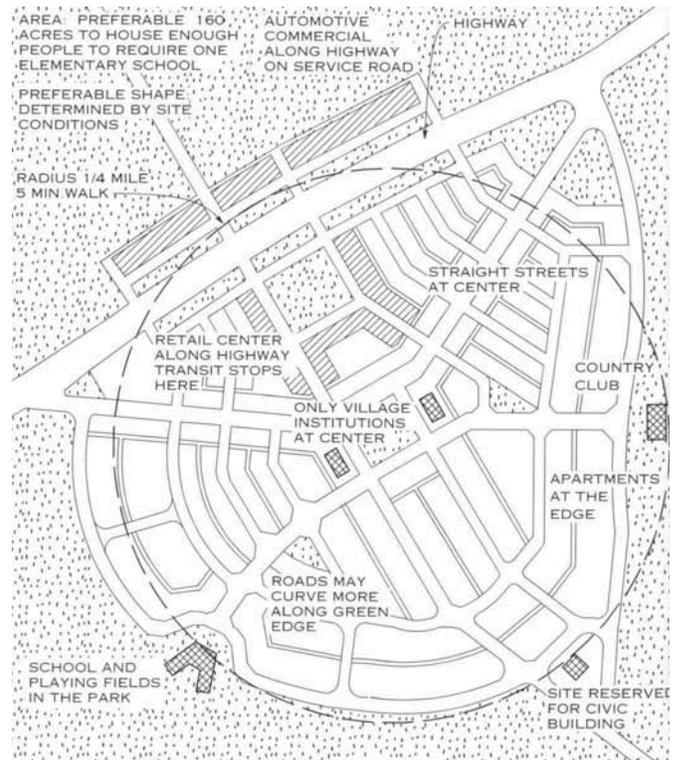
FIGURE B.1



An urban mixed-use neighborhood unit

From *The Lexicon of the New Urbanism*

FIGURE B.2



A rural neighborhood unit

From *The Lexicon of the New Urbanism*

THE DESIGN OF THE DOWNTOWN

**1. Aerial of the Downtown**

An aerial of the downtown shows how near the center of the City at the intersection of Thomas Street and Railroad Avenue there is more dense development with more pavement and less trees. Heading away from the center trees become more thick until the grid ceases. In locations like the northeast corner of the aerial land is entirely undeveloped and semi-natural.

FIGURE B.3



**2. Walking Circles**

The Downtown is composed of four neighborhoods roughly one quarter mile in radius with four green spaces at their approximate centers: Cate Square, Zemurray Park, Martin Luther King Park and Clarke Park. One quarter mile is the extent that a person will walk comfortably and historically neighborhoods were sized by this metric.

FIGURE B.4



**3. Historic Lot Coverage of Buildings**

Where the four neighborhoods intersect the sizes of the buildings are the largest. The City's most sizeable historic buildings are located at the corner of Cate Street and Thomas Street. Initially, businesses centered their activity at this location because it was where the train stop was located. This form was likely sustained because commercial investment in these areas could best make use of the patronage of all four surrounding neighborhoods. It is possible that historically the residents of Hammond's Downtown had all of their daily needs (shopping, housing, employment) met within a five-minute walk.

FIGURE B.5



**4. Intensity**

When a GIS program is used to examine the relationships between the buildings generates a development intensity map like the one shown. The red areas show that development follows a pattern like a “plus sign”, elongating out along the streets that connect the neighborhoods. As development intensity lessens, the colors lighten from red to a light peach showing a gradation of intensity from center to edge.

FIGURE B.6



**5. A Formula for Future Development**

At the neighborhood scale, new development is in keeping with the design principles of the Downtown to the degree it has its greatest density and most intense uses at a major intersection, surrounded by neighborhoods with a green or park at the center of each neighborhood. A grid of streets should connect each neighborhood to the streets at the intersection of each neighborhood.

Realistically, an exact reproduction of this formula is not possible. None of the master plans in the community design section which were drawn based on the design elements of the Downtown exactly follow this formula. They all contort to adjust for natural features or existing development, they all have mixed-use centers with amounts of commercial and office uses appropriate to their location. Yet every plan places mixed-use centers at the nexus of neighborhoods (even if just one corner store is envisioned), all have public spaces near neighborhood centers, all have a gradation of uses from center to edge and all anticipate a cascading of building heights and change in building type as is shown in the graphic below.

FIGURE B.7



FIGURE B.8



Edge

Center

## DESIGN AT ALL SCALES

### MAKING GREAT NEIGHBORHOODS STEP-BY-STEP

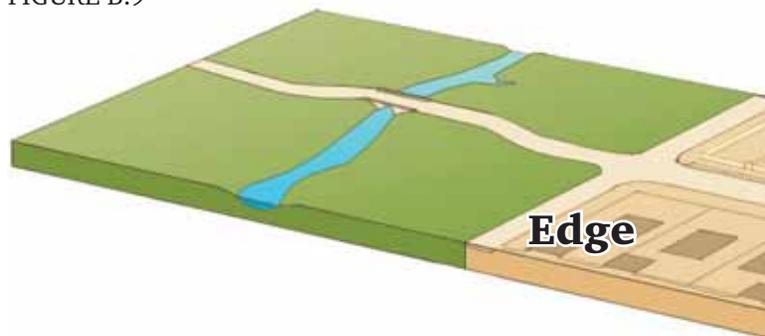
There is no single test for neighborhood quality; neighborhoods of strong character are created through a variety of techniques. The most successful neighborhoods generally exhibit design conventions that are absent in conventional sprawl. These include: a legible **center and edge** to the neighborhood, an **integrated network of walkable streets**, an overall **size** to the neighborhood suitable for walking, buildings set close enough to the streets to **spatially define** the streets as public spaces, and opportunities for **shopping and workplaces close to home**. Developing and redeveloping settlements based upon a model of traditional neighborhood design principles is the first step towards great neighborhoods. These design standards and conventions have withstood the test of time. Discussed in more detail below, these ideas help create livability, a sense of community, and ultimately community character.

The **Edge** area has the least activity. It is single-family residential in character with a lower density than the other areas, and may even include estate-sized houses on large lots. Edges are identified by a distinct change such as a natural feature like a river, forest, greenway, or a man-made feature such as a thoroughfare. These features provide a physical change that forms a psychological boundary, giving each neighborhood identity.

The **General** areas are more residential in character with a lesser degree of non-residential activity than the Center. There is a mixture of single-family homes, rowhouses, apartments, and 'live-work' units for small businesses.

The **Center** areas are places where a greater range of uses is expected and encouraged. Day cares, post offices, libraries, small neighborhood retail, live-work spaces, and places of worship are located here. The Center is typically more spatially compact and is more likely to have some attached buildings. Multi-story buildings in the Center are well-suited to accommodate a mix of uses, such as apartments or offices above shops. Lofts, live/work combinations, and buildings designed for changing uses over time are appropriate for the Center. Schools, post offices, libraries, small retail, higher intensity residential, and other destinations help comprise the center.

FIGURE B.9



Core, Center, General, and Edge are zones within a neighborhood and do not always refer to their spatial location within a neighborhood. The Center does not necessarily have to occur at the geometric center of a neighborhood. In many instances, the ideal retail location will occur at the convergence of two neighborhoods, on their periphery. In this case, the geometric center of a neighborhood can be occupied by a less intense set of uses, perhaps a corner store, or civic use. When a large retail center occurs at the periphery of a neighborhood, between two neighborhoods, on a major thoroughfare this is referred to as a Core area.

The **Core** areas are the densest in a neighborhood, occupied by institutional, business, and services uses. The character of the core is more urban than the center and is almost always shared by two or more neighborhoods and occurs on a major thoroughfare. The Core is usually within walking distance of several residential areas.

These neighborhood zones are based on the "transect" found in the *Lexicon of New Urbanism*. The Louisiana Land Use Toolkit developed by the Center for Planning Excellence uses a similar categorization. The center of a neighborhood is usually developed in a mixed-use manner with more intense uses than the general and edge area. This delicate gradient from center to edge provides visual variety as well as a variety of housing and commercial options.

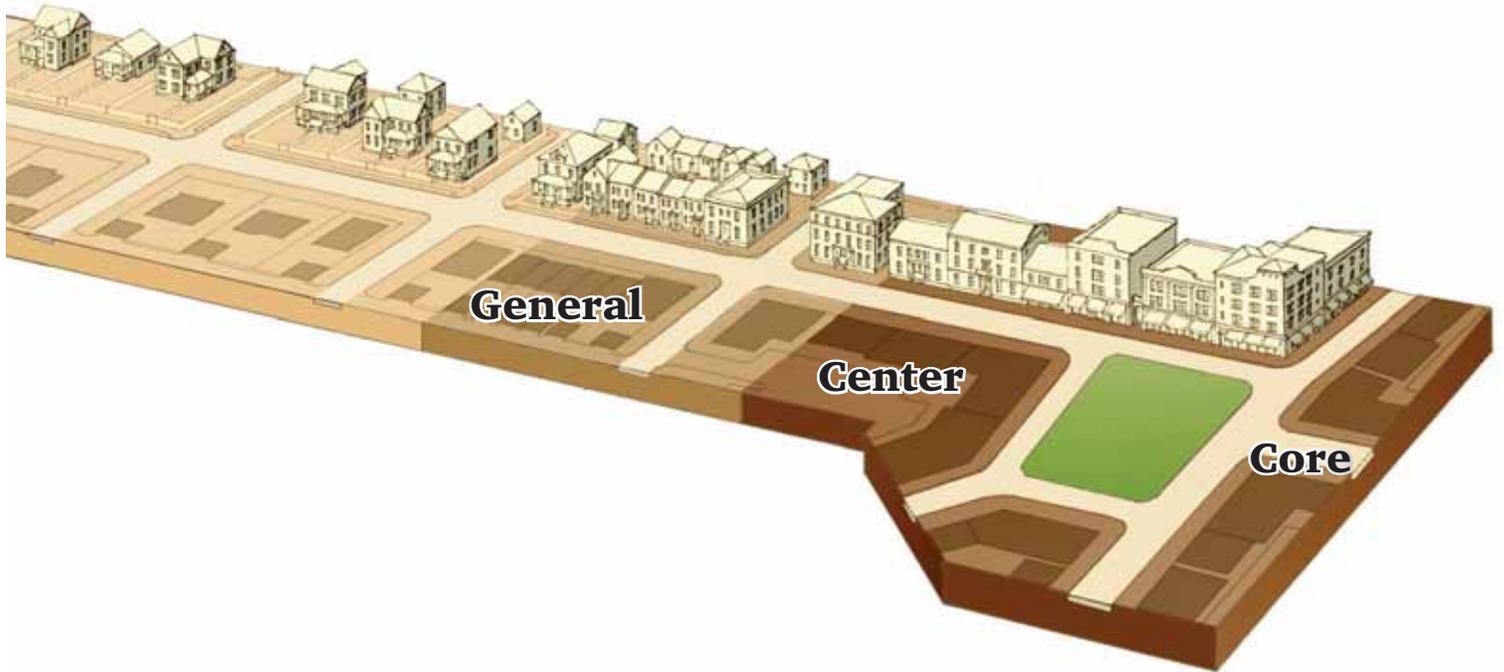
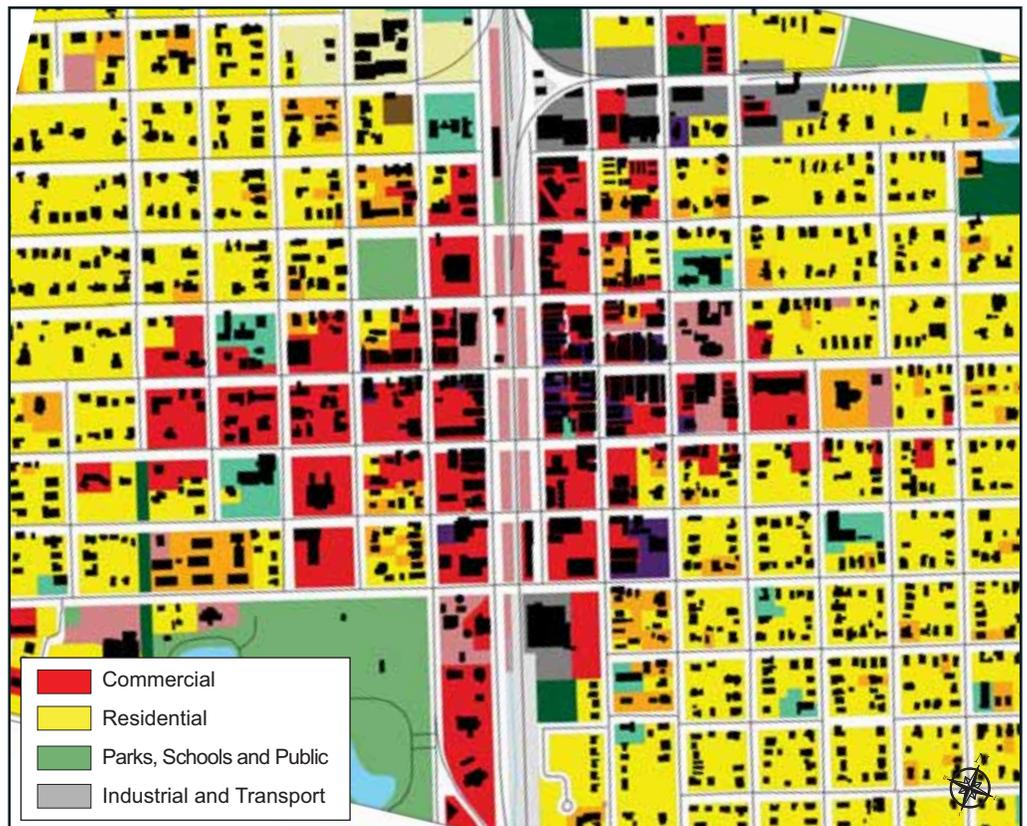


FIGURE B.10: LAND USE MAP OF THE DOWNTOWN

*Just as form varies from center to edge so does the uses in the Downtown. Commercial and office uses are at the Core and Center and residential uses are located along the General areas and Edge. Industrial uses are located at the far edge.*



DESIGNING AT THE SCALE OF THE BLOCK AND STREET

**1. Make the neighborhoods the right size.**

Typically, neighborhoods are 1/4 mile radius across, from the center to the edge. This is 1/2 mile or 2,640 feet from one edge of the neighborhood to the other. Natural features and thoroughfares create the boundaries to the neighborhood, there is no perfectly rounded neighborhoods, so actual distances within different neighborhoods will vary.

**2. Create walkable block sizes.**

Create a hierarchy of streets based on the transportation network. The perimeter of blocks should be an average of 1,400 linear feet. In the more intense Core areas, the block perimeters can be an average of 1,800 linear feet.

**3. Designate areas within the neighborhood for different intensities of use.**

Neighborhoods have different areas: Core, Center, General, and Edge. These names do not refer to a single use. Instead they dictate a range of uses, building types and intensities of development allowing for a wide range of flexibility.

FIGURE B.11

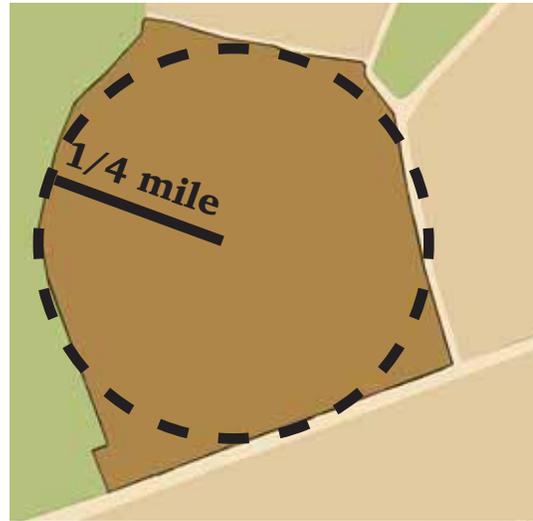


FIGURE B.12

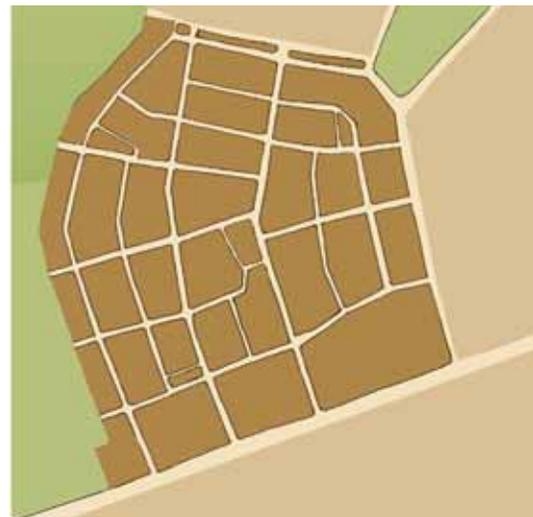


FIGURE B.13



	Center
	General
	Edge
	Core

**4. Provide for a common green space.**

Designate general locations and sizes of public spaces for community use and enjoyment. These spaces can vary in size and shape and should not be limited to a specific minimum size.

FIGURE B.14



**5. Designate special sites for civic buildings.**

Prominent locations, like the end of a street or the top of a hill, should be set aside for civic buildings. Civic buildings provide “community infrastructure” and daily needs and services.

FIGURE B.15



**6. Orient buildings properly.**

The fronts of buildings should have doors and windows facing the street. Rather than “setting back” buildings, establishing a “build-to-line” determines where buildings are constructed, thus defining the street “wall”. This wall makes the street feel like a public room. In the diagram, the darkened lines indicate the front side of a lot, where the build-to line would occur.

FIGURE B.16



	Center
	General
	Edge
	Core

DESIGNING AT THE SCALE OF THE BLOCK AND STREET

**1. Identify areas for complete neighborhoods.**

The City of Hammond contains a great deal of undeveloped land just one lot behind arterial roads. New neighborhoods can be located on these infill sites where there is enough undeveloped land to build the majority of the new neighborhood on less expensive “greenfield”.

Yet, the Core areas of the new neighborhoods should include the commercial parcels along the arterials. These parcels often contain single-story commercial buildings which may represent the maximum development allowed under the existing zoning. Yet considered as part of a larger neighborhood plan the commercial parcels can be considered under-utilized because parking requirements can be fulfilled elsewhere in the plan and new residential development within walking distance can represent a loyal customer base.

**2. Create an illustrative master plan**

Plans should include networks of walkable streets which integrate with surrounding streets, centrally located greens or squares, a range of unit types and a diversity of uses. Parking should be located at the interior of blocks, giving each of the commercial buildings along main roads the parking spaces they need to become multi-story, mixed-use buildings.

FIGURE B.17

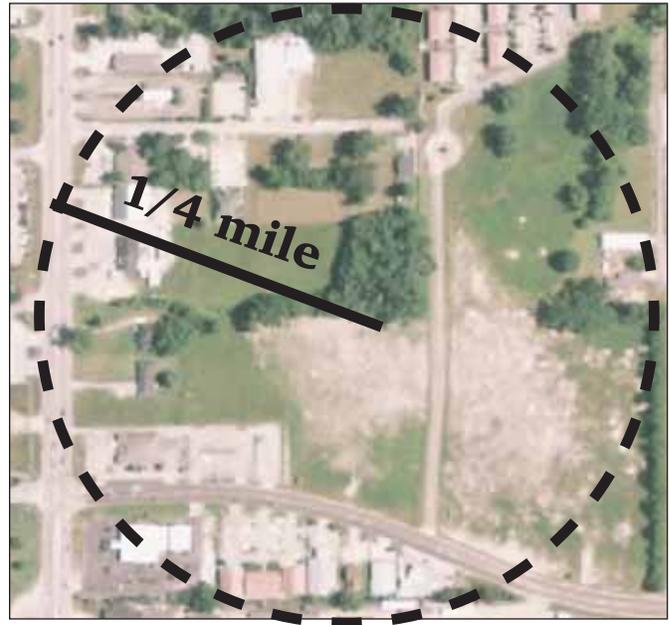


FIGURE B.18



	Mixed-Use Building
	Single Family Residential Lot
	Parking Lot
	Park

**3. Designate areas within the neighborhood for different intensities of use.**

Identify the Core, Center, General and Edge areas of the neighborhood for different lot sizes and uses.

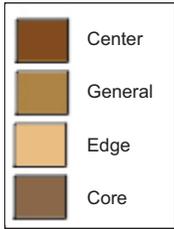


FIGURE B.19



**4. Code the areas for use and form.**

The Louisiana Land Use Toolkit provides a range of form-based districts that can be applied to codify new neighborhoods.



FIGURE B.20



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



Rowhouses



Multi-family



Large Houses



Garage Apartments

DESIGNING AT THE SCALE OF THE NEIGHBORHOOD AND CORRIDOR

The symbols used on the Sector Plan are shown with an illustration of their intended physical form.

The Sectors are centered at the intersections of transportation routes. Trade of all kinds has always occurred at these locations for obvious reasons: they are the places where the most people can be served from the most directions. The center is a place of intensified activity that serves an important role both for economic reasons and for social interactions. The center where one shops for necessities can also be a place to greet friends, spend leisure time, enjoy community events, or change from one form of transportation to another.

In the most rural areas a single corner store can create a center. As areas densify, each neighborhood can share a commercially oriented town center while neighborhood centers provide quieter civic hearts to the neighborhood, where a local green, for instance, can be located.

FIGURE B.22



Controlled Growth Sector



Rural Crossroads



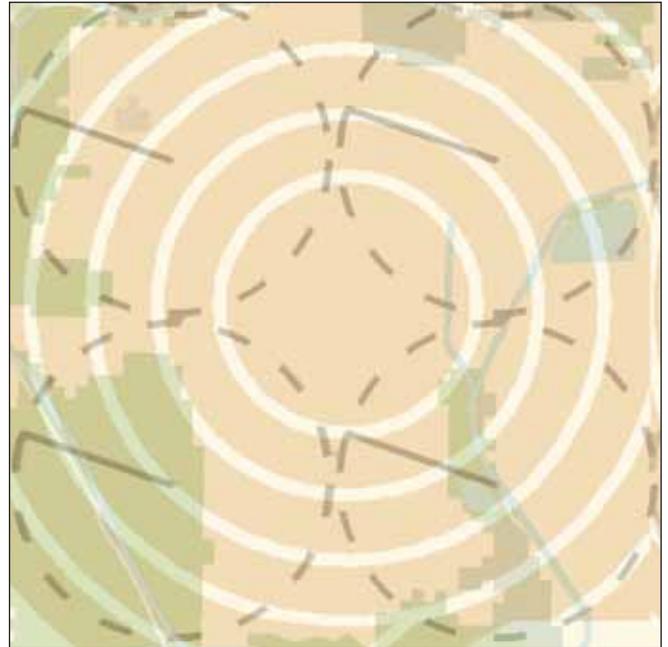
Town Center

Intended Growth Sectors are located on the high-capacity intersections and major arterial roads of the City and surrounding areas. These areas have Main Street shopping districts at their center, major settings for commerce, employment, housing and entertainment centered on the convergence of regional infrastructure. These areas can host multi-way boulevards with frontage roads. Ideally, development rights can be transferred from environmentally sensitive areas to create more dense activity centers, thus creating permanent greenbelts.

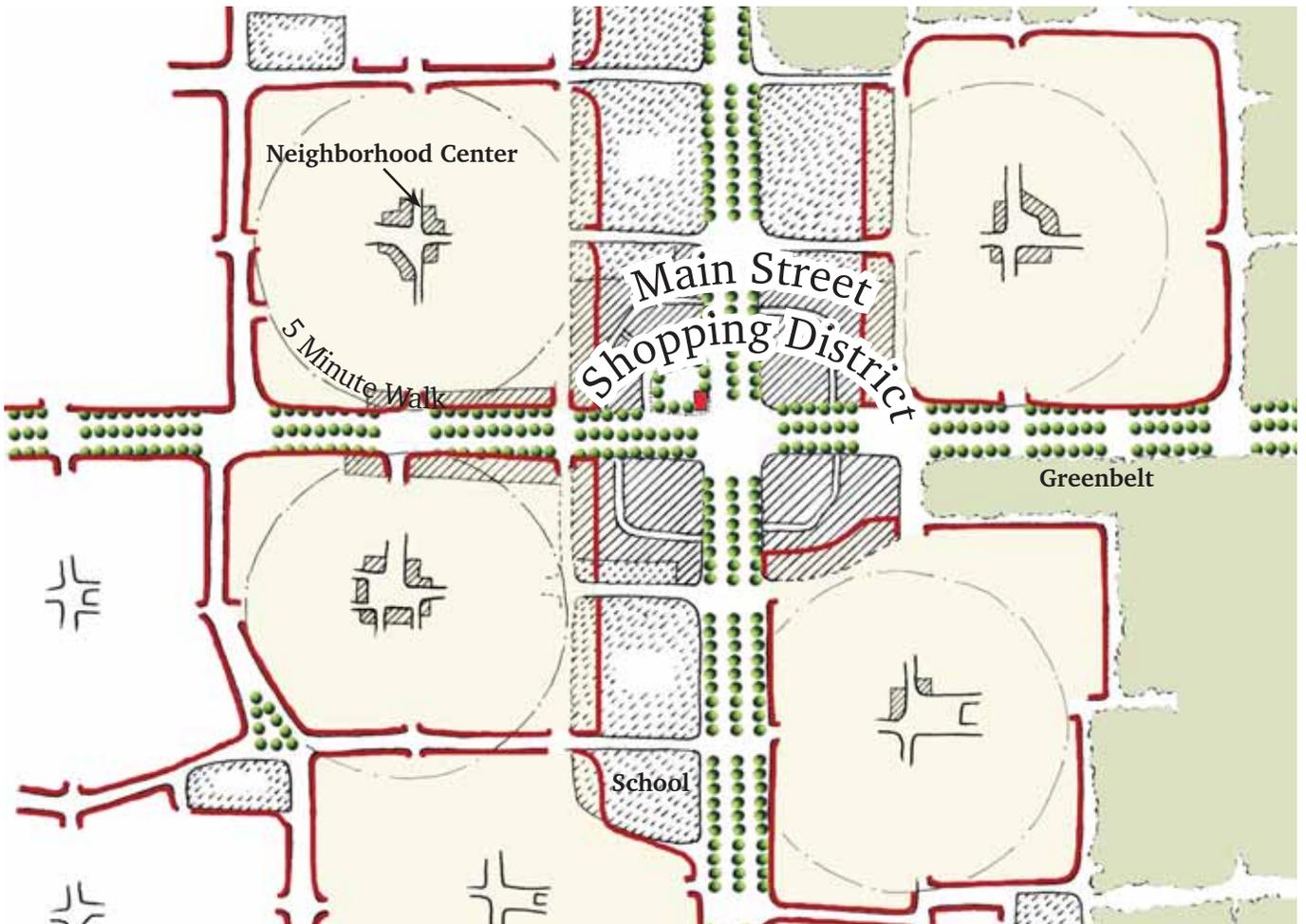
The retail centers described here roughly correlate with Urban Land Institute categories described below.

Retail Types	ULI Equivalent	Typical Square Footage
Corner Store	Convenience Center	> 5,000 SF
Town Center	Community Center	> 280,000 SF
Main Street Shopping District	Regional Center	> 500,000 SF

FIGURE B.23

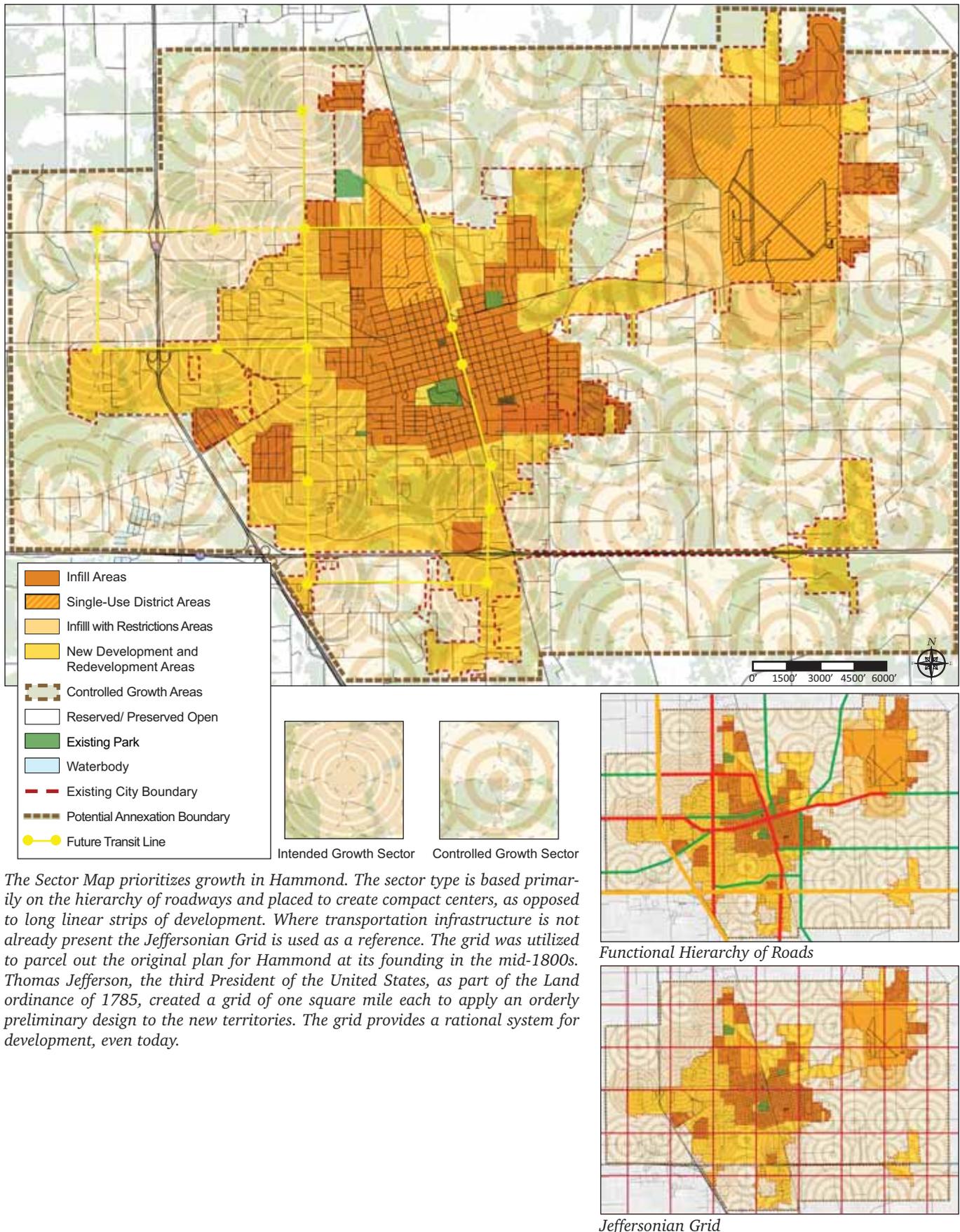


Intended Growth Sector



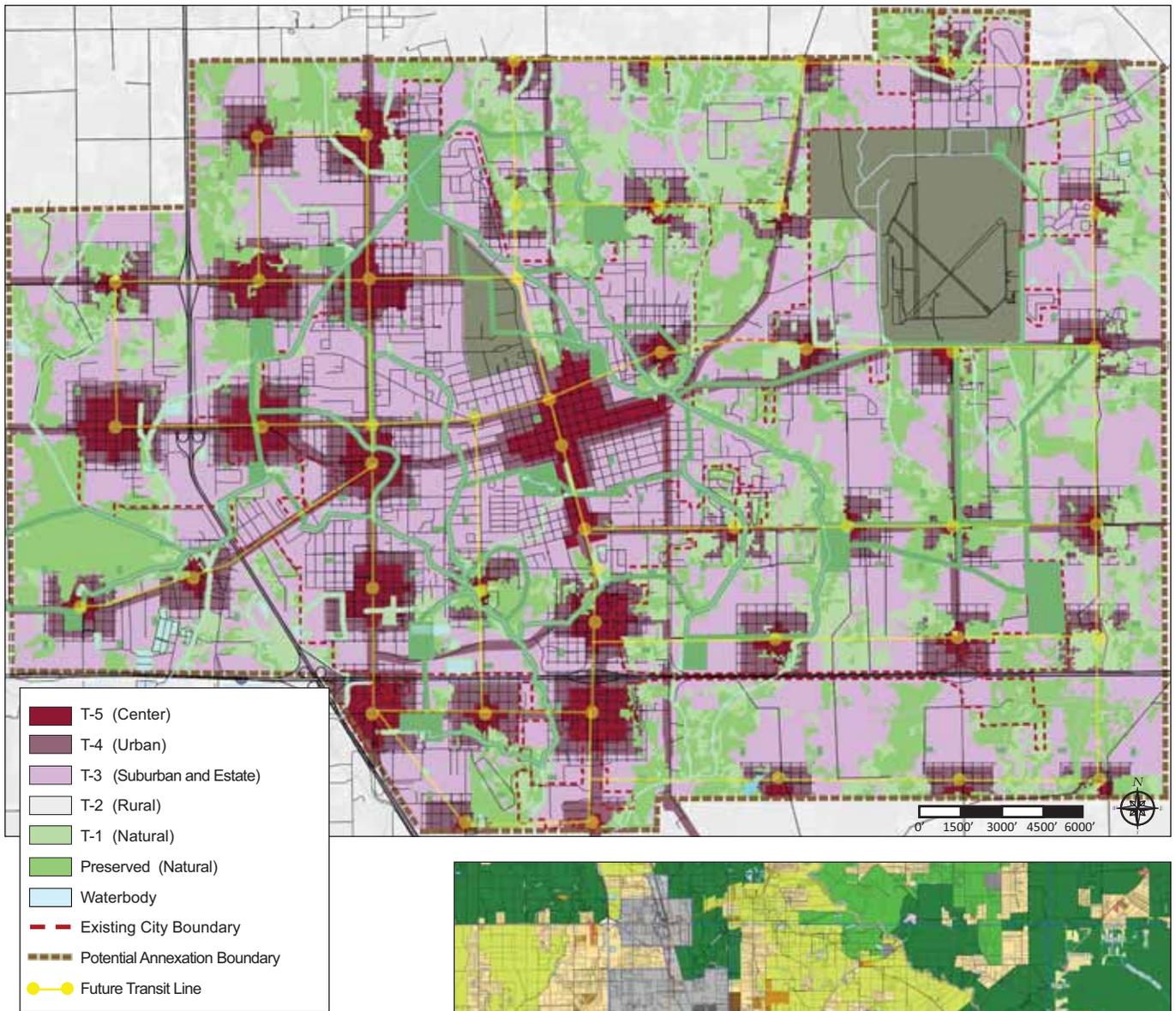
Main Street Shopping District

FIGURE B.24: DESIGNING AT THE SCALE OF THE CITY AND REGION: SECTOR MAP



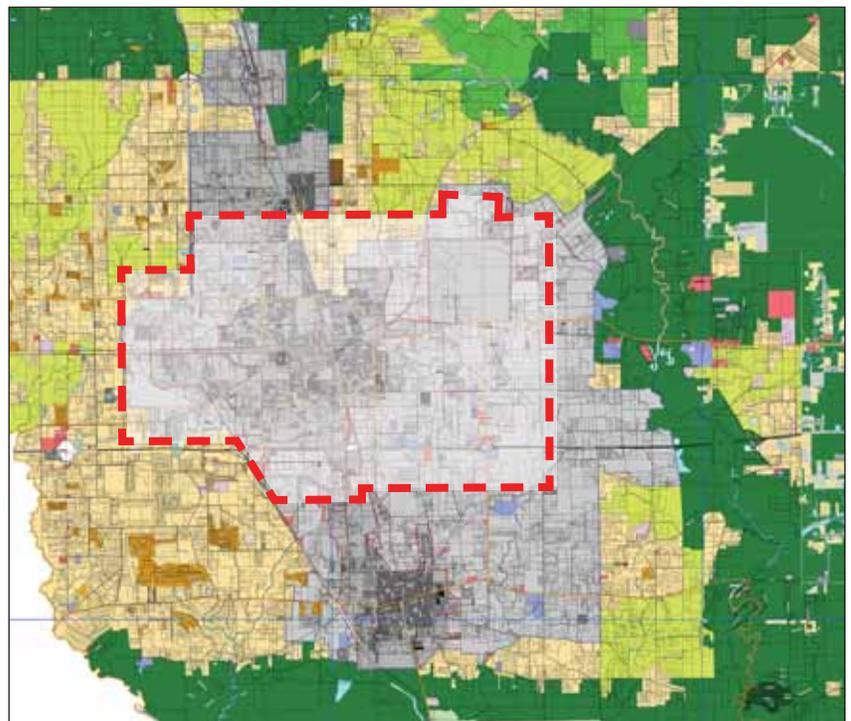
The Sector Map prioritizes growth in Hammond. The sector type is based primarily on the hierarchy of roadways and placed to create compact centers, as opposed to long linear strips of development. Where transportation infrastructure is not already present the Jeffersonian Grid is used as a reference. The grid was utilized to parcel out the original plan for Hammond at its founding in the mid-1800s. Thomas Jefferson, the third President of the United States, as part of the Land ordinance of 1785, created a grid of one square mile each to apply an orderly preliminary design to the new territories. The grid provides a rational system for development, even today.

FIGURE B.25: DESIGNING AT THE SCALE OF THE CITY AND REGION: DRAFT CONTEXT AREA MAP



The Draft Context Area Map Draft could be used as the groundwork toward an official Context Area Map as described in the Louisiana Land Use Toolkit. Land Use Toolkit Context Areas are shown in the legend in parentheses.

Considered more broadly, the map shows a potential build-out of Hammond based on the Sector Plan. The higher the transect, the more compact the area. Grids of streets with blocks comparable to the Downtown are imagined. If the T-5 areas were developed at transit-ready densities of 7 to 10 units per acre far less land would need to be consumed than is shown in the grey (Urban) areas of the Parish FLUM which assumes densities of roughly 3 units per acre.

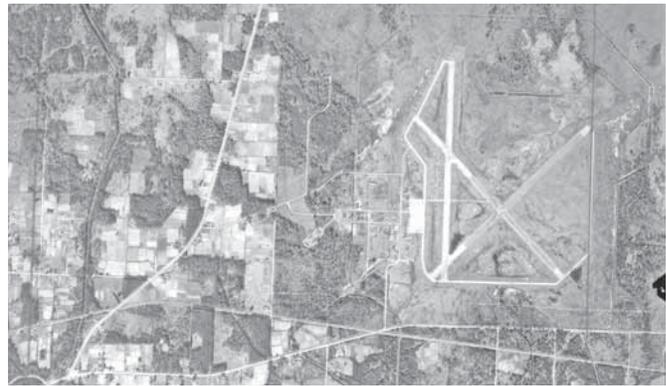


Tangipahoa Parish Future Land Use Map

FIGURE B.26: CONTEXT AREAS IN HAMMOND

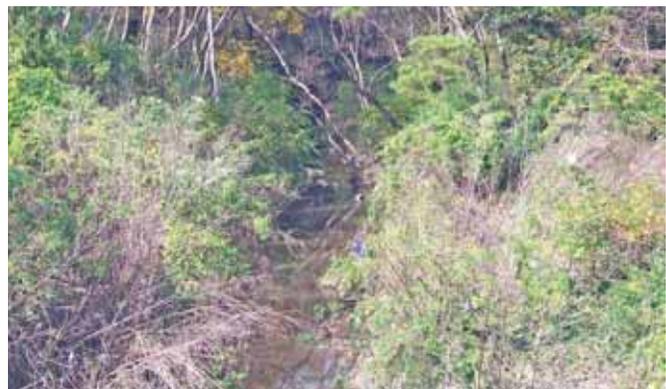
**SPECIAL**

Special includes civic, institutional, heavy industrial and large conservation areas which do not fit easily into other contexts. The Hammond airport and SLU represent areas that would be in the Special context area.



**NATURAL**

Natural consists of lands approximating or reverting to wilderness conditions, including lands unsuitable for settlement due to topography, hydrology or vegetation but may have some agricultural uses. The Natural area is characterized by a wilderness landscape that is untouched by development, and whose ecological features are preserved. The areas around the creeks that run throughout Hammond are examples of natural areas in Hammond. These creeks remain unsettled due to periodic flooding, and are preserved in their natural condition. Buildings are typically not located in Natural areas, except in special cases.



**RURAL**

Rural consists of sparsely settled lands in open or cultivated states. Typical buildings are farmhouses, agricultural buildings, camps, or manor homes. Limited retail activity is located in specifically designated centers. The ratio of building to landscape is very small in Rural areas. Land is dedicated to open space or agriculture. There are two large rural areas in and surrounded by Hammond on the west side of Hammond located off of Thomas Street.



**ESTATE**

Estate consists of large lot single-family detached housing. Limited retail activity is located in specifically designated centers. Remnant agricultural activity is also present.

Estate lots are found within Hammond but they tend to be integrated into the community and City block structure. These estates feature manor homes surrounded by lawns.



**SUBURBAN**

Suburban consists of single-family detached housing with some opportunities for attached housing products. Commercial activity is concentrated along major roadways. The Suburban area is characterized by low-density residential development on a connected street network. The historic Hyer-Cate neighborhood is an example of the suburban area. This neighborhood consists of low-density, single family homes with landscaped setbacks. Buildings are typically detached and no more than two stories in height. They are placed on wider lots and set back from the street behind a landscaped yard. Uses are more restricted in the Sub-Urban area. Parking is located on-street, in driveways, or at the rear of the lot. If rear alleys exist, parking is accessed from the alley. Suburban area lots are defined by a high ratio of open landscaped space to building footprint.

**URBAN**

Urban consists of attached and detached housing types such as single-family houses, row houses and apartments. Commercial activity is concentrated along major roadways and at neighborhood nodes. The Urban area is characterized by medium-density, mixed-use development, distributed along medium-sized blocks. This context area is characterized by single-family homes, sideyard houses, rowhouses, and small multi-family buildings, such as duplexes, triplexes, and quads. These buildings have variable setbacks and landscaping, and a limited mix of commercial and civic uses. Buildings are either detached or attached in rows, and are typically no more than three stories in height. Narrow side setbacks exist between detached, single-family buildings. The buildings are set back from the street behind a narrow, landscaped front yard. The front yard is landscaped to match the public frontage.

**CENTER**

Center consists of the highest density and height, with the greatest variety of uses. Attached buildings form a continuous street wall. Highest pedestrian and transit activity. Downtown is an example of a center condition, with a dense mix of office space, apartments, and retail located in two to six-story brick buildings that front the street. Pedestrians have an active presence in these neighborhoods. Buildings cover a larger percentage of their lots than those in General Urban Areas. As seen in downtown, buildings are located directly fronting the sidewalk. Uses are less restricted, and commercial uses are often located on the ground floor with large windows and doors fronting the sidewalk. The upper stories of buildings are typically a mix of office and residential uses.



## LOUISIANA LAND USE TOOLKIT

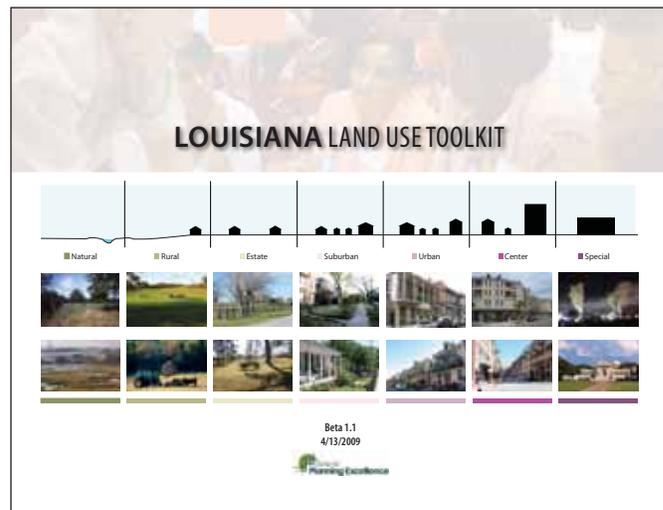
The Louisiana Land Use Toolkit is supported and funded by the Louisiana Department of Economic Development (LED) and the Center of Planning of Excellence (CPEX). The Toolkit is a model development code (zoning and subdivision regulations) steeped in smart growth principles. It is written so that local governments in Louisiana, such as Hammond, can download the Toolkit, tailor it to meet their local conditions and planning goals, and apply the results to guide future growth in a sustainable manner.

Many of the Comprehensive Master Plan goals can be achieved through the calibration and adoption of the Louisiana Land Use Toolkit and the creation of context regulating plans for the city as a whole or as special districts. A review of the City's land development regulations found that it is currently very difficult to build a mixed-use, pedestrian friendly environment. Many principles of mixed-use design are not allowed: single family homes are not allowed in commercial zones, narrow streets and alleys cannot be deeded to the City, uses cannot be stacked linearly except in the Downtown, storefronts are required to have large setbacks (except in C1), and live-in accessory units are not permitted. Other design approaches are possible but not encouraged or incentivized including the creation of small blocks and networks of streets, small greens and squares, parking behind buildings, and connectivity between developments.

The Toolkit can be used City wide or in specialized overlay districts to encourage and permit development in accordance with the Comprehensive Master Plan and achieve the desired goals of the built environment in accordance with the community's vision.

The Toolkit is a "smart growth" development code that places greater emphasis on building form and the proper shaping of public space in accordance with the context of the area (i.e. the character and placement of a building in an urban setting will be different than the character and placement of a building in a rural setting). Land use is not ignored but is of lesser importance to the proper building form, allowing greater flexibility of the evolving markets to decide the best use of a structure.

The Toolkit organizes its components around seven context areas: Natural, Rural, Estate, Suburban, Urban, Center and Special, each varying by level of development intensity and social contact. Articles such as appropriate building types, building placement, and street types contain specific rules for each context area. The context areas are important because they keep the right type of development in the right areas of the community. While this sounds rigid, this categorization follows a natural pattern for American urban development, America's most



*The Louisiana Land Use Toolkit regulates using rural to center context areas.*

popular towns and cities were constructed using this formula, including Hammond, and the end result is an antidote to land-consumptive, unsightly, sprawl. Where this new context-based system has been implemented, cities are in the process of rejuvenation; complete, coherent new towns are being constructed; and vital natural resources are being protected.

Regulation under the Toolkit allows homes to be within walking distance of less obtrusive retail like corner stores, farmer's markets and small restaurants. The owner of a shop or office can live above their place of work. Children can walk to school. The Toolkit allows the gradual mix of uses from the center of communities outward, from urban core to natural area. Each development adds to a complete community where people can live, work and play. This is the character that Downtown Hammond is known for.

Typical zoning ordinances require deep setbacks from the street, side property lines and rear lot line. This encourages the siting of commercial, office and civic buildings in the exact center of the lot with asphalt parking all around. Awnings or porches are not allowed in the setbacks. Landscaping is not required and so the entire lot is paved with excess parking. When every business on a street is designed this way the result is an uncoordinated, unconnected, unsightly streetscape.

By contrast, the Toolkit requires smaller front setbacks and aligns buildings to create Main Street style shop-fronts. Awnings, porches, balconies and bay windows are allowed in the setback and street trees are required both on the private and public portions of the street. A central tenet of the Toolkit is that new development should accommodate pedestrians as well as automobiles.

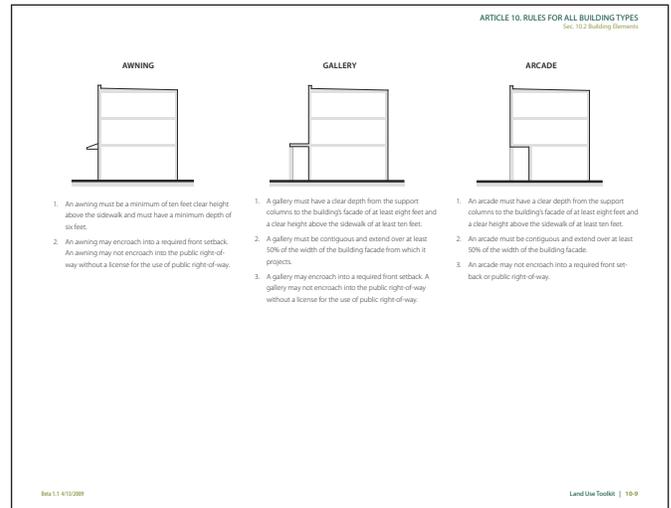
**ARTICLE 8. CENTER**  
Sec. 8.2 Building Types

**8.2.9 SHOPFRONT**  
A building type intended primarily for ground floor retail and upper story residential or office uses. Large storefront windows are provided to encourage interaction between the pedestrian and the ground story space. Each ground floor unit has a street facing entrance spaced at regular intervals along the street edge.

	RMX-3	RMX-5	RMX-6	MS-3	MS-5	MS-8
<b>LOT</b>						
Area (sq ft)	4,000/1'	4,000/1'	4,000/1'	5,000/1'	5,000/1'	5,000/1'
Width (feet)	60 ft	60 ft	60 ft	60 ft	50 ft	50 ft
Building coverage (feet)	75%	75%	75%	80%	80%	80%
<b>FRONT SETBACK AREA</b>						
Primary street (min/ft)	0/10 ft	0/10 ft	0/10 ft	0/5 ft	0/5 ft	0/5 ft
Side street (min/ft)	0/10 ft	0/10 ft	0/10 ft	0/5 ft	0/5 ft	0/5 ft
<b>REQUIRED STREET FACADE</b>						
Primary street (min)	80%	80%	80%	85%	85%	80%
Side street (min)	40%	40%	40%	40%	40%	40%
<b>PARKING SETBACK</b>						
Primary street (min)	30 ft	30 ft	30 ft	30 ft	30 ft	30 ft
Side street (min)	10 ft	10 ft	10 ft	5 ft	5 ft	5 ft
<b>SIDE/REAR SETBACKS</b>						
Side, interior (min)	5 ft	5 ft	5 ft	5 ft	5 ft	5 ft
Side, exterior (min)	3 to 20'	3 to 20'	3 to 20'	3 to 20'	3 to 20'	3 to 20'
Back (min)	ft	ft	ft	ft	ft	ft
<b>HEIGHT</b>						
Stories (max)	3	5	8	3	5	8
Net (max)	50 ft	65 ft	100 ft	50 ft	65 ft	100 ft
Ground story height (min)	15 ft	15 ft	15 ft	15 ft	15 ft	15 ft
Ground story elevation (min)	0 ft	0 ft	0 ft	0 ft	0 ft	0 ft
<b>BUILDING FACADE</b>						
Ground story transparency (min)	60%	60%	60%	60%	60%	60%
Upper story transparency (min)	20%	20%	20%	20%	20%	20%
Block wall area (max)	50%	30%	30%	20%	20%	20%
Level facing entrance required	yes	yes	yes	yes	yes	yes
Street entrance spacing	na	na	na	50 ft	50 ft	50 ft
<b>ALLOWED USE</b>						
Ground story:				Civil, Commerce (see Sec. 8.4)		
Upper story, RMX:				Residential only (see Sec. 8.6)		
Upper story, all other districts:				Civil, Residential, Commerce (see Sec. 8.4)		

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Building type and placement is regulated according to context area.



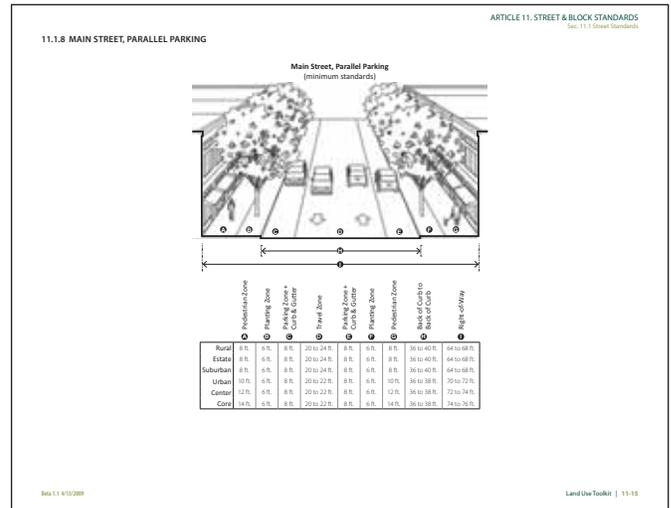
Appurtenances are graphically described.

**ARTICLE 8. CENTER**  
Sec. 8.4 Uses

USE CATEGORY	RMX-3	RMX-5	RMX-3	RMX-5	RMX-6	RMX-3	MX-5	RMX-6	MS-3	MS-5	MS-8	IL	CD	CON	Use Standard
<b>RESIDENTIAL</b>															
All residential living, except as listed below:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Attached living	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Multi-family dwelling	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Upper-story residential	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Low-rise	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Mobile home	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Condominium	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Other services	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
<b>RETAIL</b>															
Convenience	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Paths & open space	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Minor retail	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Major retail	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
<b>COMMERCIAL</b>															
Commercial parking	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
City office	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Indoor recreation	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Hotel	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Office	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
All outdoor recreation, except as listed below:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Carpeted/wood/brick/park, 80 park	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Tennis courts, riding arena, any equestrian center	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Community building	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Assembly hall	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
All personal services except as listed below:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Automotive	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Restaurant/bar	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
All retail sales	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Vehicle sales	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Water treatment	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
<b>MANUFACTURING</b>															
Light industrial	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Light manufacturing	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Research & development	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Manufacturing storage	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Multiple service	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
<b>INDUSTRIAL</b>															
Heavy industrial	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Warehouse & distribution	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Warehouse-related service	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Wholesale trade	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
<b>OPEN</b>															
Agriculture	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Resource Extraction	*	*	*	*	*	*	*	*	*	*	*	*	*	*	

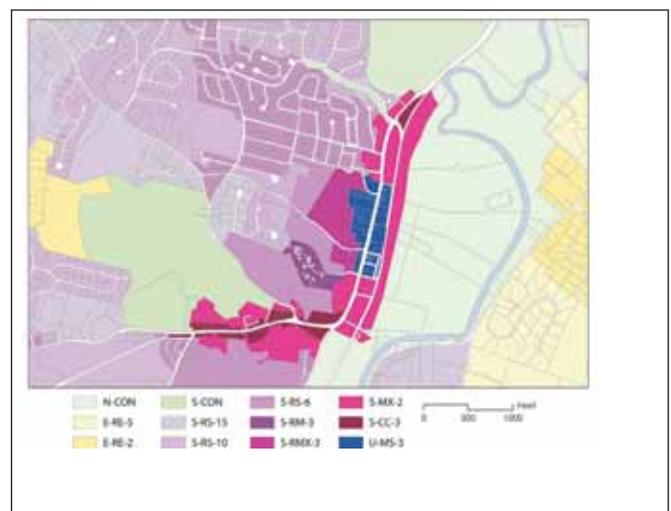
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Land use is still regulated using the Toolkit.



Street sections are regulated.

A Context Area Regulating Plan for the entire city, or portions of the city intended for more intense development for the application of the Louisiana Land Use Toolkit in Hammond should be created. The Toolkit uses the context designations to regulate the physical form of neighborhoods, streets and public spaces. The Toolkit should also be calibrated to Hammond's unique characteristics so the best of Hammond would be enhanced and replicated with each new development – with each new building, street and neighborhood.



Sample context area regulating plan



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# GLOSSARY **D**

## A

**Accessory Dwelling Unit (ADU):** A subordinate living unit added to, created within, or detached from a single family dwelling that provides basic requirements for independent living, (i.e. sleeping, eating, cooking and sanitation).

**Activity Center:** Activity center is a term that refers to concentrated areas of housing and employment such as downtowns, town centers, or edge cities.

**Adequate Public Facilities:** Adequate public facilities include existing municipal services, including water, sewer, roads, and schools that are available to serve a development without the addition of new public facilities.

**Affordable / Workforce Housing:** Housing that is available at rate that a household at or below the median income level can afford the unit by paying no more than 30 percent of its annual income on housing. Families who pay more than 30 percent of their income for housing are considered cost burdened and may have difficulty affording necessities such as food, clothing, transportation and medical care.

**Alley:** A vehicular way located the rear of lots providing a location for utility easements and access to service areas, parking, and outbuildings.

**Annexation:** A change in existing community boundaries resulting from the incorporation of additional land.

**Apartment Building:** A building type that accommodates multiple units and may be managed as either a rental property in which units are not owned by residents or as a condominium, where each unit is privately held.

**Apartment House:** A building type that contains multiple units but is scaled to have a similar character as a Detached House. Apartment Houses may be managed as a rental property or a condominium, where each unit is privately held. Front, rear and side yards are shared amongst residents, often with individual parking or garage areas located along the alley.

**Appurtenances:** Architectural features that are added onto the main structure.

**Aquifer:** A water-bearing geologic formation, sometimes confined between clay layers and sometimes on the surface. Aquifers are typically the source of ground water for drinking and irrigation.

**Arcade:** A covered pedestrian way within or along the side of a building at the ground floor level.

**Arch:** A structure that spans a space while supporting weight through compression.

**Attic:** The interior part of a building contained within its roof structure above the ceiling of the top story.

**Avenue:** A thoroughfare of high vehicular capacity yet slow design speed, which typically has a landscaped central median.

**Awning:** An architectural projection roofed with flexible material supported entirely from an exterior wall of a building.

## B

**Balcony:** An unenclosed habitable structure cantilevered from a facade or building elevation.

**Biodiversity:** The variety of living things; it includes the variety of living organisms and the communities and ecosystems in which they occur.

**Blight:** Physical and economic conditions within an area that cause a reduction of or lack of proper utilization of that area. A blighted area is one that has deteriorated or has been arrested in its development by physical, economic, or social forces.

**Block:** The aggregate of private lots, passages, alleys and lanes, circumscribed by thoroughfares.

**Block Face:** The aggregate of all the building facades on one side of a block.

**Brownfields:** Sites that are underutilized or not in active use, on land that is either contaminated or perceived as contaminated.

**Build-To Line:** A build-to line identifies the precise horizontal distance from a street right-of-way that the building shall be built to, in order to create a uniform line of buildings along the street.

**Build-To Zone:** A range of allowable distances from a street right-of-way that buildings shall be built to in order to create a moderately uniform line of buildings along the street or enclose an outdoor space.

**Building Footprint:** Any structure built for the support, shelter, housing or enclosure of persons, animals or property of any kind, including appurtenances to buildings such as chimneys, stairs, and elevated stoops, porches, terraces and decks.

**Building Frontage:** The side of a building which faces the street.

**Built Environment:** The urban environment consisting of buildings, roads, fixtures, parks, and all other improvements that form the physical character of a city.

## C

**Charrette:** A planning session in which participants brainstorm and visualize solutions to a design issue. Charrettes provide a forum for ideas and offer the unique advantage of giving immediate feedback to designers while giving mutual authorship to the plan by all those who participate. The term “charrette” comes from the French term for “little cart” and refers to the final intense work effort expended by architects to meet a project deadline. At the Ecole de Beaux Arts in Paris during the 19th century, proctors circulated with little carts to collect final drawings, and students would jump on the charrette to put finishing touches on their presentations minutes before their deadlines.

**Civic Building:** A building specifically for a public use.

**Civic Space:** An outdoor area dedicated to public activities. Civic spaces may be parks, plazas, playgrounds, or civic building sites.

**Column:** A freestanding vertical structural element that supports beams and arches.

**Community Character:** The positive man-made and natural features that make Hammond distinctive and contribute to its high quality of life.

**Compact Development:** Development that optimizes its use of land.

**Complete Community:** A community whose mix of housing offers many types of homes affordable to people with a wide range of income in multiple stages of their lives.

**Conservation Areas:** Environmentally sensitive and valuable lands protected from any activity that would significantly alter their ecological integrity, balance, or character.

**Conservation Easements:** Conservation easements are voluntary, legally binding agreements for landowners that limit parcels of land or pieces of property to certain uses. Land under conservation easements remains privately owned. Most easements are permanent.

**Conservation Subdivision:** Conservation Subdivision permits flexibility of design in order to promote environmentally sensitive and efficient uses of the land to preserve unique or sensitive natural resources such as groundwater, floodplains, wetlands, streams, steep slopes, woodlands and wildlife habitat. Conservation subdivisions enable clustering of houses and structures on less environmentally sensitive soils which will reduce the amount of infrastructure, including paved surfaces and utility easements, necessary for residential development.

**Context Sensitive Design (CSD):** A collaborative, interdisciplinary approach that involves all stakeholders to develop a facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources. CSD is an approach that considers the total context within which a project will exist.

**Controlled Growth Sector:** Areas where new growth should be secondarily directed to the intersections of minor arterial roads which could eventually host potential transit routes. Each sector is roughly one square mile and comprised of four neighborhoods of roughly 160 acres each which are a 5-minute walk from center to edge.

**Cornice:** A projecting horizontal decorative molding along the top of a wall or building.

**Cupola:** A domelike structure surmounting a roof, often used as a lookout or to admit light and air.

## D

**Density:** The average number of people, families, or housing units on one unit of land. Density is also expressed as dwelling units per acre.

**Density bonus:** Allows developers to build in specified areas at densities that are higher than normally allowed.

**Design Standards:** Design standards or guidelines can serve a community's desire to control its appearance, through a series of standards that govern site planning policies, densities, building heights, traffic, street design and lighting.

**Detached House:** A building type that accommodates a single family residence.

**Development Rights:** Rights assigned to a property that gives property owners the ability to develop land in ways that comply with local land use regulation.

**Dormer:** A structural element that protrudes from a sloping roof to create usable space in an attic space by adding headroom and enabling the addition of windows.

## E

**Ecosystem:** The species and natural communities of a specific location interacting with one another and with the physical environment.

**Encroachment:** Any structural building element permissible within the required setback.

**Energy Efficiency:** Using less energy to achieve the same outcome. For example, better insulation would enable a home to stay warm utilizing less energy.

**Environmental Protection Agency (EPA):** The federal body charged with responsibility for natural resource protection and oversight of the release of toxins and other threats to the environment.

**Expression Line:** A horizontal line, expressed by a material change or by a continuous projection, typically not less than two inches nor more than one foot deep.

## F

**Facade:** The exterior wall of a building that is set along a frontage line.

**Flood Plain:** The land adjacent to a water body such as a stream, river, lake or ocean that experiences occasional flooding.

**Frontage:** The area between a building facade and a vehicular lane of a thoroughfare or pavement of a pedestrian passage.

## G

**Gallery:** A private frontage typically used in retail applications where the façade is aligned close to the frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the sidewalk, with no enclosed habitable space above.

**“Gas Backwards”:** (*slang*) A building type that allows a small market and provides necessary services, without sacrificing the walkability of surrounding street frontages. Gas pumps may be located to the side or rear away from the primary frontage and accessible via side driveway and the rear alley / lane system.

**Goal:** Charts a course of action based on the community vision.

**Graphic Information Systems (GIS):** A technology that is used to develop maps that depict resources or features such as soil types, population densities, land uses, transportation corridors, waterways, etc. GIS computer programs link features commonly seen on maps (such as roads, town boundaries, water bodies) with related information not usually presented on maps, such as type of road surface, population, type of agriculture, type of vegetation, or water quality information. A GIS is a unique information system in which individual observations can be spatially referenced to each other.

**Green:** A civic space type for unstructured recreation spatially defined by landscaping rather than building frontages.

**Green Building:** “Green” building and sustainable design refers to the class of construction/design that involves energy-efficient practices, environmentally friendly materials, and practices that reduce negative impacts on the environment. Typical features of green building and sustainable design include energy conservation, water conservation, adaptive building reuse, and recycling of construction waste.

**Greenfields:** Greenfields refer to vacant, previously undeveloped land.

**Greenhouse Gas:** Gases which contribute to the greenhouse effect. The gases may be caused by natural processes or from human activities such as the burning of fossil fuels. Greenhouse gases include carbon dioxide, methane, nitrous oxide, and ozone.

**Greenway:** A linear open space composed of natural vegetation. Greenways can be used to create connected networks of open space that include parks and natural areas.

**Groundwater:** All water below the surface of the land. It is water found in the pore spaces of bedrock or soil, and it reaches the land surface through springs or it can be pumped using wells.

**Growth Management:** A term that encompasses a whole range of policies designed to control, guide, or mitigate the effects of growth.

**Growth Sector:** Areas where new growth should be directed. Typically along the intersections of major or minor arterial roads which could eventually host potential transit routes.

## H

**Habitat:** Living environment of a species, that provides whatever that species needs for its survival, such as nutrients, water and living space.

**Heat Island:** An unnaturally high temperature micro-climate resulting from radiation from unshaded impervious surfaces.

**Housing Element:** An assessment of current and projected housing needs for all economic segments of the community. It sets forth local housing policies and programs to implement those policies.

## I

**Illustrative Plan:** A scaled plan showing proposed uses and structures for parcels of land. An illustrative plan could also show the location of lot lines, the layout of buildings, open space, parking areas and landscape features.

**Impact Fees:** Costs imposed on new development to fund public facility improvements required by new development and ease fiscal burdens on localities.

**Impervious Surface:** Any surface through which rainfall cannot pass or be effectively absorbed such as roads, buildings, paved parking lots, sidewalks etc.

**Infill Development:** Infill projects use vacant or under-utilized land in previously developed areas for buildings, parking, and other uses.

**Infrastructure:** Water and sewer lines, roads, urban transit lines, street trees, schools and other public facilities needed to support developed areas.

**Intended Growth Sector:** Areas where new growth should be primarily directed to the high capacity intersections of major arterial roads or along potential transit routes. Each sector is roughly one square mile and comprised of four neighborhoods of roughly 160 acres each which are a 5-minute walk from center to edge.

**Intersection Density:** The number of intersections in an area. It corresponds closely to block size, the greater the intersection density, the smaller the blocks.

## L

**Land Use:** The manner in which a parcel of land is used or occupied.

**Lane:** See Alley.

**Lantern:** A cupola that contains windows or other light source allowing light to access the space within.

**Large Footprint Building:** A building type that allows a large building envelope devoted to a single use.

**LEED:** Leadership in Energy and Environmental Design Green Building Rating System is a nationally accepted benchmark for the design, construction, and operation of high performance green buildings. Administered by the U.S. Green Building Council LEED promotes a whole-building approach to sustainability by recognizing performance in five key areas of human and environmental health: sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality.

**Level of Service (LOS):** A qualitative measure describing operational conditions within a traffic stream in terms of speed and travel time, freedom to maneuver and traffic interruptions.

**Liner Building:** A building with habitable space specifically designed to mask a parking lot or a parking garage from public spaces or street frontages.

**Lintel:** A horizontal beam that supports the weight of the wall above a window or door.

**Live-Work Unit:** A building type that provides flexible space at the street level for retail or office, with a complete living unit above. The ground floor should be designed to accommodate changes in use. This type of structure may have a single owner or may be managed as a condominium, with the lower and upper units owned separately.

**Lot:** A parcel of land having specific boundaries and recorded as such in a deed or subdivision plat.

**Lot Frontage:** The property line adjacent to the frontage street.

**Lot Line:** The boundary that legally and geometrically demarcates a lot.

**Lot Width:** The mean horizontal distance measured from side lot line to side lot line.

## M

**Main Street Building:** A building type that is mixed-use in nature and features shopfronts along the sidewalk at the ground level, with office or residential spaces in the upper floors.

**Marquee:** A permanently installed architectural projection whose sides are vertical. Marquees are intended for the display of signs and are supported entirely from an exterior wall of a building.

**Master Plan:** A statement, through text, maps, illustrations or other forms of communication, that is designed to provide a basis for decision making regarding the long term physical development of the municipality.

**Mitigation:** Process or projects replacing or reacting to lost or degraded resources such as wetlands or habitat.

**Mixed-Use Development:** Mixed-use development refers to development that includes a mixture of complementary land uses. The most common mix of land uses include housing, retail, office, commercial services, and civic uses.

## N

**Neighborhood:** 1. A neighborhood is compact, pedestrian-friendly, and mixed-use. There are five basic design conventions that provide a common thread linking neighborhoods: identifiable center and edge, walkable size, integrated network of walkable streets, mix of land uses and building types, and special sites for civic purposes. The neighborhood is the basic increment of town planning. One neighborhood alone in the countryside is a village. Two or more neighborhoods grouped together sharing a specialized hub or Main Street is a town. The neighborhood concept remains in force even as the size increases to city scale. Coupled with special districts and corridors, neighborhoods are the building block from which cities are formed. 2. The term neighborhood has come to refer to disconnected, single-use developments connected only by the automobile, like stand alone apartment complexes, subdivision tracts, office parks, or shopping centers.

**Non-Point Source Pollution (NPS):** Pollution that cannot be identified as coming from a specific source and thus cannot be controlled through the issuing of permits. Storm water runoff and some deposits from the air fall into this category.

## O

**Objective:** A sub-goal that specifically expresses how to achieve a goal. It may identify a short-term, measurable step within a designated period of time that is moving toward achieving a long-term goal.

**Open Space:** Used to describe undeveloped land or land that is used for recreation. Farmland as well as all natural habitats (forests, fields, wetlands etc.) are often included in this category.

**Overlay Districts:** Zoning districts in which additional regulatory standards are superimposed on existing zoning. Overlay districts provide a method of placing special restrictions or additional options in addition to those required by basic zoning ordinances.

## P

**Parapet:** A low guarding wall at the edge of a roof, terrace, or balcony.

**Parking Structure:** A building containing two or more stories of parking above natural grade.

**Performance Zoning:** Establishes minimum criteria to be used when assessing whether a particular project is appropriate for a certain area; ensures that the end result adheres to an acceptable level of performance or compatibility. This type of zoning provides flexibility with the well-defined goals and rules found in conventional zoning.

**Pervious Surfaces:** Surfaces which allow water to filter into the ground, which enables natural groundwater to recharge, helps with filtration of pollutants, and reduces erosion and flooding. The use of pervious asphalt and concrete for parking lots, roads and sidewalks is an important part of stormwater management that conserves precious natural resources.

**Planning:** The process of setting goals and policy, gathering and evaluating information, and developing alternatives for future actions based on the evaluation of information.

**Point Source Pollution:** Pollution that can be identified as coming from a specific source and thus can be controlled through the issuing of permits.

**Policy:** Implementation actions and the principles that form the basis for city regulations and procedures to accomplish established goals and objectives.

**Porch:** A roofed area, attached at the first floor level to the front of a building, open except for railings and support columns. Porches may be multi-story.

## Q

**Quality of Life:** Those aspects of the economic, social and physical environment that make a community a desirable place in which to live or do business. Quality of life factors include those such as climate and natural features, access to schools, housing, employment opportunities, medical facilities, cultural and recreational amenities, civic art and public services.

## R

**Recharge:** Water that infiltrates into the ground, usually from above, that replenishes groundwater reserves, provides soil moisture, and affords evapotranspiration.

**Rehabilitation:** In communities with a large stock of older housing or other structures that could lend themselves

more easily to conversion into residential units, rehabilitation is often a very affordable and environmentally-friendly way to provide more housing, commercial areas, and offices.

**Renewable Energy:** Generation of power from naturally replenished resources such as sunlight, wind, and tides. Renewable energy technologies include solar power, wind power, hydroelectric power, geothermal, and biomass.

**Right-of-Way:** The strip of land dedicated to public use for pedestrian and vehicular movement, which may also accommodate public utilities. This strip of land is either publicly owned or subject to an easement for Right-of-Way purposes benefiting the general public.

**Riparian:** Vegetated ecosystems along a waterbody through which energy, materials, and water pass. Riparian areas characteristically have a high water table and are subject to periodic flooding.

**Rowhouse:** A building type that is a single-family dwelling that shares a party wall with another of the same type and occupies the full frontage line. Small front dooryards, and private walled rear yards are often accommodated. Corner rowhouses may have their primary entrances facing the side street, and may step forward to provide vistas down the street.

**Runoff:** The water that flows off the surface of the land, ultimately into streams and water bodies, without being absorbed into the soil.

## S

**Sector Map:** A map that prioritizes growth in established, compact, complete neighborhoods within the city.

**Senior Housing:** Senior housing is exclusively for those age 65 and older. Public subsidy programs are available for this type of development and help to provide new homes for low and moderate income seniors with fixed incomes.

**Setback:** The area of a lot measured from the lot line to a building facade or elevation. This area often must be maintained clear of permanent structures with the exception of appurtenances which typically are permitted to encroach into the setback.

**Shared Parking:** An accounting for parking spaces that are available to more than one function or building due to their use at differing times of the day.

**Shopfront:** A private frontage, typically for retail use with substantial glazing and an awning, where the façade is aligned close to the frontage line with the building entrance at the level of the sidewalk.

**Smart Growth:** Well-planned development that protects open space and farmland, revitalizes communities, keeps housing affordable and provides transportation choices. The principles of smart growth are based on compact and multi-use development, infill and redevelopment, expansion of infrastructure, enhanced livability, expanded mobility, and conservation of open space.

**Sprawl:** Development patterns where rural land is converted to urban/suburban uses more quickly than needed to house new residents and support new businesses that result in higher than necessary infrastructure or transportation costs.

**Storefront:** Building frontage at the ground floor usually associated with retail uses.

**Stormwater Management:** The process of controlling and processing runoff from rain and storms so it does not harm the environment or human health.

**Story:** A habitable level within a building.

**Streetscape:** The space between the buildings on either side of a street that defines its character. The elements of a streetscape include: building frontage/façade; landscaping (trees, yards, bushes, plantings, etc.); sidewalks; street paving; street furniture (benches, kiosks, trash receptacles, fountains, etc.); signs; awnings; and street lighting.

**Sustainable Development:** Development with the goal of preserving environmental quality, natural resources and livability for present and future generations. Sustainable initiatives work to ensure efficient use of resources.

**Subdivision:** A subdivision occurs as the result of dividing land into lots for sale or development.

**SWAP (Source Water Assessment Plan):** A requirement of the 1996 amendments to the federal Safe Drinking Water Act that an assessment and protection plan be developed for each surface water source used for drinking water.

## T

**Terminated Vista:** A location at the axial conclusion of a thoroughfare. A building located at a terminated vista is generally designed in response to the axis.

**Thoroughfare:** A way for use by vehicular and pedestrian traffic that provides access to lots and open spaces, and that incorporates vehicular lanes and the public frontage.

**Tower:** A building element that is taller than it is wide and is built in locations that take advantage of their height such as at building entrances and at terminated vistas. Towers can stand alone or be part of a larger structure.

**Townhouse:** See Rowhouse.

**Traditional Neighborhood Development (TND):** Traditional neighborhood development emphasizes three broad goals: to reduce the destruction of habitat and natural resources, to reduce dependency on automobiles and their associated impacts; and to reduce polluting emissions, excessive use of energy and fragmentation of the landscape. Traditional neighborhood design is a development approach that reflects historic settlement patterns and town planning concepts such as gridded, narrow streets, reduced front and side setbacks, and an orientation of streets and neighborhoods around a pedestrian oriented “town center” where residences are within walking distance to neighborhood stores, services, schools, recreational activities and open greenspaces. Such an approach usually requires modifications to zoning and subdivision regulations.

**Traditional Neighborhood Design:** See traditional neighborhood development.

**Transferable Development Rights (TDR):** A system that assigns development rights to parcels of land and gives landowners the option of using those rights to develop or to sell their land. TDRs are used to promote conservation and protection of land by giving landowners the right to transfer the development rights of one parcel to another parcel. By selling development rights, a landowner gives up the right to develop his/her property, but the buyer could use the rights to develop another piece of land at a greater intensity than would otherwise be permitted.

**Transit-Oriented Development (TOD):** The development of housing, commercial space, services, and job opportunities in close proximity to public transportation. Reduces dependency on cars and time spent in traffic, which pro-

tects the environment and can ease traffic congestion, as well as increasing opportunity by linking residents to jobs and services.

## U

**Understory:** The unfinished space between the lowest finish floor of a building and natural grade.

**Urban Design:** The aspect of architecture and city planning that deals with the design of urban structures and spaces.

**Urban Street:** A thoroughfare appropriate for use in medium- to high-intensity, mixed-use areas, and typically contains on-street parking, street trees in tree wells, and wide sidewalks.

## V

**VMT:** VMT refers to vehicle miles traveled and is a standard measure of transportation activity.

## W

**Watershed:** The geographic area which drains into a specific body of water. A watershed may contain several sub-watersheds.

**Wetlands:** Area having specific hydric soil and water table characteristics supporting or capable of supporting wetlands vegetation.

## Z

**Zoning:** Classification of land in a community into different areas and districts. Zoning is a legislative process that regulates building dimensions, density, design, placement and use within each district.