

CITY PLANNING COMMISSION
CITY OF NEW ORLEANS

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City Planning Commission Staff Report

Executive Summary

Zoning Docket: 036/16

Applicant: 217 South Rendon, LLC

Request: This is a request for a Planned Development in an HU-RD2 Historic Urban Two-Family Residential District to allow the adaptive re-use of an existing institutional structure as a multiple-family residence.

Location: 217 South Rendon Street and 3300 Cleveland Avenue

Summary of Proposal:

Zoning Docket 036/16 is a request is for a planned development in an HU-RD2 Historic Urban Two-Family Residential District. The applicant proposes to renovate a vacant former gymnasium along South Rendon Street in the Mid-City neighborhood and convert it to a 23-unit multiple-family residence. The institutional structure was originally constructed to service the former Seton Academy grade school which was located one block from the site along Canal Street. The gymnasium is a 33 foot tall box-like structure built across three interior lots with frontage on South Rendon Street and setback 20 feet from the front property line. The applicant plans to use the existing front yard area for the provision of 9 parking spaces and the entirety of the adjacent vacant corner lot, which is in common ownership, to provide an additional 16 parking spaces for occupants of the proposed residence. These parking areas as proposed are deficient of several standards of the Comprehensive Zoning Ordinance as well as the City Code.

Due to multiple negative impacts associated with the proposed design of the planned development, particularly the design of the parking areas which require waivers, the staff does not believe the proposal is appropriate or compatible with the surrounding neighborhood context and development pattern. Further, the staff does not believe the proposal meets the true intent of the planned development regulations, nor is it aligned with the Master Plan.

The plans submitted to date are currently non-compliant with the building code. If modified to meet these requirements, it would substantially alter the exterior of the

building. The intent of a Historic Urban Residential District Planned Development, which allows for a use exception of multi-family development in single- and two-family neighborhoods, is to preserve institutional structures with contributing architectural features that enhance the neighborhood character. This coincides with the Master Plan which allows for the “conversion to multifamily for certain existing historic institutional, commercial or other non-residential buildings” in predominately single- and two-family residential neighborhoods. These allowances were intended for structures like school buildings which are easily adaptable without significant modifications to the structure.

In order to accommodate the required parking of the proposed 23-unit multi-family residence, the applicant is attempting to squeeze as many parking spaces as possible in the front yard area of the site, which is the only accessible open space area on the site. Front yard parking, especially to this proposed extent, is an apparent deviation of the neighborhood norm. The staff believes the proposed design, if implemented, would severely impact the aesthetic quality of the neighborhood which is also on the National Register of Historic Places. The staff is concerned that the proposed parking lot areas and proposed driveways will detract from the walkability of the neighborhood and potentially increase traffic congestion on a relatively narrow local street where a primary/junior high school is also located. Taken in sum, the staff believes the above concerns are enough to discourage the approval of the requested planned development.

Master Plan:

The request is **inconsistent** with the Master Plan.

Recommendation:

The staff recommends **DEFERRAL** of Zoning Docket 036/16, a request for a Planned Development in an HU-RD2 Historic Urban Two-Family Residential District.

Reasons for Recommendation:

1. Without complete building elevations which show proposed modifications to the exterior of the structure, the staff cannot properly assess compatibility of the development with the surrounding neighborhood, or compliance with the building design standards of the zoning ordinance.
2. As proposed, the planned development fails to meet the true intent of the ordinance which allows for adaptive reuse of institutional structures in Historic Urban Districts. Due to multiple negative impacts associated with the proposed design of the planned development, particularly the design of the parking areas which require waivers, the staff does not believe the proposal is appropriate or compatible with the surrounding neighborhood context and development pattern.

3. The proposal is inconsistent with the Master Plan.
4. The planned development, as proposed, necessitates multiple waivers from the Comprehensive Zoning Ordinance in regard to front yard parking and parking lot dimensional standards. There are no special conditions related to the site which justify such poorly designed parking spaces. The standards were put into place to promote safety, and if waived could increase the risk of pedestrian/vehicular conflicts.

STAFF REPORT

Zoning Docket: 036/16

To: City Planning Commission

From: Robert Rivers, Executive Director
Stephen Kroll, Assistant Planning Administrator

Prepared by: Nicolette Jones & Tyler Antrup

Date: April 13, 2016

I. GENERAL INFORMATION

Applicant: 217 South Rendon, LLC

Request: This request is for a Planned Development in an HU-RD2 Historic Urban Two-Family Residential District.

Location: The petitioned property is located on Square 682, Lots 16-19, in the First Municipal District, bounded by South Rendon Street, Cleveland Avenue, Palmyra Street, and Jefferson Davis Parkway. The municipal addresses are 217 South Rendon Street and 3300 Cleveland Avenue. (PD 4)

Description: The petitioned site, located in the Mid-City neighborhood, is made up of four lots. Lots 16, 17, and 18 are each interior lots with frontage on South Rendon Street. Together, they form a parcel which measures 103 feet, 8 inches in width along South Rendon Street and 153 feet, 11 inches in depth. These lots are currently developed with an existing gymnasium structure which was built in the late 20th century for the former Seton Academy which was located one block over on Square 658 and fronted Canal Street. Historic Sanborn maps indicate that Lots 16, 17, and 18 prior to being developed with the gymnasium, served as a construction and lumber yard. The Seton Academy on the square catty-corner to the gymnasium was shut down in the mid-1990s. The three historic school structures have since been converted to apartments for veterans.

Lot 19, also an extension of the petitioned site, is a corner lot with frontage along Cleveland Avenue. It measures 34 feet, 3 inches along Cleveland Avenue and 108 feet along South Rendon Street. The lot is currently vacant. Historic Sanborn maps indicate that Lot 19 was previously developed with a two-family residence. See Figure 1 on the following page.

The applicant wishes to convert the vacant gymnasium building into a three-story, multi-family residence with 23 apartment units. The applicant also proposes to place 9 parking spaces in front of the existing structure, and use the vacant Lot 19 as an additional accessory parking lot area for 16 spaces.

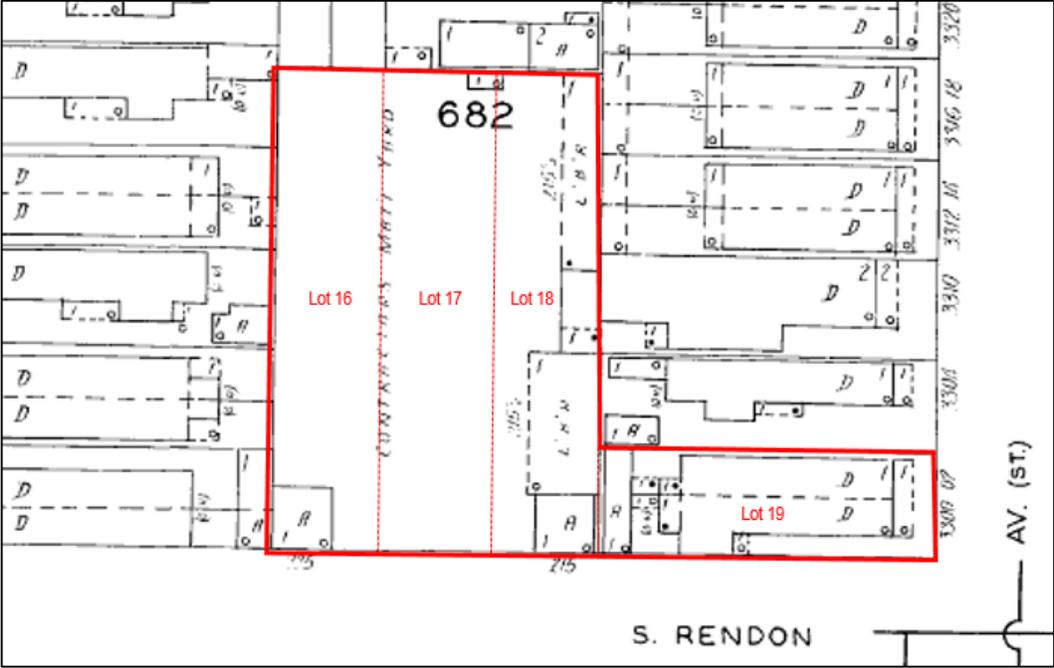


Figure 1: 1940 Sanborn Map indicates that the site’s original development consisted of a construction yard over Lots 16, 17, and 18, and a double residence on Lot 19.



Figure 2: The petitioned site consists of a former gymnasium structure and a vacant corner lot at South Rendon Street and Cleveland Avenue in the Mid-City neighborhood, one block south of South Jefferson Davis Parkway.

The petitioned site is located in the Mid-City National Historic District and an HU-RD2 Historic Urban Two-Family Residential District. Although the HU-RD2 District does not generally allow for multiple-family development, the adaptive re-use of a historic nonconforming institutional and industrial structures into multi-family is allowed per **Article 5, Section 5.3.A.2** of the Comprehensive Zoning Ordinance, with the approval of a planned development.

Why is City Planning Commission action required?

The City Planning Commission is required to make a recommendation on all Planned Development applications prior to City Council action, in accordance with **Article 4, Section 4.4.E.3 – Action by the City Planning Commission** of the Comprehensive Zoning Ordinance.

II. ANALYSIS

A. What is the zoning of the surrounding areas? What is the existing land use? And how are the surrounding areas used?

The petitioned site fronts South Rendon Street and Cleveland Avenue in the Mid-City neighborhood and is located within an HU-RD2 Historic Urban Two-Family Residential District. This HU-RD2 District covers most lots with frontage on interior local streets in the Mid-City neighborhood, and is enclosed by the mixed-use zoning districts along the major streets of Tulane Avenue and Canal Street.

The properties in the HU-RD2 District are predominantly developed with residential uses including several single- and two-family residences in the Italianate and Craftsman styles of the late 19th and early 20th centuries. The staff also noted several two-story, small-scale multi-family residences along Banks Street and South Jefferson Davis Parkway. The development pattern is characteristic of most historic residential neighborhoods in the city, where residences are built close to the front and both side property lines, providing minimal to no space for off-street parking, but creating a density that encourages walking and transit use.

Along its side property line, the petitioned property is adjacent to the rear property lines of three historic doubles and two singles with frontage on Palmyra Street. Along its other side property line, the petitioned property is adjacent to two other doubles and two other singles which front Cleveland Avenue. The properties to the rear of the petitioned site all have frontage along South Jefferson Davis Parkway. They include two historic singles, two doubles, one four-plex, and a mixed-use corner clinic/upstairs apartment building. There is a primary/junior high school developed across South Rendon Street from the petitioned site, and the school is developed upon the entirety of the square.¹ The school's side entrance fronts South Rendon Street across from the petitioned site. The school's delivery driveway and bus drop-off zone also are entered by way of South Rendon Street.

¹ The school is the Morris Jeff School built in 2013 and which replaced the former Fisk-Howard Elementary School.
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The site is within one block of Canal Street, a heavily trafficked mixed-use corridor. The properties near the petitioned site along Canal Street are zoned HU-MU Historic Urban Neighborhood Mixed-Use District and primarily consist of commercial or office land uses, though there are some residential land uses. As mentioned in the previous section, the subject property is catty-corner to the former Seton Academy campus on Square 658. The school campus is composed of three, three-story masonry buildings and were constructed in the early 20th century. The subject property was built as an accessory gymnasium to this school facility in the latter half of the 20th century. Square 658 is zoned HU-MU District.

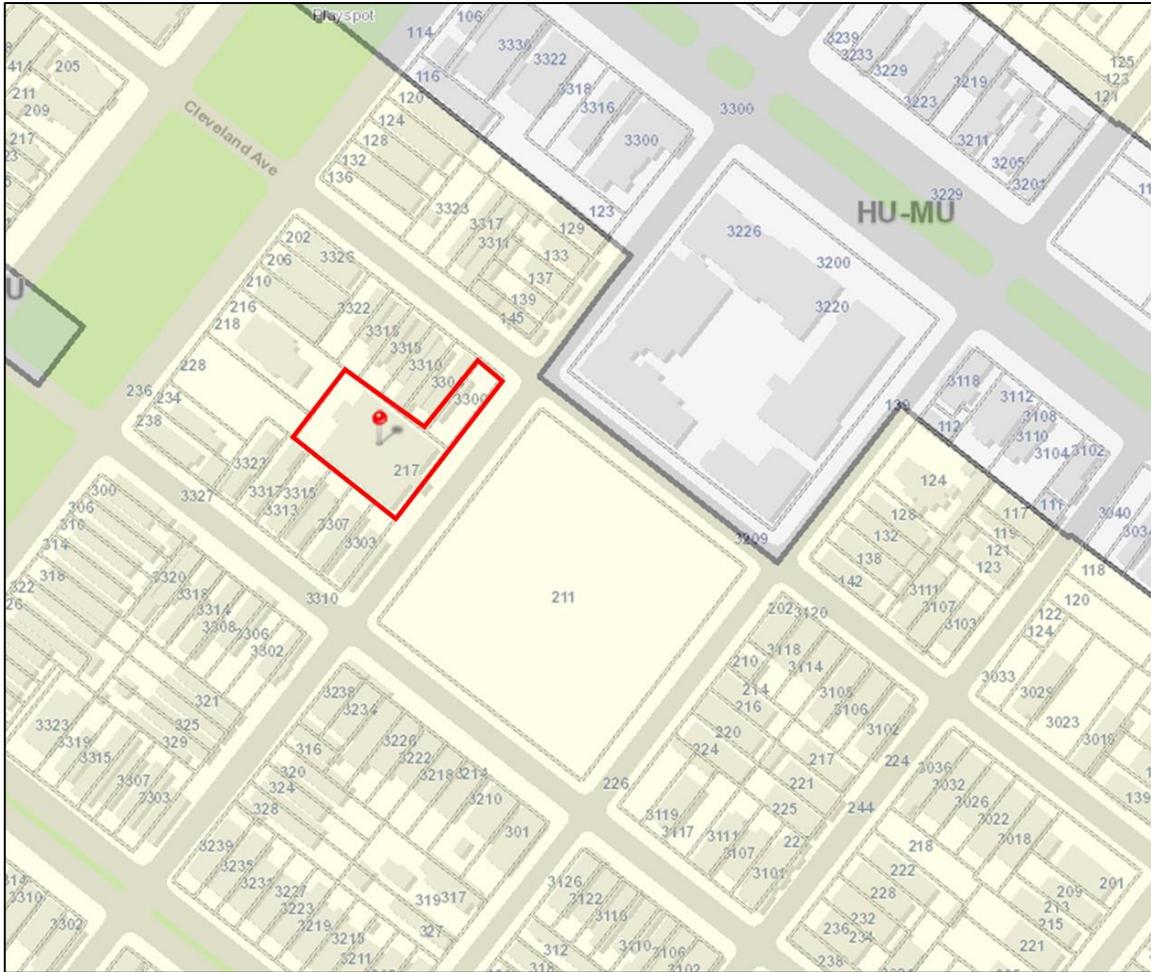


Figure 3: Zoning of Surrounding Area

The three main buildings of the former school which front Canal Street and South Rendon have since been converted into a multi-family residence. There is an interior parking area developed in the middle of the square which is associated with the multi-family development. On the other side of this square, next to the residence, is the Sacred Heart of Jesus Church which appears to be unoccupied.

B. What is the zoning and land use history of the site?

Zoning: 1929 – “B” Residence District Multiple Dwellings - Four Family Limit
 1953 – “C” Four-Family District

1970 – RD-3 Two-Family Residential District
2015 (prior to 8/12/2015) – RD-3 Two-Family Residential District
2015 (effective 8/12/2015) – HU-RD2 Historic Urban Two-Family Residential District

Land Use: 1929 – Industries (Lots 16-18) & Two-Family Residence (Lot 19)
1949 – Commercial (Lots 16-18) & Two-Family Residence (Lot 19)
1999 – Residential Single/Two Family²

C. Have there been any recent zoning changes or conditional uses or planned developments in the immediate area? If so, do these changes indicate any particular pattern or trend?

In the past five years, there have been five requests for zoning actions for properties located within 1,800 feet (approximately five blocks) of the site. One of the five requests was for a planned development to reuse a historic church structure and convert it to a multiple-family residence with 20 apartment units.³ Another request was for a zoning change from a two-family residential district to a multi-family residential district to allow the redevelopment of a four-plex.⁴ The other recent zoning dockets have been for the development or expansion of commercial land uses. Though the past five cases are too few to denote a trend, they may be indicative of a growing housing market in the Mid-City area.

D. What are the comments from the design review staff?

Site & Building Design

The site is located on South Rendon Street, between Cleveland Avenue and Palmyra Street, making up the center of the square and the corner lot at the intersection of Cleveland Avenue and Palmyra Street. It is an unusually shaped parcel constituting approximately 211 feet of frontage along South Rendon Street. The parcel has a total area of 19,662 square feet and consists of four lots of record. The applicant is proposing to renovate the former gymnasium into a 39,500 square foot, 23-unit apartment building with 25 off-street parking spaces.

The applicant is seeking a planned development for the proposed site. **Article 5, Section 5.2.B.2** of the Comprehensive Zoning Ordinance allows planned developments within Historic Urban Residential Districts when they encompass the adaptive reuse of institutional, industrial or commercial structures. However, per **Article 5, Section 5.2.C.2**, the structure must exceed 10,000 square feet in gross floor area, which, in the case of petitioned property, is met.

² The 1999 Land Use Plan presented a generalized indication of land uses, and was not lot-specific.

³ See Zoning Docket 029-16 for a property at 131 S. Jefferson Davis Parkway. This request was recently recommended for approval by the City Planning Commission. It has yet to have been heard by the City Council.

⁴ See Zoning Docket 095-14 for a property at 2739 Palmyra Street. This was a request for a zoning change from an RD-3 Two-Family Residential District to an RM-2 Multiple-Family Residential District. The City Council approved of the zoning change.

According to the plans submitted by the applicant, the existing gymnasium building is set back approximately 20 feet along South Rendon Street, 6 feet along the Cleveland Avenue side property line, 5 feet along the Palmyra Street side property line, and just under 12 feet from the rear property line. Because all yard areas are existing, they are grandfathered to the site. The applicant does not intend to develop the site beyond the building's existing footprint.

The gymnasium structure is a large three-story masonry building with a main center entrance, which is covered with a horizontally arched canopy. The proposed multi-family conversion would contain a total of 23 two-bedroom apartments. The lot would thus provide approximately 854 square feet per dwelling unit, which exceeds the minimum 800 square foot requirement of **Article 5, Section 5.6.B (Table 5-1 Residential Standards for HU and HC Planned Developments)**. The building measures approximately 33 feet, measured from grade to top of the flat roof, within the 35' height limit in this district.

The proposed interior of the building would contain three floors with approximately 9,500 square feet on the first floor (7 units) and 10,500 square feet on floors two and three with 8 apartments each. There would be two main entry points into the building, one from the existing main entry on South Rendon Street, and the other a rear exit. The building's style is indicative of mid-century institutional architecture and does not contain any windows. The plans submitted do not provide details on any façade treatments, or an indication of how windows will be accommodated. Without this information, it is difficult for the staff to access the proposed development's compliance with the building design standards per **Article 11, Section 11.3.B** for Historic Urban Residential Districts.

The applicant intends to use the front yard area and adjacent corner lot to accommodate 25 off-street vehicle parking spaces. The planting strip between the sidewalk and the street is currently paved in front of the existing building. The applicant proposes to provide 9 off-street vehicle parking spaces that back up directly onto South Rendon Street. Though the plans do not indicate curb cuts, this would apparently create either one large curb cut of approximately 103' in width, or two with the one closest to Palmyra Street being approximately 43 feet wide and one closest to Cleveland Avenue being approximately 33 feet wide. These parking spaces would also constitute front yard parking. **Article 22, Section 22.11.A.2(a)** of the Comprehensive Zoning Ordinance requires that driveways for multi-family developments cannot exceed 24 feet wide for two-way access or 12 feet wide for single-way access.

Parking

The Comprehensive Zoning Ordinance requires 1 off-street vehicle parking space per unit and 1 bicycle parking space per 5 units, with 80% being long-term bike parking spaces. For the proposed development this requires 23 (maximum 35) off-street vehicle spaces, 1 short-term bicycle parking space, and 4 long-term bicycle parking spaces. The applicant proposes to provide 25 off-street vehicular parking spaces. The plans do not presently indicate the number of bicycle parking spaces provided. If the application is recommended

for approval, the staff recommends the following proviso to address the lack of bicycle parking spaces:

- The applicant shall provide a minimum of one (1) short-term bicycle parking space, and four (4) long-term bicycle parking spaces as required by **Article 22, Section 22.4.A (Table 22-1)** of the Comprehensive Zoning Ordinance, subject to the approval of the Department of Public Works to place bicycle parking in the public right-of-way. The design of bicycle parking spaces shall comply with the requirements as set forth in **Article 22, Section 22.9** of the Comprehensive Zoning Ordinance, subject to the review of City Planning Commission staff.

In addition to the 9 vehicular spaces directly in front of the building, the applicant proposes to construct 16 compact parking spaces in a lot that is presently vacant on the corner of Cleveland Avenue and South Rendon Street with two curb-cuts facing on South Rendon Street. The preliminary plans show the parking area fenced with an opaque wall of an unknown height with no landscape buffers. The parking proposed for this development is deficient in many ways with the requirements of the Comprehensive Zoning Ordinance. Table 1 below summarizes the various deficiencies.

Table 1: Off-Street Parking Deficiencies

Section	Requirement	Provided
Article 11, Section 11.3.B.3(a)	No parking in the required front or corner side yard	Parking in the required front and corner side yard
Article 22, Section 22.11.A.2(a)	24' maximum driveway widths	103' maximum
Article 22, Section 22.8.D.3	24' aisle width	22' aisle width
Article 22, Section 22.8.C.3	30% maximum compact spaces	64% compact spaces
Article 23, Section 23.7.B	Required Perimeter Landscape	None provided
Article 23, Section 23.7.C	Interior Parking Lot Landscape	None provided

In addition to the standards listed in the Comprehensive Zoning Ordinance, above, the Department of Public Works governs the granting of permits to install curb-cuts along City streets. The standards for allowing new curb cuts would not allow the existing proposed arrangement. The large curb cut in front of the existing building would have to be consolidated into driveways with no more than 2 parking spaces each (maximum width 17 feet) with a buffer of at least 4 feet between each driveway. This would allow for only 8 spaces versus the existing 9 proposed. Figure 3, below, illustrates how the DPW standards could be applied to this site.



Figure 4: DPW Standard for Driveways

Though the DPW standards would allow for a modified arrangement of parking in front of the existing building, the Comprehensive Zoning Ordinance prohibits it. The establishment of this many curb cuts, though allowable per DPW regulations, would result in several negative impacts to upon the adjacent rights-of-way. It would remove existing on-street parking which is of considerable demand considering the density of the neighborhood and the extent of properties that do not supply off-street parking options. The proposal would also likely disrupt traffic and potentially disturb the operations of the adjacent school building whose access is also provided via South Rendon Street.

The staff also has significant concerns about the size and arrangement of the accessory lot located on the corner. The provided stall widths, lengths, and aisle width, combined with a lack of any buffer space leaves the staff with little confidence that the spaces in this lot will even be usable when full. Furthermore, if the spaces are usable, at the very least drivers will be forced to pull in and back out of the lot, negating the need for two-way curb cuts and causing the potential for conflicts between pedestrians and cars backing out of the walled off parking area.

Off-Street Loading

The Comprehensive Zoning Ordinance requires 1 off-street loading space for multi-family uses between 20,000 and 100,000 square feet, though **Article 22, Section 22.7.C** of the Comprehensive Zoning Ordinance exempts developments in the Historic Urban Neighborhood Districts from the off-street loading requirements.

Landscaping

The site plan indicates some landscaping of the site but is only conceptual and not prepared by a Landscape Architect. Should the application be recommended for approval, it shall be subject to the following provisos to ensure compliance with the landscaping requirements of **Article 23** of the Comprehensive Zoning Ordinance.

- The applicant shall submit a revised site and landscaping plans that comply with **Article 23, Section 23.3.B** of the Comprehensive Zoning Ordinance. The landscape plan shall be prepared by a licensed Louisiana landscape architect and indicate the following:
 - a. the genus, species, size, location, quantity, and irrigation of all existing and proposed plant materials within both the common areas and the street rights-of-way within the site, with applicable remarks and details; and
 - b. a 5' minimum perimeter landscape yard where the parking lot abuts the public right-of-way pursuant to **Article 23, Section 23.7.B** of the Comprehensive Zoning Ordinance including a three (3) foot tall ornamental wall constructed of masonry or metal picket.
 - c. Landscaping of the buffer yard between the parking area and any abutting residential uses subject to **Article 23, Section 23.8** of the Comprehensive Zoning Ordinance.
 - d. Landscaping of the front landscape yard subject to **Article 23, Section 23.6.B**.
 - e. Planting of street trees within the planting strip along all street frontages such that the area has a tree at forty (40) foot intervals on center.
 - f. Approval of the Department of Parks and Parkways for any plantings in the public right-of-way.

Signage

The submitted plans include conceptual building elevations and renderings but do not include any signage. However, **Article 24** of the Comprehensive Zoning Ordinance is quite clear as to the permitted signs for the request. Therefore, the staff recommends the following proviso if approved:

- The applicant shall be limited in the number and square footage of any signage within the site as determined by the regulations of **Article 24** of the Comprehensive Zoning Ordinance and subject to review by City Planning Commission staff.

Trash and litter abatement

The site plan does not specifically indicate a trash storage area. The staff recommends the following provisos to address trash and litter abatement:

- The applicant shall submit a litter abatement program letter to the Department of Sanitation for review and approval. The letter shall include the stated location of

trash storage, the type and quantity of trash receptacles, the frequency of trash pickup by a contracted trash removal company, and the plan for clearing of all trash from the sidewalks and street rights-of-way. The name and phone number of the owner/operator of the development shall be included in this letter to be kept on file in case of any violation. In no case shall trash be stored so that it is visible from the public right-of-way.

- The applicant shall provide an on-site trash storage area either within a fully enclosed outdoor area or within the building envelope in order to screen the receptacles from the public right-of-way at all times subject to **Article 23, Section 23.13.A** of the Comprehensive Zoning Ordinance.

Miscellaneous

As mentioned earlier, the site contains four separate lots of record for which the staff recommends the following proviso to ensure all accessory parking spaces are on the same lot as the main use and to address building code issues with building across lot lines.

- The applicant shall resubdivide all lots into a single lot of record. The resubdivision shall be finalized prior to the issuance of a Certificate of Use and Occupancy by the Department of Safety and Permits.

To ensure the Department of Safety and Permits does not issue building permits that are contradictory to the requirements of the conditional use; the staff recommends the following proviso:

- The Department of Safety and Permits shall issue no building permits or licenses for this project until final development plans are approved by the City Planning Commission and recorded with the Office of Conveyances. Failure to complete the conditional use process by properly recording plans within a one year time period or failure to request an administrative extension as provided for in Article 4, Section 4.3.H.2 of the Comprehensive Zoning Ordinance will void the conditional use approval.

E. What are the comments related to the Stormwater Management Plan?

The applicant proposes to renovate an existing structure with 10,623 square feet of roof area into apartments and incorporate parking into an adjacent lot. **Article 23, Section 23.3.A** of the Comprehensive Zoning Ordinance requires, “*a stormwater management plan shall be submitted as part of any new development, including redevelopment, of a site of five thousand (5,000) square feet or more of impervious surface, or any new development, including redevelopment, of a site of one (1) acre or more in size*”. Since the proposed development site, proposes to substantially renovate a structure with more than 5,000 square feet of impervious surfaces, the stormwater management staff must review the applicant’s plans to manage stormwater on site.

Existing conditions

The site at present contains the existing former gymnasium building with the remainder of the site left as undeveloped with grass. The applicant did not provide any additional information on how stormwater is managed on the site; however the stormwater at present is likely discharged via sheetflow across the site into catch basins on South Rendon Street.

Proposed Stormwater Management Plan

The applicant has submitted a conceptual stormwater management strategy and intends to use a pervious paving material for all parking stalls with infiltration basins located below the parking. The initial calculations show that the proposed system would detain 18,162 gallons of stormwater, in excess of the calculated requirement. The staff generally supports this conceptual plan and if the application is recommended for approval, the staff recommends the following proviso:

- The applicant shall submit a complete Stormwater Management Plan for review and approval subject to **Article 23, Section 23.3** of the *Comprehensive Zoning Ordinance* and the *Stormwater Management Plan Requirements* prior to the issuance of a building permit by the Department of Safety and Permits.

F. What impact will the proposed conditional use have on the transportation system, if any? What are the off-street parking and off-street loading requirements? Can they be provided on site? If not, is a waiver required?

Traffic

The site is situated at the corner of South Rendon Street and Cleveland Avenue in the Mid-City neighborhood. The proposed entrance to the structure as well as the proposed access to off-street parking would be located along South Rendon Street. South Rendon Street and Cleveland Avenue are not considered major streets per the Major Street Plan. Like many other local streets in this area which make-up the grid pattern of the Mid-City neighborhood, they are single-lane, one-way streets which carry moderate traffic volumes. They are improved with curbing and sidewalks on both sides. The streets are primarily used for local purposes by residents of the neighborhood, though the newly constructed primary/junior high school across the street from the petitioned site generates a considerable amount of traffic and parking demand during school hours.

South Rendon Street runs in the westerly direction from Canal Street, which is a block away from the site. Canal Street is four-lane, two-way, primary arterial that experiences moderate to heavy traffic volumes and carries inter-neighborhood traffic. Canal Street also contains the Canal Streetcar which runs in exclusive neutral ground lanes from its base at the Mississippi River to City Park Avenue. Cleveland Avenue runs in the northerly direction toward South Jefferson Davis Parkway where the two intersect. Jefferson Davis Parkway is another wide four-lane, two-way boulevard separated by a large neutral ground where a shared bicycle/pedestrian path is situated. The Jefferson Davis Parkway shared bike and pedestrian path also intersects with the Lafitte Greenway which is another exclusive bike and pedestrian path that runs from Basin Street to Alexander Street in the

City Park neighborhood. The staff believes the high functioning of the Mid-City grid system plus the presence of several alternative transportation modes, including biking, walking, and transit, should satisfy the potential travel demand of tenants of a 23-unit multiple-family dwelling.

However, the staff has concerns that the parking arrangement on the site, because of the way that access has been proposed, could significantly disrupt the pedestrian network of the neighborhood. The site plans submitted do not indicate proposed curb cuts for driveways, but it appears that an approximately 103 foot wide driveway would be created to provide access to the 9 proposed parking spaces in front of the main building. Two additional 22 foot wide drives from South Rendon Street would also be placed on the corner lot where the applicant intends to provide an additional 16 parking spaces. Because the site is also directly across the street from the delivery driveway and bus driveway for the adjacent school building, the staff is concerned that the proposed access-ways could cause vehicular conflicts and potential disruptions to traffic movement, especially in the mornings and afternoons.

Parking and Loading

As discussed in Section D of this report, the site is not required off-street loading. Per **Article 22, Section 22.4.A**, the proposed multi-family dwelling is required to provide 23 vehicular parking spaces and 4 bicycle parking spaces. The staff believes the parking requirements are generally aligned with the potential parking demand that a 23-unit multi-family dwelling would generate. The applicant proposes to provide 25 off-street vehicular parking spaces; however, as discussed in Section D of this report, the proposed parking areas are deficient of several development standards per the Comprehensive Zoning Ordinance.

Waivers

Per **Article 11, Section 11.3.B.3(a)**, parking is prohibited in front of the building line or within 5 feet of the front property line when located within a corner side yard. The applicant proposes 22 parking spaces in front of the building line as well as within the 5 foot side yard of the corner lot, which necessitate a waiver of 22 front yard parking spaces. Per **Article 22, Section 22.11.A.2(a)**, driveways shall be a maximum of twenty-four 24 feet for two-way drives. The front yard parking areas would be accessed by a 103 foot, 8 inch drive which exceeds the maximum allowable by 79 feet, 8 inches. The proposed parking area on the corner lot would be deficient of the minimum two-way traffic aisle width of 24 feet per **Article 22, Section 22.8.D.3**, and would necessitate a waiver of 2 feet. Per **Article 22, Section 22.8.C.3**, a maximum of 30 percent of required vehicular parking spaces are allowed to be designated for compact cars (7'-6" x 16'). The applicant has proposed providing 64 percent compact spaces, necessitating a waiver of 34 percent. Finally, all parking lots of 10 or more spaces are required to provide perimeter landscaping per **Article 23, Section 23.7.B** and interior landscaping per **Article 23, Section 23.7.C**. The proposed parking area on the corner lot shows the parking area built to both the front, side, and rear property lines with no landscaping, thus necessitating a waiver of these additional standards.

Pursuant to **Article 4, Section 4.4.F.4** of the Comprehensive Zoning Ordinance, waivers granted as a condition to a planned development are subject to the approval standards of **Article 4, Section 4.6.F**. The staff has provided the following analysis of the approval standards with regard to the parking waivers, and has determined that the requested variances **do not** meet the applicable criteria.

1. Special conditions and circumstances exist that are peculiar to the land or structure involved and are not generally applicable to other lands or structures in the same zoning district.

No. There is nothing unusual about the land that would justify the request for excessive driveway width, excessive compact parking, insufficient aisle width, insufficient perimeter and interior parking lot landscaping, and parking in the required front yard area. The petitioned property is an L-shaped parcel composed of 4 typically-sized rectangular lots. The lots have been historically developed with an accessory gymnasium which did not provide, nor was not required, off-street parking. The corner lot on the site was historically developed with a two-family residence which was built close to both front and side property lines and therefore did not provide off-street parking. Though the site is constrained by its existing development form because the main structure is developed upon the majority of the site and provides little rear and side yard open space, this condition in no way justifies the requested variances.

The constraints of the site, on the other hand, may be more aligned to a waiver of off-street parking. The site is located in a historic neighborhood developed in the late 19th and early 20th century prior to the adoption of the automobile as the primary mode of transportation. Front yard areas have historically been used as landscaped open space and not for the parking of vehicles. The parking standards of **Article 11** which prohibit front yard parking, were put into place in order to preserve this unique development pattern of historic neighborhoods which promote pedestrian activity. The driveway and parking design and access standards of **Article 22** were put into place to limit vehicular/pedestrian conflicts in the public right-of-way, and to safely accommodate a vehicle within a parking space on private land. These standards are applied city-wide. Finally, the standards of **Article 23** are intended to limit impacts of large parking lots on adjacent properties, reduce the urban heat island effect, and reduce runoff into the municipal drainage system. The staff finds nothing unusual about the site which would justify variances from these standards which serve to mitigate the numerous negative impacts of vehicular parking on the surrounding environment.

2. Literal interpretation of the provisions of this Ordinance would deprive the applicant of rights commonly enjoyed by other properties in the same district under the terms of this Ordinance.

No. It is uncommon in this neighborhood for parking to be provided within the front yard and for driveways to exceed the maximum 24 feet permitted in width. A majority of residences in the area provide no off-street parking on account of their development form. Some residences provide off-street parking by means of a side driveway, but these parking areas are within permitted locations. The larger residential land-uses in the area, such as the apartments at 3222 Canal Street and the proposed apartments at 131 South Jefferson Davis Parkway, provide parking areas in the interior or along the side of the site which are also compliant with the standards of the zoning ordinance. These sites also appear to meet the landscaping and parking stall dimension requirements as well. The applicant's proposed parking arrangement, which necessitates numerous waivers is an apparent deviation from the neighborhood norm, and thus the literal interpretation of the ordinance would not deprive the applicant of commonly enjoyed rights.

3. The special conditions and circumstances do not result from the actions of the applicant or any other person who may have had an interest in the property.

No. As mentioned in response to Criterion #1, there is nothing peculiar to the land that would not be applicable to most properties in the district. Therefore, there is no special condition on which to justify the requested variances of excessive driveway width, excessive compact parking, insufficient aisle width, insufficient perimeter and interior parking lot landscaping, and parking in the required front yard area. These requests are exclusively driven by the actions of the applicant who seeks to maximize his profits by fitting in the maximum number of dwelling units allowed in the structure per the planned development standards of the zoning ordinance.

4. Granting the variance requested will not confer on the applicant any special privilege which is denied by this Ordinance to other lands or structures in the same district or similarly situated.

No. As mentioned previously, the variances in combination would allow development which substantially contrasts with the established neighborhood pattern. Further, the parking lot design, access, and landscaping standards are applied city-wide. A waiver of these requirements would therefore confer a privilege upon the applicant which is not only denied to other lands in the area, but is denied to all properties city-wide.

5. The variance, if granted, will not alter the essential character of the locality.

No. The applicant's proposal is glaringly out of character for the area. As explained previously, it is uncommon in the neighborhood for parking to be provided within the front yard on account of the neighborhood's age and historic development pattern which was established prior to the adoption of the automobile as a primary mode of transportation. It is also uncommon for developments in the area with larger parking areas to not comply with the dimensional requirements related to parking lot access, maximum driveway width, minimum landscaping, and minimal stall size. The petitioned site has historically provided no off-street parking. The addition of 22 front yard parking spaces as well as a 103 foot driveway would substantially alter the site's historic development pattern as well as alter the essential character of the area which accommodates and promotes pedestrian activity.

6. Strict adherence to the regulation by the property would result in a demonstrable hardship upon the owner, as distinguished from mere inconvenience.

No. Strict adherence to the property regulations will not result in a demonstrable hardship upon the owner. Historically, the property has never supplied off-street parking in the front yard area. Furthermore, as previously mentioned, it is not common for residential development in the area to include parking; if included, most parking is supplied in a legal location such as a side or rear yard behind the façade of the structure. Strict adherence to the parking standards related to lot access, maximum driveway width, minimum landscaping, and minimal stall size are irrelevant to matters of hardship since their primary function is related to public safety. Strict adherence to these standards are necessary to avert potential vehicular/vehicular or pedestrian/vehicular conflicts.

7. The request for the variance is not based primarily upon a desire to serve the convenience or profit of the property owner or other interested party(s).

No. The variance requests are based on the applicant's desire to redevelop the existing gymnasium structure and provide the maximum allowable dwelling units. The applicant is attempting to squeeze all of the required parking spaces on the site in a manner which necessitates multiple waivers from the dimensional standards of the zoning ordinance, and in a manner which clearly deviates from the neighborhood norm. It is possible for the applicant to redevelop the site in a way that would meet the requirements of the Comprehensive Zoning Ordinance, but the applicant has not explored such alternatives.

8. The granting of the variance will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located.

No. The granting of the variances would certainly have detrimental and injurious effects. The front yard parking and excessive width of the driveway would increase pedestrian and vehicle conflicts within the public right-of-way. The site is located across the street from a primary/junior-high school which increases the need for pedestrian-friendly design and attention to public safety. The variances of the minimum dimensional standards related to stall size and aisle width would likely be injurious to other property as it would be difficult to maneuver a vehicle in and out of the proposed parking space.

9. The proposed variance will not impair an adequate supply of light and air to adjacent property, increase substantially the congestion in the public street, increase the danger of fire, or endanger the public safety.

No. The variances of front yard parking and maximum driveway width would increase the likelihood of pedestrian/vehicular conflicts and could pose a hazard to pedestrians if vehicles were parked within the sidewalk area. The development of the proposed parking arrangement could also increase congestion in the public street because it would remove several existing on-street parking spaces which are utilized by neighboring residences and visitors of the adjacent school. Finally, because the site is also directly across the street from the delivery driveway and bus driveway of the adjacent school building, the staff is concerned that the proposed access-ways could cause vehicular conflicts and potential disruptions to traffic movement, especially in the mornings and afternoons.

The staff finds the variances of **Article 11, Section 11.3.B.3(a), Article 22, Section 22.11.A.2(a), Article 22, Section 22.8.D.3, Article 22, Section 22.8.C.3, Article 23, Section 23.7.B and Article 23, Section 23.7.C** fail to meet the standards for approval per **Article 4, Section 4.6.F**; thus, the staff recommends **denial** of the requested variances.

G. What are the comments from other agencies/departments/committees?

Planning Advisory Committee

The proposal was considered at the Planning Advisory Committee meeting on March 23, 2015. The Department of Public Works expressed concern regarding the proposed driveway in front of the building which appears to cover the almost entire width of the lot or approximately 103 feet. The representative noted that parking spaces are limited to two per driveway (excluding driveways to parking lots) and multiple driveways must be separated by a minimum of 4 feet. The representative also requested to view plans which showed proposed curbing and curb cuts.

The Department of Safety and Permits expressed concern regarding the proposed structure which appears to be deficient of building code requirements related to windows and openings. Although the plans indicate several windowless, the applicant said that he is in the process of working with SHPO to make modifications to the exterior elevations in order to meet the building code requirements for multi-family structures.

The representative of the Department of Parks and Parkways expressed objection to the proposed front yard parking arrangement which would eliminate a green area in front of the site for the planting of street trees.

The Committee passed a motion of no objection to the request, subject to further review by the Department of Public Works, the Department of Parks and Parkways, and the City Planning Commission.

H. What effects/impacts would the proposed planned development have on adjacent properties?

The subject site is located along a local street in a densely developed historic residential neighborhood in Mid-City. The subject site is directly adjacent to several single- and two-family residences which abut the site's two side property lines. The site is also located across the street from a large primary/junior high school. Typical impacts associated with a multi-family use are primarily related to traffic generation and parking. The staff does not believe the incorporation of a multi-family use of this size would generate any significant levels of noise which would be bothersome to surrounding residential properties. However, the staff has major concerns related to the parking demand a residence of this size would generate and how the applicant has proposed to manage this parking on site, which would require waivers from several standards of the Comprehensive Zoning Ordinance. Many of these standards relate to public safety.

The site is developed with an accessory gymnasium structure that was once incorporated into the Seton Academy campus which was located catty-corner and across the street from the gymnasium. The gymnasium is developed on a triple-lot parcel and is built relatively close to side and rear lot lines. It is setback 20 feet from the front property line where landscaping and a walkway to the main entrance have been provided. It was neither required nor provided parking based on its accessory use. In attempting to convert the former gymnasium into a multi-family residence, the plans show the conversion of the entire front yard, minus the entrance walkway, into front yard parking spaces. Though it is not clearly indicated, it appears that the entire curbside in front of the structure would be converted to a driveway accessed along South Rendon Street. The plans also indicate that the adjacent corner lot, Lot 19 which is in common ownership with the gymnasium parcel, would be entirely paved and converted to 16 compact parking spaces with two additional 22 foot-wide driveways accessed via South Rendon Street.

The staff believes this parking arrangement which is directly adjacent to both the South Rendon and Cleveland Avenue rights-of-way, is fundamentally inconsistent with the surrounding development character and would impact the aesthetic quality of this historic residential neighborhood. Furthermore, because the proposed parking areas are deficient

of several dimensional standards of both the Comprehensive Zoning Ordinance and the City Code, their development and operation could result in increased congestion in the street, and several safety hazards. The staff also believes these potential hazards could be exacerbated considering the site's adjacency next to a school, which generates a considerable amount of pedestrian and vehicular traffic, and whose delivery and bus drop-off driveways are also located along South Rendon Street across from the site.

I. Compliance with approval standards

The City Planning Commission recommendation and the City Council decision on applications for a planned development shall, on the basis of all information submitted, evaluate the impact of the planned development on the surrounding properties and neighborhoods to ensure the appropriateness of the planned development at the particular location and ensure that the planned development will not have an adverse impact on the surrounding neighborhood. The Commission and Council are required to specifically consider the extent to which the proposed use meets several approval standards contained in **Article 4, Section 4.4.G Approval Standards** of the Comprehensive Zoning Ordinance. In this section, the staff evaluates the application using those standards.

The proposed planned development complies with the applicable standards of Article 5.

This standard is partially met. **Article 5, Section 5.2.B.3** states that planned developments are allowed within the Historic Urban Residential Districts when they encompass the adaptive reuse of institutional, industrial, or commercial structures. The proposal meets the bulk and yard regulations that apply to planned developments in the HU-RD2 Historic Urban Two-Family Residential District. Per **Article 5, Section 5.6.B (Table 5-1 Residential Standards for HU and HC Planned Developments)**, a minimum 800 square feet of lot area is to be provided per dwelling unit. The proposal would exceed this requirement by providing approximately 854 feet per dwelling unit. Additionally, **Article 5, Section 5.2.C.2**, states that the structure must exceed 10,000 square feet in gross floor area, which the petitioned property meets.

However, **Article 5.6.A Intent** states that a planned development should minimize negative influences such as land use conflicts, heavy traffic congestion, and excessive demands on public facilities. The planned development option exists in historic neighborhoods because there are historic institutional buildings (i.e., turn of the century school buildings with significant historic architectural elements) that can easily be converted to residential use without producing any of the above-mentioned impacts. They are typically situated on larger sites and can accommodate the associated traffic generation or parking demand with a multi-family use. In addition, they generally require no alteration to the exterior for conversion to residential use. The staff believes the proposed redevelopment does not align with this intent. First, the renovation to the existing gymnasium structure to accommodate 23 units would require a substantial alteration of the existing structure in order to meet building code requirements for a multi-family residential use. Though the applicant stated at the Planning Advisory Committee Meeting that modifications will be made to the elevations of the structure to meet the building code requirements, the staff, to date, has

not received these plans.

Also, because the existing structure originated as an accessory structure to a school, it is developed across most of the site and provides little of the open space as would most historic school campuses. The applicant is attempting to maximize the number of off-street parking spaces provided by using most of the yard area in front of the building and the entirety of the adjacent corner lot for parking. However, these parking areas would be deficient of multiple standards of the Comprehensive Zoning Ordinance and the City Code. In essence, the applicant, in an effort to fit in as many dwelling units as possible into the existing structure, is requesting approval of a very poorly designed parking area by the City Council. However, the resultant impacts of such a parking arrangement, such as increased congestion and stress on public facilities, are contradictory to the very intent of planned developments in Historic Urban Residential Districts.

The proposed use at the specified location is consistent with the policies embodied in the adopted Master Plan.

The proposal is **inconsistent** with the policies of the Master Plan. Chapter 14: Land Use Plan of the Master Plan designates the future land use of the petitioned site as **Residential Low Density Pre-War**. The goal, range of uses, and development character for that designation are copied below:

RESIDENTIAL LOW DENSITY PRE-WAR

Goal: Preserve the scale and character of pre-war (WWII) residential neighborhoods of lower density where the predominant use is single and two-family residential and allow for compatible infill development. Discourage the development of additional multifamily housing that is out of scale with existing character.

Range of Uses: New Development generally limited to single or two-family dwellings, and preservation of existing multi-family buildings. Businesses and traditional corner stores may be allowed where current or former commercial use is verified. Supporting public recreational and community facilities (*e.g.*, schools and places of worship) also allowed. Conversion to multifamily may be allowed for certain existing historic institutional, commercial or other non-residential buildings.

Development Character: New development will fit with the character and scale of surrounding residential neighborhoods where structures are typically located on smaller lots and have minimal front and side setbacks. Maximum density of 24 units/acre.

Areas designated as Residential Low Density Pre-War allow multi-family development when it involves the conversion of an “existing historic institutional, commercial or other non-residential buildings.” The proposed re-use of the former gymnasium structure to a 23-unit multiple family residential use does not fit within the Range of Uses established in the future land use category because the structure does not contain any contributing

architectural features which would be considered historic as specifically outlined above.

The staff consulted with the Director of the Historic District Landmarks Commission regarding the historic quality of the petitioned structure. Although it appears to have been built in the mid-20th century, it is a utilitarian structure and without any of the pertinent architectural features of the era. The Director stated that the structure neither relates to the scale, massing, and materials of the neighboring context; therefore, the structure would not be considered “contributing.”

The staff believes the proposal which includes the development of a parking area which would overwhelm the site and require multiple variances of zoning ordinance is also inconsistent with the goals associated with the Residential Low Density Pre-war land use designation. The Master Plan calls for the preservation of the scale and character of historic residential areas. The neighborhood is characterized by a dense residential development pattern predominated by single- or two-story singles and doubles, where structures are placed relatively close to both side and front property lines. Front yard areas, if provided, are relatively shallow and used as a garden area. The effect is a clearly defined street wall that promotes pedestrian activity. The proposed development would be a significant deviation from this neighborhood norm and would therefore not protect the historic character of the neighborhood.

The proposed planned development is compatible with and preserves the character and integrity of adjacent development and neighborhoods and, as required by the particular circumstances, includes improvements or modifications either on-site or within the public right-of-way to mitigate development-related adverse impacts.

This standard is not met. As mentioned previously, the proposed parking area associated with the planned development request, as designed, would intensify development-related adverse impacts. The proposal is also contrary to the goals outlined in the Master Plan which note the importance of “preserving the scale and character of pre-war (WWII) residential neighborhoods of lower density where the predominant use is single and two-family residential.” The incorporation of a large number of front yard parking spaces directly adjacent to the public rights-of-way would substantially alter the site’s historic development pattern as well as alter the essential character of the area which accommodates and promotes pedestrian activity. As such, the proposal, as outlined, is incompatible with the character of adjacent development.

Any proposed variance from zoning standards meets the approval standards of Section 4.6.F.

This standard is not met. The proposal necessitates several waivers in relation to its proposed parking areas. See Table 1 for a summary of these variances. As explained in Section F of this report, the requested waivers fail to meet all nine of the standards for the approval of variances. The design of the proposed parking areas are a substantial deviation from the predominant development pattern of the area and would threaten the historic integrity of the residential neighborhood if implemented. Furthermore, they would increase the risk of pedestrian/vehicular conflicts, especially due to the site’s adjacency to

a primary school, and pose a safety hazard to vehicular operators because the extent of deficiency requested.

IV. SUMMARY

Zoning Docket 036/16 is a request is for a planned development in an HU-RD2 Historic Urban Two-Family Residential District. The applicant proposes to renovate a vacant former gymnasium along South Rendon Street in the Mid-City neighborhood and convert it to a 23-unit multiple-family residence. The institutional structure was originally constructed to service the former Seton Academy grade school which was located one block from the site along Canal Street. The gymnasium is a 33 foot tall box-like structure built across three interior lots with frontage on South Rendon Street and setback 20 feet from the front property line. The applicant plans to use the existing front yard area for the provision of 9 parking spaces and the entirety of the adjacent vacant corner lot, which is in common ownership, to provide an additional 16 parking spaces for occupants of the proposed residence. These parking areas as proposed are deficient of several standards of the Comprehensive Zoning Ordinance as well as the City Code.

Due to multiple negative impacts associated with the proposed design of the planned development, particularly the design of the parking areas which require waivers, the staff does not believe the proposal is appropriate or compatible with the surrounding neighborhood context and development pattern. Further, the staff does not believe the proposal meets the true intent of the planned development regulations, nor is it aligned with the Master Plan.

The plans submitted to date are currently non-compliant with the building code. If modified to meet these requirements, it would substantially alter the exterior of the building. The intent of a Historic Urban Residential District Planned Development, which allows for a use exception of multi-family development in single- and two-family neighborhoods, is to preserve institutional structures with contributing architectural features that enhance the neighborhood character. This coincides with the Master Plan which allows for the “conversion to multifamily for certain existing historic institutional, commercial or other non-residential buildings” in predominately single- and two-family residential neighborhoods. These allowances were intended for structures like school buildings which are easily adaptable without significant modifications to the structure.

In order to accommodate the required parking of the proposed 23-unit multi-family residence, the applicant is attempting to squeeze as many parking spaces as possible in the front yard area of the site, which is the only accessible open space area on the site. Front yard parking, especially to this proposed extent, is an apparent deviation of the neighborhood norm. The staff believes the proposed design, if implemented, would severely impact the aesthetic quality of the neighborhood which is also on the National Register of Historic Places. The staff is concerned that the proposed parking lot areas and proposed driveways will detract from the walkability of the neighborhood and potentially increase traffic congestion on a relatively narrow local street where a primary/junior high school is also located. Taken in sum, the staff believes the above concerns are enough to discourage the approval of the requested planned development.

V. PRELIMINARY STAFF RECOMMENDATION⁵

The applicant recently notified the staff that he will be unable to attend the CPC hearing on April 12, 2016 due to a scheduling conflict. The applicant has requested deferral of the request to the April 26, 2016. The staff is also recommending **DEFERRAL** of the application for two meetings to May 10, 2016 to allow the applicant time to resubmit elevation drawings which show the proposed modifications of the structure as mentioned in the Planning Advisory Committee. The staff would also advise the applicant to address some of the parking concerns expressed in this report in advance of the next meeting. As is currently proposed, the staff is unable to recommend approval of the multiple variances requested for off-street parking. Additionally, the staff is likely to recommend denial of the application for the reasons stated in this report.

VI. REASONS FOR RECOMMENDATION⁶

1. Without complete building elevations which show proposed modifications to the exterior of the structure, the staff cannot properly assess compatibility of the development with the surrounding neighborhood, or compliance with the building design standards of the zoning ordinance.
2. As proposed, the planned development fails to meet the true intent of the ordinance which allows for adaptive reuse of institutional structures in Historic Urban Districts. Due to multiple negative impacts associated with the proposed design of the planned development, particularly the design of the parking areas which require waivers, the staff does not believe the proposal is appropriate or compatible with the surrounding neighborhood context and development pattern.
3. The proposal is inconsistent with the Master Plan.
4. The planned development, as proposed, necessitates multiple waivers from the Comprehensive Zoning Ordinance in regard to front yard parking and parking lot dimensional standards. There are no special conditions related to the site which justify such poorly designed parking spaces. The standards were put into place to promote safety, and if waived could increase the risk of pedestrian/vehicular conflicts.

VII. CITY PLANNING COMMISSION MEETING (April 12, 2016)

The Senior City Planner summarized the request, stating the staff's recommendation of deferral of the request for two meetings to May 10, 2016. The speakers at the public hearing are listed on the attached public hearing speaker sheet and card.

⁵ Subject to modification by the City Planning Commission

⁶ Subject to modification by the City Planning Commission

Commissioner Brown made a motion for deferral, which was seconded by Commissioner Steeg.

Motion:

BE IT MOVED BY THE CITY PLANNING COMMISSION THAT ZONING DOCKET 036/16 IS HEREBY RECOMMENDED FOR **DEFERRAL** TO THE MAY 10, 2016 CITY PLANNING COMMISSION MEETING.

YEAS: Brown, Steeg

NAYS: Marshall, Mitchell, Mora

ABSENT: Duplessis, Wedberg

The motion failed.

Commissioner Mora made a motion for denial which was seconded by Commissioner Mitchell and adopted.

Motion:

BE IT MOVED BY THE CITY PLANNING COMMISSION THAT ZONING DOCKET 036/16 IS HEREBY RECOMMENDED FOR **DENIAL**. BE IT FURTHER MOVED THAT THE EXECUTIVE DIRECTOR IS HEREBY AUTHORIZED TO NOTIFY THE CITY COUNCIL OF SAID ACTION.

YEAS: Brown, Marshall, Mitchell, Mora, Steeg

NAYS: None

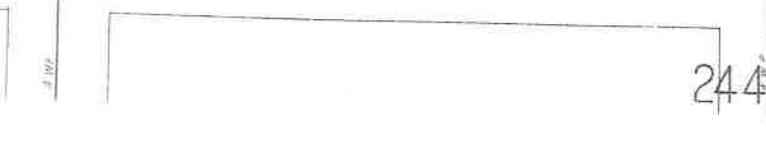
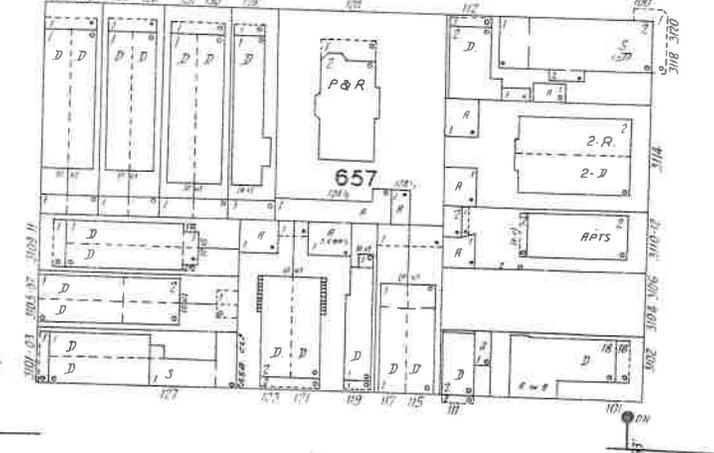
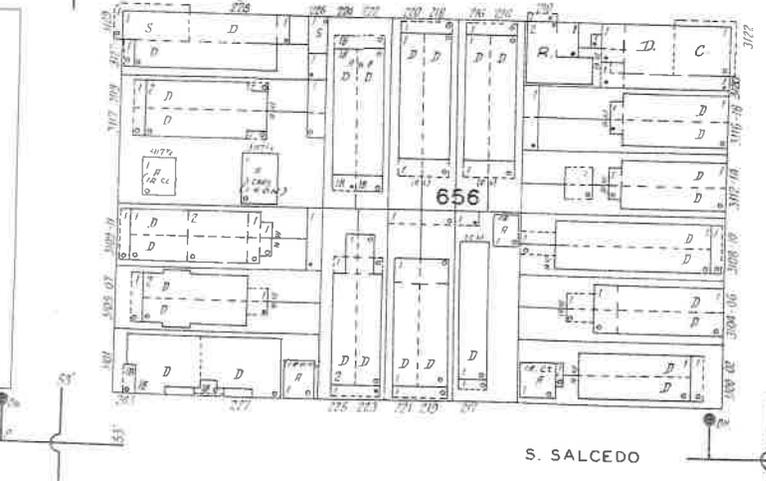
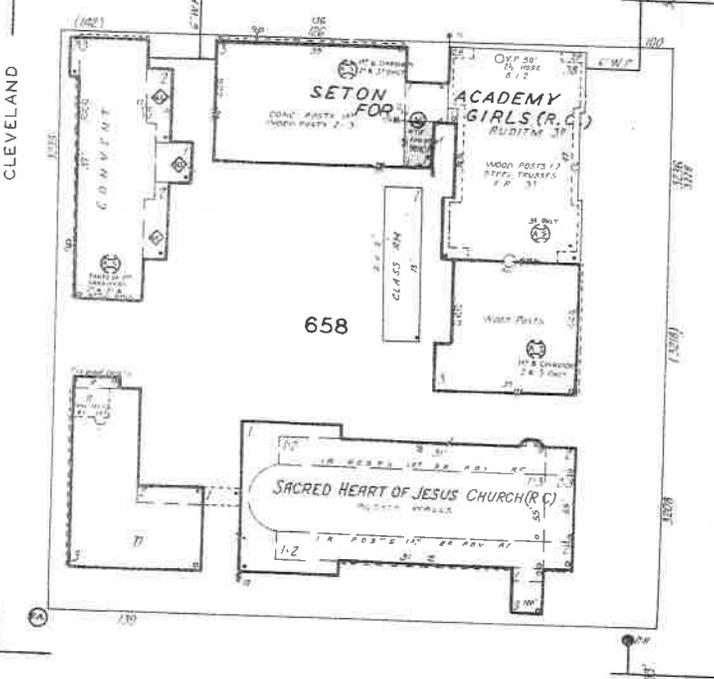
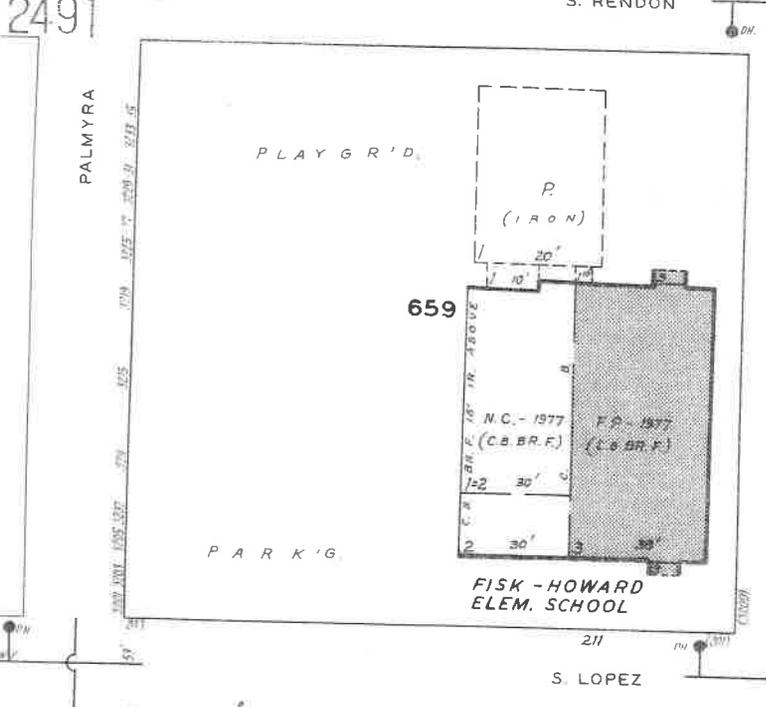
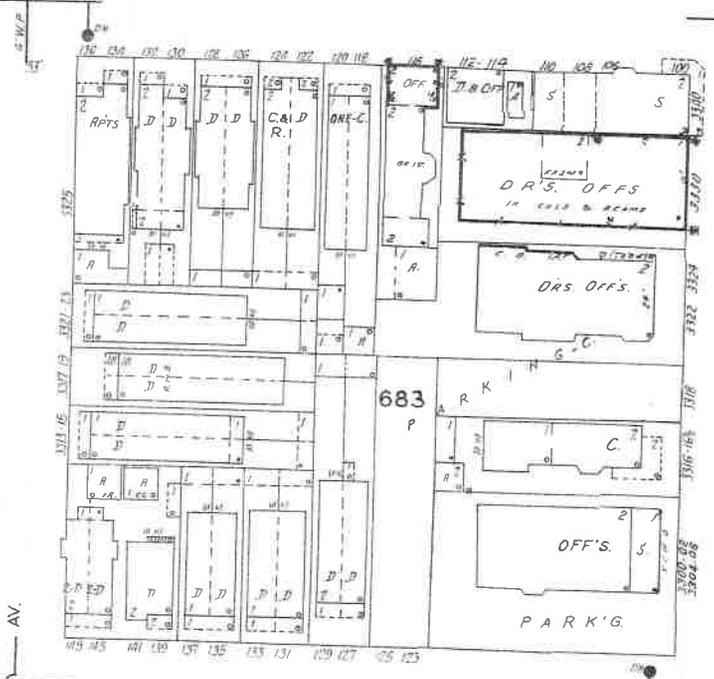
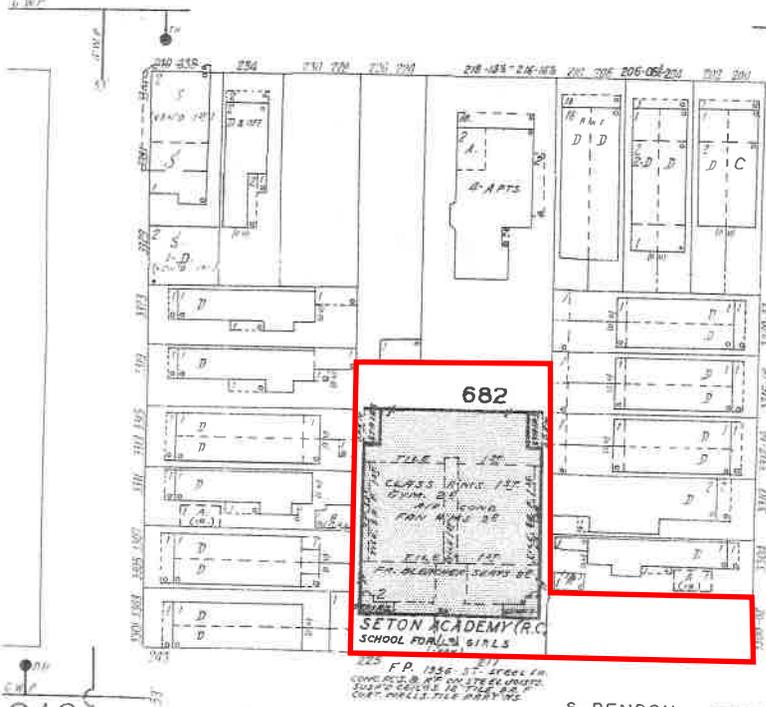
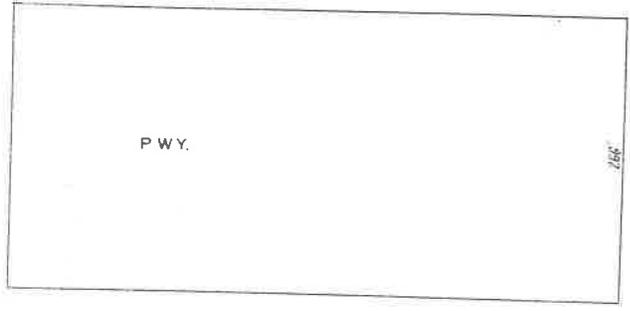
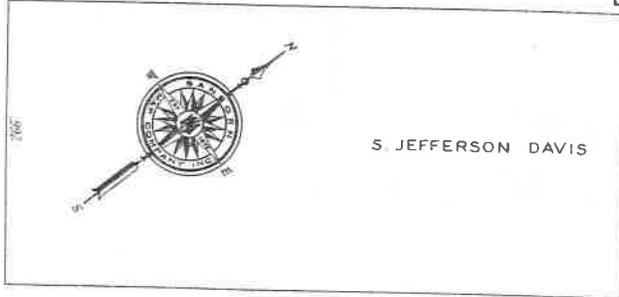
ABSENT: Duplessis, Wedberg

VIII. REASONS FOR RECOMMENDATION

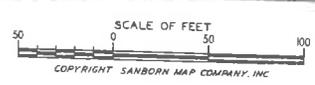
1. As proposed, the planned development fails to meet the true intent of the ordinance which allows for adaptive reuse of institutional structures in Historic Urban Districts. Due to multiple negative impacts associated with the proposed design of the planned development, particularly the design of the parking areas which require waivers, the staff does not believe the proposal is appropriate or compatible with the surrounding neighborhood context and development pattern.
2. The proposal is inconsistent with the Master Plan.
3. The planned development, as proposed, necessitates multiple waivers from the Comprehensive Zoning Ordinance in regard to front yard parking and parking lot

dimensional standards. There are no special conditions related to the site which justify such poorly designed parking spaces. The standards were put into place to promote safety, and if waived could increase the risk of pedestrian/vehicular conflicts.

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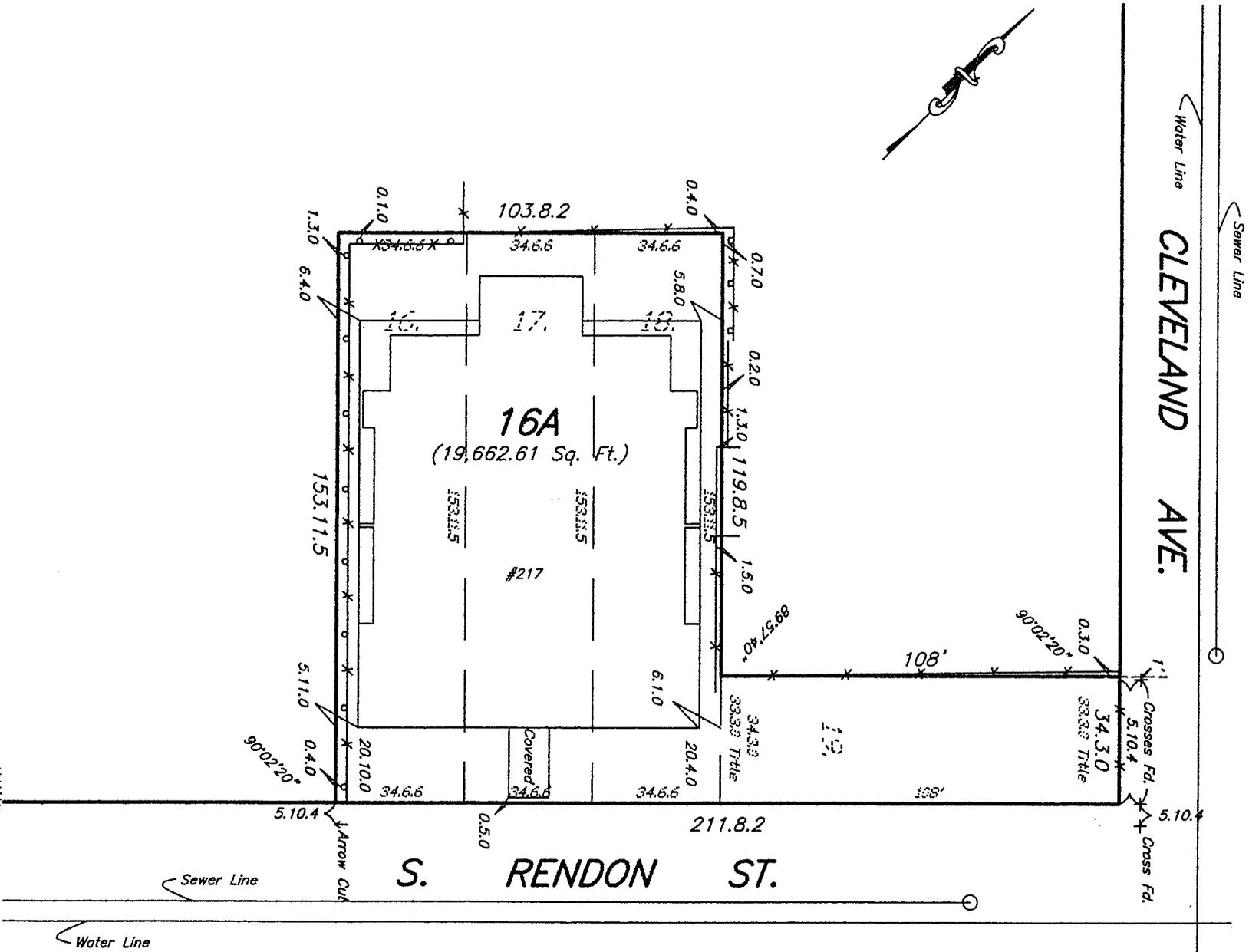


Vertical text on the right side of the map, oriented vertically: "171' O W T A M U L O V E S".

**SQ. NO. 682
FIRST DISTRICT**

**NEW ORLEANS, LA
ORLEANS PARISH**

A Resubdivision of Lots 16, 17, 18, & 19 into Lot 16A.



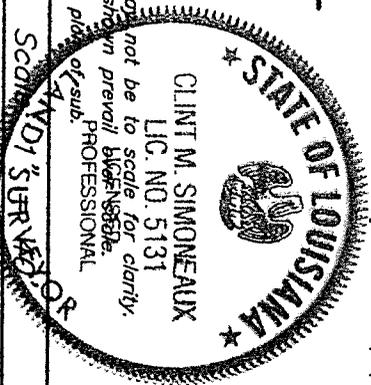
PALMYRA ST. SIDE

No Trees in Public R/W.

THE SERVITUDES SHOWN ON THIS PLAT ARE LIMITED TO THOSE FURNISHED TO US. THERE IS NO REPRESENTATION THAT ALL APPLICABLE SERVITUDES ARE SHOWN HEREON. THE SURVEYOR HAS MADE NO TITLE SEARCH OR PUBLIC RECORD SEARCH IN COMPILING DATA FOR THIS SURVEY.

Date: January 13, 2016

This plat represents an actual ground survey made by me or under my direct supervision and control and meets the requirements for the Standards of Practice for Boundary Surveys as found in Louisiana Administrative Code TITLE 46:IXI, Chapter 25 for a Class "C" survey.
Made at the request of 217 S. Rendon, LLC.



Note:
Improvements may not be to scale for clarity.
The dimensions shown prevail.
PROFESSIONAL
of sub.
Scale: 1" = 40'

Gilbert, Kelly & Couturie, Inc., Surveying & Engineering
2121 N. Causeway Blvd., Metairie LA 70001 (504) 836-2121

Clint Simoneaux

RECORDED

Conveyance Office Inst. No. 535134

on 6-12-13

Entry/N.A. # 2013-21984

NM File No. SP8223

CASH SALE

STATE OF LOUISIANA

BY

PARISH OF JEFFERSON

THE ROMAN CATHOLIC CHURCH OF THE
ARCHDIOCESE OF NEW ORLEANS

TO

217 SOUTH RENDON, LLC

BE IT KNOWN, that on this 11th day of June, 2013;

BEFORE ME, THE UNDERSIGNED, a Notary Public duly commissioned and qualified in and
for the Parish of Jefferson, and in the presence of the witnesses hereinafter named and undersigned:

PERSONALLY CAME AND APPEARED:

The Roman Catholic Church of the Archdiocese of New Orleans a Non-Profit corporation
duly authorized under the laws of the State of Louisiana, herein appearing through John
L. Eckholdt, Secretary, pursuant to the annexed resolution.

Mailing address: 7887 Walmsley Avenue; New Orleans, Louisiana 70125

who declares that it does by these presents grant, bargain, sell, convey, transfer, assign, setover,
abandon and deliver, without warranty of title or recourse, not even for a return of the purchase price but
with full substitution and subrogation in and to all the rights and actions of warranty which it has or may
have against all preceding owners and vendors and all of its right, title and interest in and to the Property,

217 South Rendon, LLC a Louisiana Limited Liability Company duly organized and
existing under the laws of the State of Louisiana, domiciled in the Parish of Orleans,
herein represented by Narinder Gupta, Agent duly authorized by a certificate of authority,
which is attached hereto and made a part hereof.

Mailing address: 13 Rosedown Court; New Orleans, La 70131

here present, accepting and purchasing for itself, its heirs and assigns, and acknowledging due delivery
and possession thereof, all and singular, the following described property, to-wit:

FOUR CERTAIN PORTIONS OF GROUND, together with all the buildings and
improvements thereon and all of the rights, ways, servitudes, privileges, advantages and
appurtenances thereunto belonging or in anywise appertaining, situated in the **STATE OF
LOUISIANA, PARISH OF ORLEANS, SQUARE NO. 682** of the **FIRST
MUNICIPAL DISTRICT** of the **CITY OF NEW ORLEANS**, which square is bounded
by Palmyra Street, Jefferson David Parkway (formerly Hagan Avenue), Cleveland Avenue
and South Rendon Street, designated as **LOTS 16, 17, 18 and 19** on a survey dated June
18, 2012, by Gilbert, Kelly & Couturie, Inc., Surveying and Engineering and measure
together as follows to wit:

LOT 19 forms the corner and begins at the point of intersection of the southerly right of

NO. 101101
NA # 2013-21986
TYPE S FEE \$
NO. 101101
NA # 2013-21986
TYPE S FEE \$

inches, 5 lines (153.11.5) to a point; thence in a northerly direction through an interior angle of 90 degrees 02 minutes 20 seconds, a distance of 103 feet, 8 inches 2 lines to a point; thence in an easterly direction through an interior angle of 89 degrees 57 minutes 40 seconds, a distance of 120 feet, 8 inches, 5 lines (120.8.5) to a point; thence in a northerly direction through an exterior angle of 89 degrees 57 minutes 40 seconds. A distance of 108 feet to a point on the southerly right of way line of Cleveland Avenue; thence in an easterly direction through an interior angle of 89 degrees 57 minutes 40 seconds, a distance of 33 feet 3 inches 0 lines (33.3.0) back to the point of intersection of the southerly right of way line of Cleveland Avenue and the westerly right of way line of S. Rendon Street, the point of beginning.

The following is for informational purposes only:

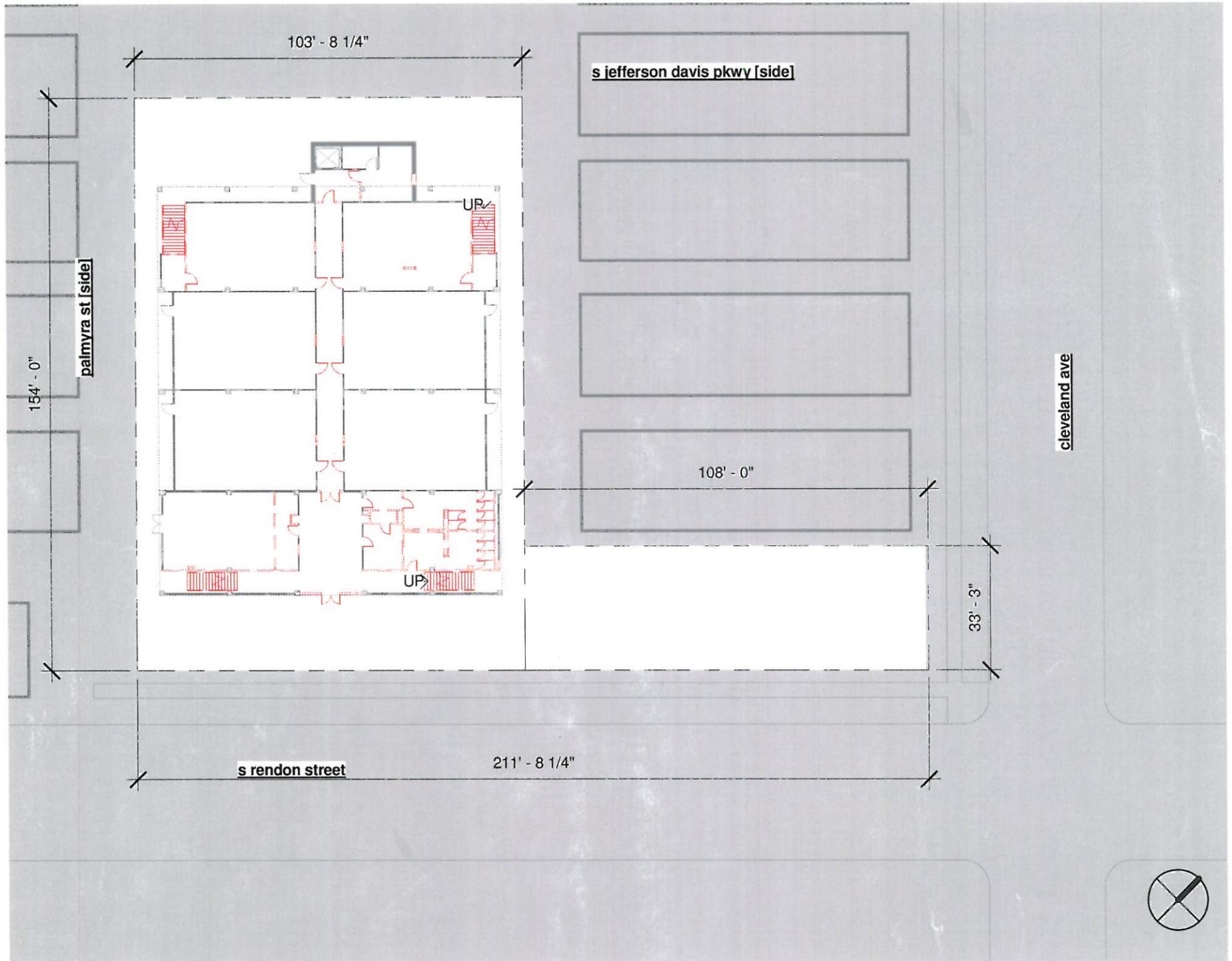
Being the same property acquired by The Roman Catholic Church of the Archdiocese of New Orleans by act dated June 29, 2012, registered as CIN 514547.

THIS ACT IS MADE AND ACCEPTED SUBJECT TO THE FOLLOWING:

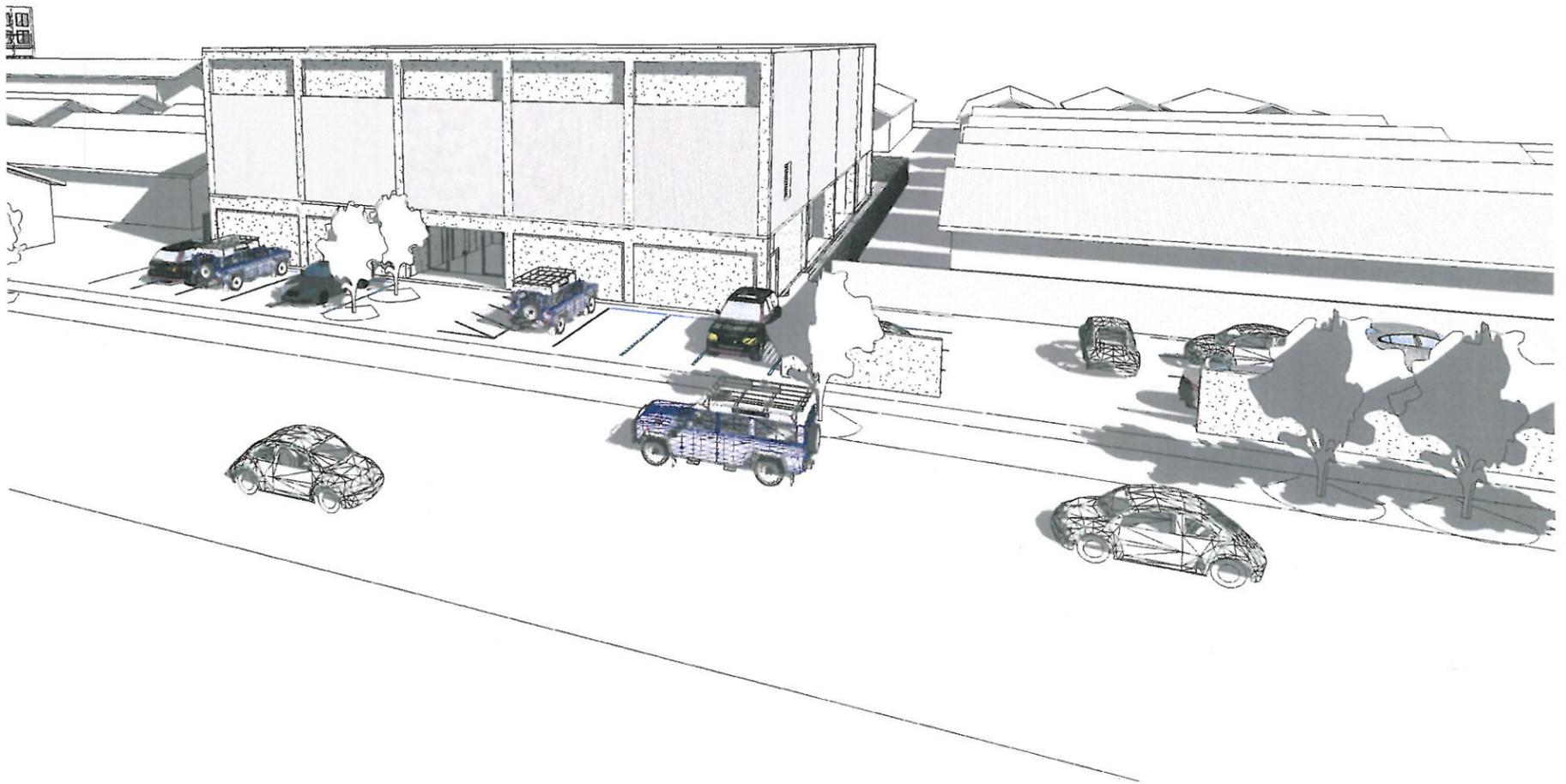
Discrepancies or shortage in the square footage or acreage of area of the land.

- (a) Seller hereby disclaims any implied or express warranty, guaranty or representation, oral or written, past, present or future, of, as to, or concerning, (i) good title to the Property or the merchantability of said title; (ii) the nature and condition of the Property, including the suitability thereof for any and all activities and uses which Purchaser may elect to conduct thereon; (iii) the existence or non existence of any environmental hazards or conditions thereon (including the presence of asbestos, toxic mold and/or lead based paint) or compliance with all applicable environmental laws, rules or regulations; and (iv) the compliance of the Property or its operations with any laws, ordinances or regulations of any governmental or other body. The sale of this Property is made on an "AS IS," "WHERE IS" basis, and Purchaser expressly acknowledges that, Seller makes no warranty or representation express or implied, or arising by operation of law, including but not limited to any warranty of title, condition, habitability, merchantability or fitness for a particular purpose, with respect to the Property.
- (b) Purchaser acknowledges that neither Seller nor any party, whomsoever, acting or purporting to act in any capacity whatsoever on behalf of the Seller has made any direct, indirect, explicit or implicit statement, representation or declaration, whether by written or oral statement or otherwise, and upon which the Purchaser has relied, concerning the existence or non-existence of any quality, characteristic or condition of the Property herein conveyed.





1 site demolition plan cut @ first floor
 1/32" = 1'-0"

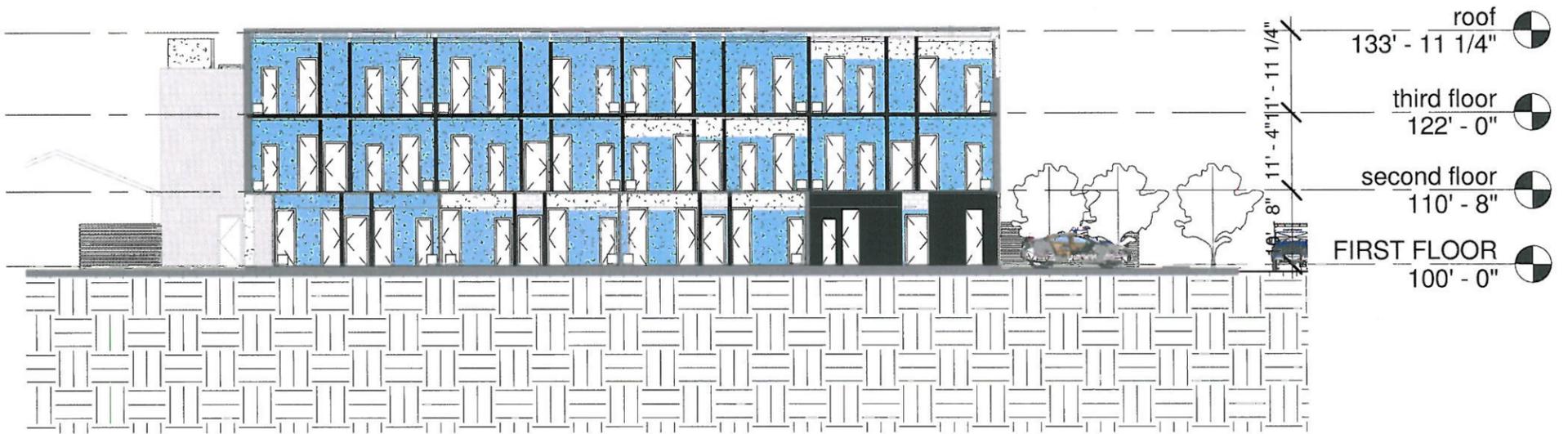


renovation area		
renovation area	9464 SF	FIRST FLOOR
	9464 SF	
renovation area	9796 SF	second floor
	9796 SF	
	19260 SF	

Apt
Apt: 23

parking count	
	25

new construction - interior area		
new interior area	96 SF	FIRST FLOOR
new interior area	96 SF	FIRST FLOOR
new interior area	218 SF	FIRST FLOOR
	410 SF	
new interior area	203 SF	second floor
new interior area	168 SF	second floor
new interior area	119 SF	second floor
new interior area	119 SF	second floor
new interior area	154 SF	second floor
	762 SF	
new interior area	10558 SF	third floor
	10558 SF	
	11730 SF	



① presentation - building section
3/64" = 1'-0"



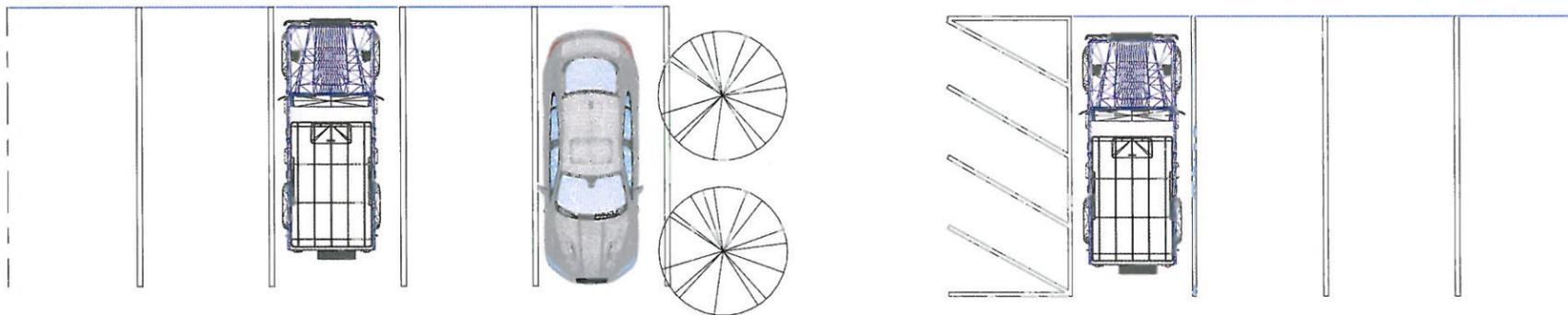
② Section 36
3/64" = 1'-0"



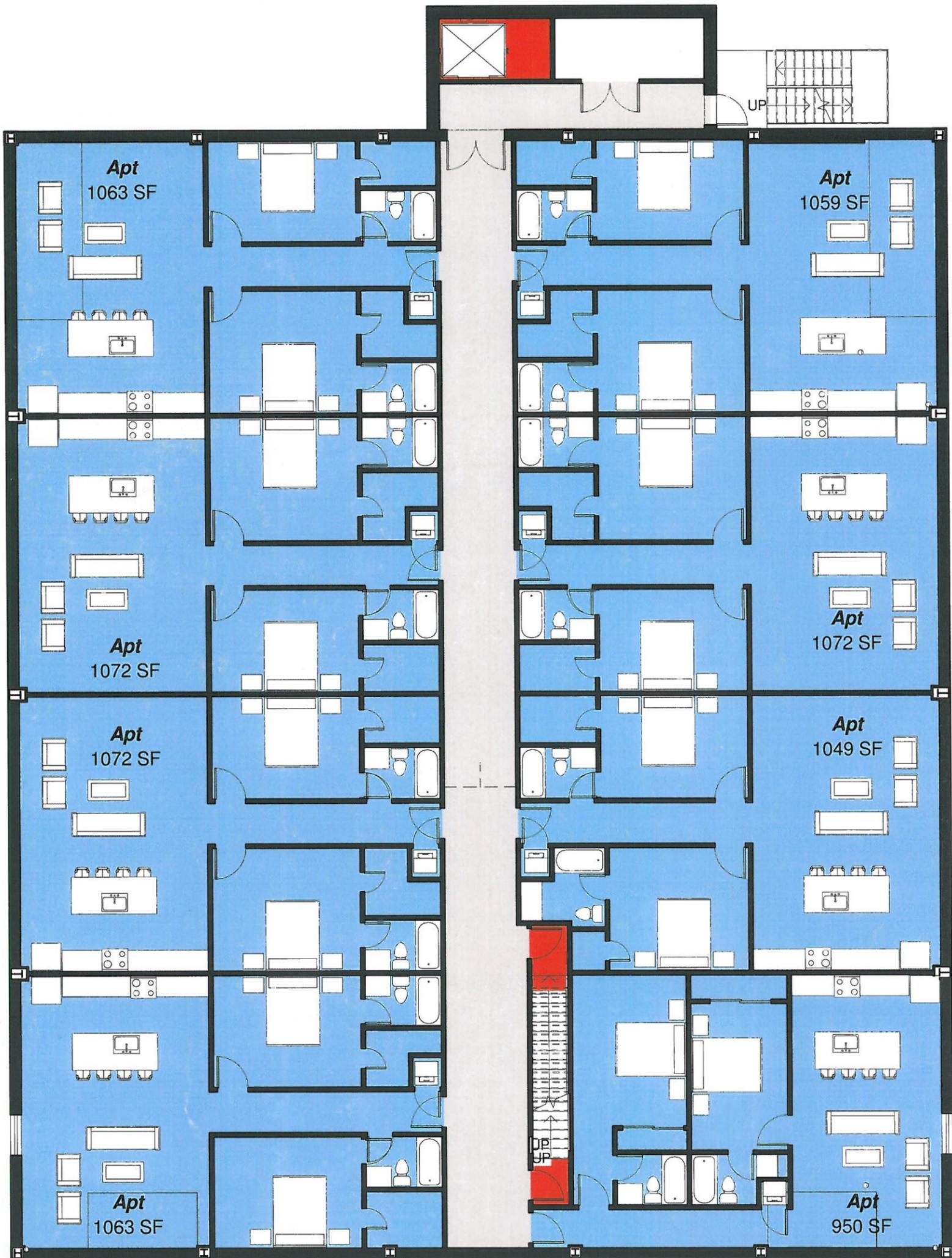
1 site plan cut @ first floor
 1/32" = 1'-0"

parking count	
	25

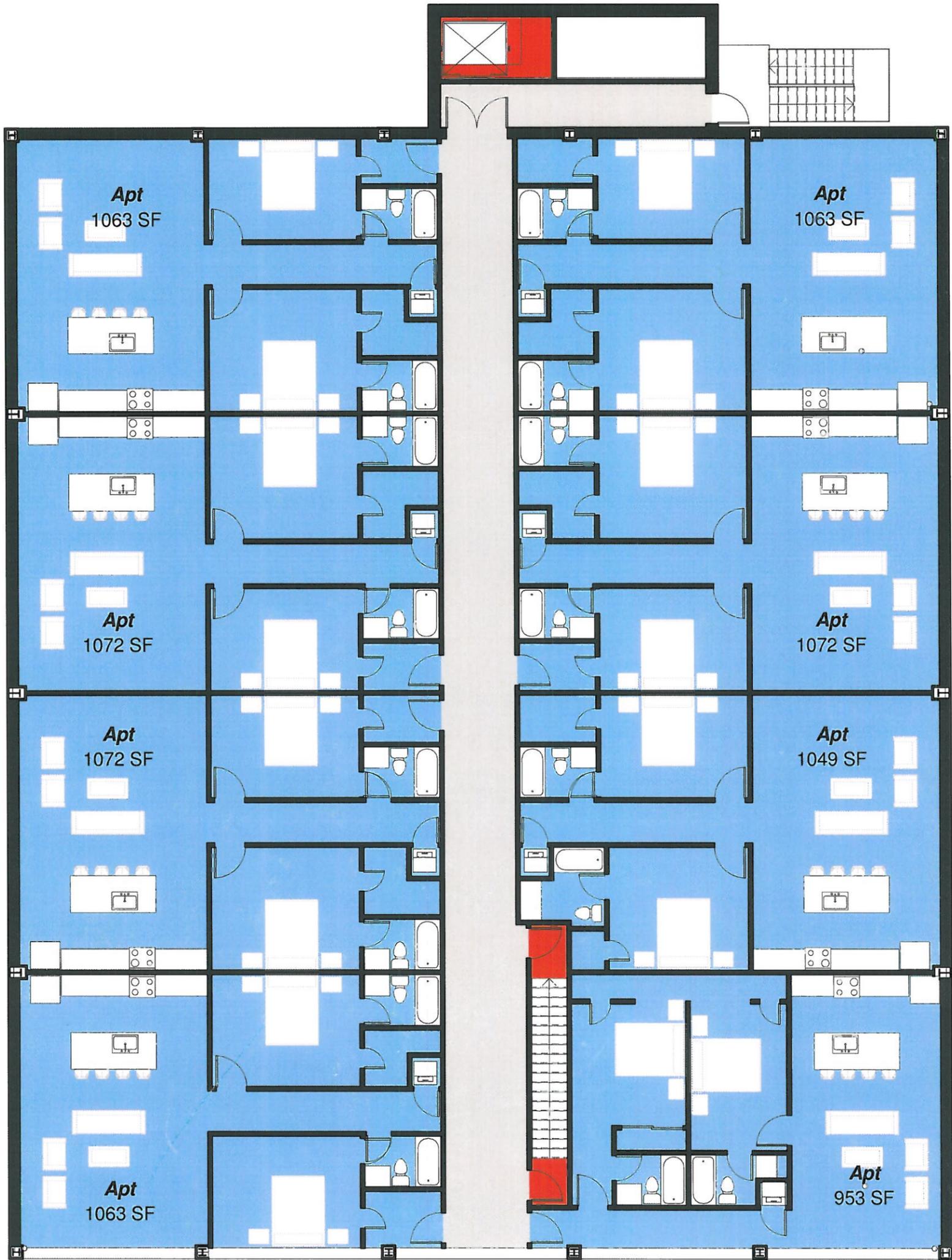
Apt
Apt: 23



① first floor plan
3/32" = 1'-0"



① second floor plan
 3/32" = 1'-0"



1 presentation - third floor
 3/32" = 1'-0"

November 7, 2015

Dear Neighbor:

My company, 217 S. Rendon LLC owns a Gymnasium and the vacant lot at the corner of S. Rendon and Cleveland Ave. This building was heavily damaged during KATRINA. The building previously was owned by the Archdiocese and not had any work done since Katrina and remains damaged and uninhabitable. It has become **a favorite for Graffiti and Vandalism.**

Our goal is to put this Gymnasium into commerce by providing much needed housing with off street parking. This will be a tax paying entity. Archdiocese as a nonprofit entity did not have to pay taxes.

We plan to build out 24 units within the existing building (without expanding the size of the building) at market rate rents. The units are large and range from 920 sq.ft to 1051 Sq. ft. The parking is provided off street for each unit. **I am requesting**

a "Planned Development"

Parking waiver from 40% compact to 64%.

As a nearby neighbor or otherwise interested in the neighborhood, I am inviting you to a meeting where you can learn more about what we propose and present questions and concerns. We are required to do this before we submit our application to the City Planning Commission.

The meeting will take place

Wednesday, November 18, 2015 from 5:30pm--7:00pm

Warren Easton High School Cafeteria, 3019 Canal St., New Orleans, 70119

Letter is being delivered through US Mail and Hand delivery. At the meeting, I will provide a Sign in sheet to obtain tel. nos., e-mail addresses, so that I may keep you updated of any changes.

Architectural renditions of the proposed project will be available at the meeting. The construction is all interior and during daytime and will not effect quality of life or cause any parking issues. Construction will take place immediately upon approval of plans. Anticipation completion in 10 months.

For any questions or comments, please feel free to reach us at the following email and telephone nos.

Sincerely,

Narinder Gupta "Narinder"
120 Terry Pkwy
Terry Town, La. 70056
Cell 504-813-3647

Email: nmgupta2@gmail.com

Warren Easton School - 2011 - 324-7400 - 1/13/11 - 102-9

Properties Within 600 Ft. of 217 S Rendon St.				City	St	Zip
Name	Address1	Address2				
116 Jefferson Davis, LLC	104 Houmas Crt		Pearl River	LA	70452	
116 Jefferson Davis, LLC	104 Houmas Crt	Pearl River, LA 70452				
1829 Palmyra Enterprises LLC	Et Al	4725 Chastant St	Metairie	LA	70006	
1829 Palmyra Enterprises LLC	Et Al	4725 Chastant St	Metairie, LA 70006			
1829 Palmyra Enterprises LLC	13 Rosedown Crt		New Orleans	LA	70131	
217 South Rendon LLC	13 Rosedown Crt	New Orleans, LA 70131				
217 South Rendon LLC	5308 13Th Ave. #133		Brooklyn	NY	41219	
218-20 South Lopez Street, LLC	5308 13Th Ave. #133	Brooklyn, NY 11219				
218-20 South Lopez Street, LLC	4020 Cleveland Ave	New Orleans, LA 70119	New Orleans	LA	70119	
225 South Jeff Davis Parkway LLC	4020 Cleveland Ave		Lafayette	LA	70503	
231 South Jeff Davis Parkway & 225 South Jeff Davis	228 Orangewood Dr					
2505 Illinois St LLC	228 Orangewood Dr	Lafayette, LA 70503	Metairie	LA	70006	
2505 Illinois St LLC	4745 Avron Bl					
3237-39 Banks Street, LLC	4745 Avron Bl	Metairie, LA 70006	New Orleans	LA	70112	
3237-39 Banks Street, LLC	1025 Bienville St Ste 5					
3340 Canal, LLC	1025 Bienville St Ste 5	New Orleans, LA 70112				
3340 Canal, LLC	3019 Palmyra St	New Orleans, LA 70119	New Orleans	LA	70119	
A J Williams	342 So Jefferson Davis P					
Aaron K Washington	342 So Jefferson Davis Pkwy	New Orleans, LA 70119				
Aaron K Washington	849 Morningside Dr	Gretna, LA 70056	Metairie	LA	70009-6252	
Adan Martinez	P.O Box 6252					
Adriano P Liriano	P.O Box 6252	Metairie, LA 70009-6252				
Adriano P Liriano	5534 Canal Blvd Suite 3	New Orleans, LA 70119				
Alasa LLC	435 South Rendon Street	New Orleans, LA 70119	New Orleans	LA	70119	
Alisha A Davis	Barbara Ann Lee	3320-22 Cleveland Ave				
Andrea Lee	Barbara Ann Lee	3320-22 Cleveland Ave	New Orleans	LA	70115	
Andrea Lee	832 Valence St					
Andrew D Kopplin	832 Valence St	New Orleans, LA 70115	New Orleans	LA	70115	
Andrew D Kopplin	Frank Organo	805 Antonine St				
Angelo Barcia	Frank Organo	805 Antonine St	New Orleans	LA	70115	
Angelo Barcia	18 Chalstrom Dr		River Ridge	LA	70123	
Angelo Pecoraro	18 Chalstrom Dr	River Ridge, LA 70123				
Angelo Pecoraro	18 Chalstrom Dr	River Ridge, LA 70123				

Anne T Lloyd	3319 State Street Dr.		New Orleans	LA	70125
Anne T Lloyd	3319 State Street Dr.	New Orleans, LA 70125			
Annie C Harris	3107 Palmyra St		New Orleans	LA	70119
Annie C Harris	3107 Palmyra St	New Orleans, LA 70119			
Antoinette C Kelly	4929 York St #124		Metairie	LA	70001
Antoinette C Kelly	4929 York St #124	Metairie, LA 70001			
Araly E Mladenoff	3014 Division Street		Metairie	LA	70002
Araly E Mladenoff	3014 Division Street	Metairie, LA 70002			
Arch-Dinamica Architects LLC	223 South Jefferson Davi		New Orleans	LA	70119-
Arch-Dinamica Architects LLC	223 South Jefferson Davis Parkway	New Orleans, LA 70119-			
Areciea J Martinez	3323 Palmyra St		New Orleans	LA	70119
Areciea J Martinez	3323 Palmyra St	New Orleans, LA 70119			
Arianne Lee	23 Christopher Ct		New Orleans	LA	70128
Arianne Lee	23 Christopher Ct	New Orleans, LA 70128			
Atrium In Metairie, Inc. The	C/O Easy To Remember LLC	1905 W Thomas St Ste D-364	Hammond, LA 70401		
Aubrey A Lacy	3439 Palmyra St	New Orleans, LA 70119			
Avery G Ligon	1236 Moss St		New Orleans	LA	70119
Avery G Ligon	1236 Moss St	New Orleans, LA 70119			
Baja Properties LLC	3001 Beaulieu St	Metairie, LA 70001			
Battle IV Bell	3421 Palmyra St.		New Orleans	LA	70119
Battle IV Bell	3421 Palmyra St.	New Orleans, LA 70119			
Beck M Flanagan	3506 Cleveland Ave	New Orleans, LA 70119			
Bernard R Jr Guste	3310 Palmyra St		New Orleans	LA	70119
Bernard R Jr Guste	3310 Palmyra St	New Orleans, LA 70119			
Beverly J Walker	321 S Rendon Street		New Orleans	LA	70119
Beverly J Walker	321 S Rendon Street	New Orleans, LA 70119			
Bourgeoisstephanien	Etal	1212 Montgomery Street	Mandeville	LA	70448
Bourgeoisstephanien	Etal	1212 Montgomery Street	Mandeville, LA 70448		
Bros Restoration Molina	4315 Cleveland Ave	New Orleans, LA 70119			
C & An Investments, LLC	5571 Eastover Dr South		New Orleans	LA	70128
C & An Investments, LLC	5571 Eastover Dr South	New Orleans, LA 70128			
aleb Land., Luke oration & Spensev Land Corp	3114 Canal St		New Orleans	LA	70119
Cannon Enterprises Of New Orleans, LLC	232 Lake Marina Ave., Apt		New Orleans	LA	70124
Cannon Enterprises Of New Orleans, LLC	232 Lake Marina Ave., Apt 10A	New Orleans, LA 70124			

Carla Gayle-Massey	P.O. Box 161415		Mobile	AL	36616
Carla Gayle-Massey	P.O. Box 161415 Mobile, AL 36616				
Carla J Gonzalez	3236 Massachusetts Ave		Kenner	LA	70065
Carla J Gonzalez	3236 Massachusetts Ave Kenner, LA 70065				
Carlos D Fuentes	C/O Maria J Fuentes-(Po	222 S Clark St	New Orleans	LA	70119
Carlos D Fuentes	C/O Maria J Fuentes-(Poa) 222 S Clark St New Orleans, LA 70119				
Carolyn A Springman	1209 Eisenhower Drive		Metairie	LA	70003
Carolyn A Springman	1209 Eisenhower Drive Metairie, LA 70003				
Cassie M Fernandez	2523 17Th St Ne		Washington	DC	20018
Cassie M Fernandez	2523 17Th St Ne Washington, DC 20018				
Charles A III Bosworth	433 Hamilton St		New Orleans	LA	70113-1828
Charleston H Perkins	3313 Palmyra St		New Orleans	LA	70119
Charleston H Perkins	3313 Palmyra St New Orleans, LA 70119				
Chris D Rigamer	25 Shenandoah St		Kenner	LA	70065
Chris D Rigamer	25 Shenandoah St Kenner, LA 70065				
Christopher M Griffith	224 S Clark St		New Orleans	LA	70119
Christopher M Griffith	224 S Clark St New Orleans, LA 70119				
City Land Properties LLC	3535 Canal St		New Orleans	LA	70119
City Land Properties LLC	3535 Canal St New Orleans, LA 70119				
Clendon Myra Mc	327 S Rendon St		New Orleans	LA	70119
Clendon Myra Mc	327 S Rendon St New Orleans, LA 70119				
Clyde M Bouligny	2482 Fox Ridge Dr. Castro Valley, CA 94546				
Complete Prop Resources LLC	1300 Perdido St New Orleans, LA 70112				
Consolid Ation,Inc. Property	239 S Jefferson Davis Pk New Orleans, LA 70119				
Consolidation, Inc. Property	239 S Jefferson Davis Pw New Orleans, LA 70119				
Crane Thomas	4330 Dumaine St Suite A New Orleans, LA 70119				
Cristy R Kelly	217 S. Salcedo St.		New Orleans	LA	70119
Cristy R Kelly	217 S. Salcedo St. New Orleans, LA 70119				
Daisy Cicgrabe	P O Box 391 Covelo, CA 95428				
David J Deblanc	2512 Missouri Ave		Metairie	LA	70003-5364
David J Deblanc	2512 Missouri Ave Metairie, LA 70003-5364				
David J Robbins	3100 Palmyra St New Orleans, LA 70119				
David T Abadie	1141 Orion Ave Metairie, LA 70005				
Debbie L Martin	128 So Jefferson Davis P		New Orleans	LA	70119

Debbie L Martin	128 So Jefferson Davis Pkwy New Orleans, LA 70119				
Eddie J Leblanc	3245 Kentucky Kenner, LA 70065				
Eddie J Leblanc	3245 Kentucky Ave Kenner, LA 70065				
Edward J Miller	414 S Jefferson Davis Parkway New Orleans, LA 70119				
Elwood J Mccoy	3221 Banks St		New Orleans	LA	70119
Elwood J Mccoy	3221 Banks St New Orleans, LA 70119				
Entropy Enterprises Ltd	239 So Jefferson Davis Pkwy New Orleans, LA 70119				
Entropy Enterprises Ltd & Property Consolidation Inc	239 So Jefferson Davis P		New Orleans	LA	70119
Eric J Knott	3327 Baudin St New Orleans, LA 70119				
Florel L Washington	437 So Rendon Street New Orleans, LA 70119				
Frank J Gengo	5644 Cherlyn Drive		New Orleans	LA	70124
Frank J Gengo	5644 Cherlyn Dr		New Orleans	LA	70124
Frank J Gengo	5644 Cherlyn Drive New Orleans, LA 70124				
Frank J Gengo	5644 Cherlyn Dr New Orleans, LA 70124				
Frazier J Parker	722 Madison St.		Gretna	LA	70053
Frazier J Parker	722 Madison St. Gretna, LA 70053				
Freddy Galindo	3313 Cleveland Avenue		New Orleans	LA	70119
Freddy Galindo	1941 Roosevelt		Kenner	LA	70062
Freddy Galindo	1941 Roosevelt Kenner, LA 70062				
Freddy Galindo	3315 Cleveland Ave New Orleans, LA 70119				
Freddy Galindo	3313 Cleveland Avenue New Orleans, LA 70119				
Frederick H Clark	3303 Westhill Drive		Austin	TX	78704
Frederick H Clark	3303 Westhill Drive Austin, TX 78704				
Gbbj LLC	123 Lake Park Dr		Belle Chasse	LA	70037
Gbbj LLC	123 Lake Park Dr Belle Chasse, LA 70037				
Gchp-Canal, LLC	1614 B Oretha C Haley Bl New Orleans, LA 70113				
George A Bokelberg	3114 Palmyra Street		New Orleans	LA	70119
George A Bokelberg	3114 Palmyra Street New Orleans, LA 70119				
Gerard J Karl	3111 Palmyra St		New Orleans	LA	70119
Gerard J Karl	3111 Palmyra St New Orleans, LA 70119				
Gerson N Rosa	225 So Salcedo Street		New Orleans	LA	70119
Gerson N Rosa	225 So Salcedo Street New Orleans, LA 70119				
Gormanthomasm	34 Cardinal Lane		Mandeville	LA	70471
Gormanthomasm	34 Cardinal Lane Mandeville, LA 70471				

Gregory D Guth	1618 New York Street		New Orleans	LA	70122
Gregory D Guth	1618 New York Street New Orleans, LA 70122				
Gregory V Kelley	Etal	3314 Palmyra St	New Orleans	LA	70119
Gregory V Kelley	Etal 3314 Palmyra St New Orleans, LA 70119				
Gwen B May	4609 Hessmer Street		Metairie	LA	70002
Gwen B May	4609 Hessmer Street Metairie, LA 70002				
Hector A Tenorio	3232 Palmyra Street		New Orleans	LA	70119
Hector A Tenorio	3232 Palmyra Street New Orleans, LA 70119				
Hithe Properties, LLC	3322 Canal St		New Orleans	LA	70119
I C M Investment, LLC	1819 Bienville Street		New Orleans	LA	70112
I C M Investment, LLC	1819 Bienville Street New Orleans, LA 70112				
J S B Properties,Llc	4700 Conlin St		Metairie	LA	70006
J S B Properties,Llc	4700 Conlin St Metairie, LA 70006				
James D Ritchey	204 S Jefferson Davis Pw		New Orleans	LA	70119
James D Ritchey	204 S Jefferson Davis Pw New Orleans, LA 70119				
James E Williams	3312 Banks Street New Orleans, LA 70119				
Jannice C Stevenson	238 S Salcedo St New Orleans, LA 70119				
Jeffersondavis South	Parkway LLC	528 Leontine Street	New Orleans	LA	70115
Jeffersondavis South	Parkway LLC 528 Leontine Street New Orleans, LA 70115				
Jeffery P Robbins	1500 Colapissa St Metairie, LA 70001				
Jennifer Oliver-Goodwin	3309 Banks Street		New Orleans	LA	70119
Jennifer Oliver-Goodwin	3309 Banks Street New Orleans, LA 70119				
Jimmy P Harrelson	319 So Jefferson Davis P		New Orleans	LA	70119
Jimmy P Harrelson	319 So Jefferson Davis Pkwy New Orleans, LA 70119				
John F Peterson	P.O. Box 792101		New Orleans	LA	70179
John F Peterson	P.O. Box 792101 New Orleans, LA 70179				
John J Greco	3438 Cleveland Av New Orleans, LA 70119				
John S Cardinale	3417 Iberville St		New Orleans	LA	70119
John S Cardinale	3417 Iberville St New Orleans, LA 70119				
Jonathan Breedlove	3201 Banks St		New Orleans	LA	70119
Jonathan Breedlove	3201 Banks St New Orleans, LA 70119				
Jose A Ayala	1914 Esplanade Avenue		New Orleans	LA	70116
Jose A Ayala	1914 Esplanade Avenue New Orleans, LA 70116				
Jose R Santana	900 Nw 15Th St Homestead, FL 33030				
Joseph D Lopez	3318 Palmyra St		New Orleans	LA	70119-0043
Joseph D Lopez	3318 Palmyra St New Orleans, LA 70119-0043				
Joseph K II Laubach	3233 Banks St		New Orleans	LA	70119
Joseph K II Laubach	3233 Banks St New Orleans, LA 70119				

Joseph Macaluso	8126 Cohn St	New Orleans	LA	70118
Justin Wallick	3320 Banks St New Orleans, LA 70119			
Kaitlin S Joerger	Et Al 3319 Palmyra St	New Orleans	LA	70119
Kaitlin S Joerger	Et Al 3319 Palmyra St New Orleans, LA 70119			
Katrina M Andry	3420-A Palmyra St	New Orleans	LA	70119
Katrina M Andry	3420-A Palmyra St New Orleans, LA 70119			
Kenneth J Kinnett	Etal 2236 Dublin St New Orleans, LA 70118			
Kevin Work M D & Kevin Work M.D, LLC	3316 Canal St	New Orleans	LA	70119
Kevin Work M.D, LLC	3316 Canal St New Orleans, LA 70119			
Kfb, LLC	3300 Canal Street Unit 200	New Orleans	LA	70119
Kfb, LLC	3300 Canal Street Unit 200 New Orleans, LA 70119			
Kids Preschool And Daycare Discovery	128 So. Jeff Davis Pkwy	New Orleans	LA	70119
Kids Preschool And Daycare Discovery	128 So. Jeff Davis Pkwy New Orleans, LA 70119			
Kkwc Trust	6129 Flower Dr	Metairie	LA	70003
Lester M Rodriguez	5616 Parkaire Dr.	Metairie	LA	70003
Lester M Rodriguez	5616 Parkaire Dr. Metairie, LA 70003			
Lewis J Wills	3112 Cleveland Ave	New Orleans	LA	70119
Lewis J Wills	3112 Cleveland Ave New Orleans, LA 70119			
Lillian K Kennedy	228 S. Salcedo Street New Orleans, LA 70119			
Lois R Blakes	40 Verde Street	Kenner	LA	70065
Lois R Blakes	40 Verde Street Kenner, LA 70065			
Lozes Custom Homes Inc	25 Papworth Ave Metairie, LA 70005			
Luke Corporation	3114 Canal St New Orleans, LA 70119			
Luz N Aviles	287 Division Ave Apt 1E	Brooklyn	NY	11211
Luz N Aviles	287 Division Ave Apt 1E Brooklyn, NY 11211			
Lynda C Vitry	4020 Delgado Dr	New Orleans	LA	70119
Lynda C Vitry	4020 Delgado Dr New Orleans, LA 70119			
Madelyn C Hannan	105 Strasbourg Dr West Monroe, LA 71291			
Mae Maret, LLC	Et Al 761 Amethyst Street	New Orleans	LA	70124
Mae Maret, LLC	Etal 761 Amethyst St	New Orleans	LA	70124
Mae Maret, LLC	Etal 761 Amethyst Street	New Orleans	LA	70124
Mae Maret, LLC	Etal 761 Amethyst St New Orleans, LA 70124			
Mae Maret, LLC	Et Al 761 Amethyst Street New Orleans, LA 70124			
Magdalena G Soto	Mr & Mrs Nery B Soto 1934 Indiana Av	Kenner	LA	70062
Magdalena G Soto	Mr & Mrs Nery B Soto 1934 Indiana Av Kenner, LA 70062			
Manmohan S Anand	305 Carrick Circle Hayward, CA 94542			
Mansa Inc	5428 Dayna Ct New Orleans, LA 70124			
Mark S Rigamer	15 Saint Bridget Dr	Kenner	LA	70065
Matthew G Finney	3417 Cleveland Ave	New Orleans	LA	70119
Matthew G Finney	3417 Cleveland Ave New Orleans, LA 70119			

Melvin G Decoud	3300 Palmyra St.	New Orleans	LA	70119
Melvin G Decoud	3300 Palmyra St. New Orleans, LA 70119			
Michael Gengo	329 Ridgeway Dr	Metairie	LA	70001
Michael Gengo	329 Ridgeway Dr Metairie, LA 70001			
Michael P Leitzinger	3216 Palmyra St	New Orleans	LA	70119
Michael P Leitzinger	3216 Palmyra St New Orleans, LA 70119			
Michael P Porteous	Mr. Derek M Mercer 320 South Rendon Street	New Orleans	LA	70119
Michael P Porteous	Mr. Derek M Mercer 320 South Rendon Street New Orleans, LA 70119			
Michael T Saucier	Etal 3416 Cleveland Ave	New Orleans	LA	70119
Michael T Saucier	Etal 3416 Cleveland Ave New Orleans, LA 70119			
Michele A Beloney	P.O. Box 2728 Kenner, LA 70063			
Miles G Trapolin	218 S. Jefferson Davis Pk	New Orleans	LA	70119
Miles G Trapolin	218 S. Jefferson Davis Pk New Orleans, LA 70119			
Miles Trapolin	218 S Jefferson Davis Pk	New Orleans	LA	70119
Miles Trapolin	218 S Jefferson Davis Pkwy New Orleans, LA 70119			
Molina Bros Restoration	4315 Cleveland Ave	New Orleans	LA	70119
Montgomery Palmyra Street Property LLC	5319 Peridot Ave	Alta Loma	CA	91701-1246
Montgomery Palmyra Street Property LLC	5319 Peridot Ave Alta Loma, CA 91701-1246			
Morgan Betty	3510 Cleveland Av New Orleans, LA 70119			
Morris Kirschman & Co LLC	1008 Harimaw Ct W	Metairie	LA	70001
Morris Kirschman & Co., LLC	C/O Arnold L Kirschman 1008 Harimaw Ct W	Metairie	LA	70001
Morris Kirschman & Co., LLC	C/O Arnold L Kirschman 1008 Harimaw Ct W Metairie, LA 70001			
Mouton Investments LLC	5915 Louisville Street	New Orleans	LA	70124
Mouton Investments LLC	5915 Louisville Street New Orleans, LA 70124			
N V Calamar	822 Ida Pl New Orleans, LA 70119			
Nell M Palfi	3227 Banks St	New Orleans	LA	70119-4302
Nell M Palfi	3227 Banks St New Orleans, LA 70119-4302			
New Orleans Fair Housing Action Greater	228 St Charles Ave Ste 1035 New Orleans, LA 70130			
New Orleans Redevelopment Authority	1409 Oretha Castle Haley Bl New Orleans, LA 70113			
New Orleans Redevelopment Fund 2 LLC	3221 Tulane Ave	New Orleans	LA	70119-1903
New Orleans Redevelopment Fund 2 LLC	3221 Tulane Ave New Orleans, LA 70119-1903			
Oak Tree, LLC	4761 Sharp Road	Mandeville	LA	70471
Oak Tree, LLC	4761 Sharp Road Mandeville, LA 70471			
Of America Volunteers	2929 Saint Anthony	New Orleans	LA	70122
Of Loyd Rubin Hanhart Succession	5021 Constance Street	New Orleans	LA	70115
Of Loyd Rubin Hanhart Succession	5021 Constance Street New Orleans, LA 70115			
Orleans Parish School Board	3510 General De Gaulle Dr	New Orleans	LA	70114
Orleans Parish School Board	3510 General De Gaulle Dr New Orleans, LA 70114			
Propertiesllc Vamevi	6330 Paris Ave	New Orleans	LA	70122
Propertiesllc Vamevi	6330 Paris Ave New Orleans, LA 70122			

Property Consolid Ation & Property Consolid Ation, Inc	239 S Jefferson Davis Pk	New Orleans	LA	70119
Property Consolid Ation, ., Property Consolid Ation,, Pr	239 S Jefferson Davis Pk	New Orleans	LA	70119
Property Consolidation Inc	239 Soth Jefferson Davis	New Orleans	LA	70119
Property Consolidation Inc	C/O Robert F. Pitard, Pre	239 So Jefferson Davis Pkw	New Orleans	LA 70119
Property Consolidation Inc	C/O Robert F. Pitard, Pres. 239 So Jefferson Davis Pkwy New Orleans, LA 70119			
Property Consolidation Inc	239 Soth Jefferson Davis Pkwy New Orleans, LA 70119			
Property Consolidation, Inc	239 S Jefferson Davis Pkwy New Orleans, LA 70119			
Property Consolidation, Inc.	239 S Jefferson Davis Pw	New Orleans	LA	70119
Providence Community Housing	1050 S Jefferson Davis P Suite 301	New Orleans	LA	70125
Providence Community Housing	1050 S Jefferson Davis Pkwy Suite 301 New Orleans, LA 70125			
Pyramid House, LLC	219 So Miro St	New Orleans	LA	70119
Pyramid House, LLC	219 So Miro St New Orleans, LA 70119			
R& M Properties Of Nola LLC	3351 Severn Ave Ste 103	Metairie	LA	70002
R& M Properties Of Nola LLC	3351 Severn Ave Ste 103 Metairie, LA 70002			
Rachel N Dangermond	3116 Cleveland Ave	New Orleans	LA	70119
Rachel N Dangermond	3116 Cleveland Ave New Orleans, LA 70119			
Reginald M Walker	6702 Beauregard Ave	New Orleans	LA	70124
Reginald M Walker	6702 Beauregard Ave New Orleans, LA 70124			
Restoration Partners I, LLC	P O Box 13693	New Orleans	LA	70185
Restoration Partners I, LLC	P O Box 13693 New Orleans, LA 70185			
Richard Lingener	210 Mandarin St Metairie, LA 70005			
Rita M Harris	3119 Palmyra Street	New Orleans	LA	70119
Rita M Harris	3117 Palmyra Street	New Orleans	LA	70119
Rita M Harris	3119 Palmyra Street New Orleans, LA 70119			
Rita M Harris	3117 Palmyra Street New Orleans, LA 70119			
Robert J Caluda	3712 N Arnoult Rd	Metairie	LA	70002
Robert J Caluda	3712 N Arnoult Rd Metairie, LA 70002			
Robert L II Rogers	239 S Jefferson Davis Pa Suite B	New Orleans	LA	70119
Robert L II Rogers	239 S Jefferson Davis Parkway Suite B New Orleans, LA 70119			
Robert T, M.D. Kenny	3225 Canal St New Orleans, LA 70119			
Roland Arriaga	217 S Jefferson Davis Pk New Orleans, LA 70119			
Rommel D Cordova	104 Lac Palourde Dr	Luling	LA	70070
Rommel D Cordova	104 Lac Palourde Dr Luling, LA 70070			
Saddington & Saddington, Inc	124 S Lopez St	New Orleans	LA	70119
Saddington Inc	124 S Lopez St New Orleans, LA 70119			
Salvo Conchetta B De	5029 Sanford St.	Metairie	LA	70006
Salvo Conchetta B De	5029 Sanford St. Metairie, LA 70006			
Sarah H Chavez	428 S Jefferson Davis Pkwy New Orleans, LA 70119			
Sean M Bristol	2715 Chestnut St	New Orleans	LA	70130
Sean M Bristol	2715 Chestnut St New Orleans, LA 70130			

Sean P Braud	224 S Lopez St	New Orleans	LA	70119
Sean P Braud	224 S Lopez St New Orleans, LA 70119			
Selina E Kidd	2637 Ursulines Ave	New Orleans	LA	70119
Selina E Kidd	2637 Ursulines Ave New Orleans, LA 70119			
Smith & Associates Rental	506 Prebytere Pkwy Lafayette, LA 70503			
South Dorgenois Street Real Estate, LLC	C/O Kevin E. Grove 720 C	Metairie	LA	70003
South Dorgenois Street Real Estate, LLC	720 Grove Ave Metairie, LA 70003			
Stacy A Morgan	3106 Palmyra St	New Orleans	LA	70119
Stacy A Morgan	3106 Palmyra St New Orleans, LA 70119			
Stephanie C Deno	218 S. Lopez St.	New Orleans	LA	70119
Stephanie C Deno	218 S. Lopez St. New Orleans, LA 70119			
Stephen F Ehlinger	2414 Octavia St	New Orleans	LA	70115
Stephen F Ehlinger	2414 Octavia St New Orleans, LA 70115			
Stephon E Ivory	311 S Salcedo St New Orleans, LA 70119			
Tammy R Hathaway	234 So Jefferson Davis P	New Orleans	LA	70119
Tammy R Hathaway	234 So Jefferson Davis Pkwy New Orleans, LA 70119			
Tandoori Inc	124 South Lopez Street	New Orleans	LA	70119
Tandoori Inc	124 South Lopez Street New Orleans, LA 70119			
Team Lindsey Holdings LLC	113 Parlange St	Thibodaux	LA	70301
Team Lindsey Holdings LLC	113 Parlange St Thibodaux, LA 70301			
The Atrium In Metairie, Inc.	C/O Easy To Remember 1905 W Thomas St Ste D-36	Hammond	LA	70401
The Roman Catholic Church Of The	7887 Walmsley Ave	New Orleans	LA	70125
The Roman Catholic Church Of The	7887 Walmsley Ave New Orleans, LA 70125			
Theodore B Hawkins	3101 Palmyra Street	New Orleans	LA	70119
Theodore B Hawkins	3101 Palmyra Street New Orleans, LA 70119			
Thomas R Bell	3212 Palmyra St.	New Orleans	LA	70119
Thomas R Bell	3212 Palmyra St. New Orleans, LA 70119			
Timothy G Aramburo	3311 Yupon St. #617	Houston	TX	77006
Timothy G Aramburo	3311 Yupon St. #617 Houston, TX 77006			
Tom K Vo	233 Southwood Dr	Gretna	LA	70056
Tom K Vo	233 Southwood Dr Gretna, LA 70056			
Troy A Miller	137 Carondelet St Unit 401 New Orleans, LA 70130			
Trust Kkwc	6129 Flower Dr Metairie, LA 70003			
Tyrus L Sr Guidroz	2609 Aleatha St Metairie, LA 70003			
Unity 3222 Canal Apartments LLC	2475 Canal St Ste 300	New Orleans	LA	70119
Unity 3222 Canal Apartments LLC	2475 Canal St Ste 300 New Orleans, LA 70119			
Vivia White	3238 Banks St New Orleans, LA 70119			
Volunteers Of America New Orleans Inc	4152 Canal Street New Orleans, LA 70119			
Wanda M Rivers	3120 Palmyra St	New Orleans	LA	70115
Wanda M Rivers	3120 Palmyra St New Orleans, LA 70115			

Wesley Jr Vining	3304 Cleveland Ave	New Orleans	LA	70119
Wesley Jr Vining	3304 Cleveland Ave New Orleans, LA 70119			
Wilfred Wright	232 So. Salcedo St New Orleans, LA 70119			
Willie Jr Mcknight	224 S Salcedo St New Orleans, LA 70119			
Wilma B Spiers	249 Delta Drive	Mandeville	LA	70448
Wilma B Spiers	249 Delta Drive Mandeville, LA 70448			
With New Orleans Area Habitat For Humanity Briana M	1409 Oretha Castle Haley	New Orleans	LA	70113
Occupant	3313 Palmyra St			
Occupant	3318 Palmyra St			
Occupant	3300 Palmyra St			
Occupant	3420 Palmyra St			
Occupant	3228 Palmyra St			
Occupant	128 S Lopez St			
Occupant	225 S Jefferson Davis Pkwy			
Occupant	321 S Jefferson Davis Pkwy			
Occupant	318 S Rendon St			
Occupant	3310 Cleveland Ave			
Occupant	3224 Palmyra St			
Occupant	3317 Cleveland Ave			
Occupant	3323 Palmyra St			
Occupant	3439 Palmyra St			
Occupant	3311 Canal St			
Occupant	238 S Jefferson Davis Pkwy			
Occupant	300 S Jefferson Davis Pkwy			
Occupant	316 S Jefferson Davis Pkwy			
Occupant	139 S Rendon St			
Occupant	308 S Jefferson Davis Pkwy			
Occupant	143 S Rendon St			
Occupant	312 S Jefferson Davis Pkwy			
Occupant	3402 Canal St			
Occupant	312 S Lopez St			
Occupant	134 S Clark St			
Occupant	305 S Jefferson Davis Pkwy			
Occupant	3100 Palmyra St			
Occupant	128 S Clark St			
Occupant	135 S Rendon St			
Occupant	326 S Rendon St			
Occupant	131 S Rendon St			
Occupant	217 S Salcedo St			
Occupant	3117 Palmyra St			

13 zip?

13

Occupant
Occupant

3306 Palmyra St
3330 Canal St
3116 Palmyra St
214 S Lopez St
317 S Lopez St
3220 Canal St
130 S Jefferson Davis Pkwy
3417 Palmyra St
3435 Palmyra St
224 S Clark St
220 S Clark St
3421 Palmyra St
3425 Palmyra St
229 S Jefferson Davis Pkwy
211 S Lopez St

Neighborhood Associations

Organization Name: Mid City Neighborhood Organization

Point of Contact: Graham Bosworth

Phone Number: 504-507-0831

Email: board@mcno.org

Street Address: P.O. Box 791023

City: New Orleans

Organization Name: Greater Mid-City Business Association

Point of Contact: Tim Levy

Email: tlevy@pelhughes.com

Street Address: PO Box 791041

City: New Orleans

Zip: 70119

Organization Name: Reunion de Vecinos Latinos Latino Neighborhood Association

Point of Contact: Carolina Hernandez

Phone Number: 504-821-7228

Email: carolina@puentesno.org

City: New Orleans

Councilmember

LaToya Cantrell

City Hall Room 2W10

1300 Perdido Street

New Orleans LA 70112

lcantrell@nola.gov

NEIGHBORHOOD PARTICIPATION PROGRAM

217 S. Rendon

New Orleans, La.

Nov. 18, 2015

Name

Telephone No.

E-Mail

1. Berndt Walker 821-1925

ROUX MERLO, BOARD - GREATER MID-CITY BUSINESS ASSOCIATION

2. (504) 957-0095 MIDCITY ROUX @ AOL.COM

3. Sarita Hithe (504) 309-1401 hitheorthodontics@gmail.com

4. Plates Dapin 525-0447 (Opposed)

5. August Jimmy Joubert 228 So. Jeff Davis (Opposed)

6. Mary E Keener & Heather Ligon 504-251-5044 MLKEEVERS@cox.net

7. Valerie Miller 821-1786 vmiller@unitygro.org

8. Jeanne Leaf - Connor 821-4496X117 Jreaux-Connor@unitygro.org

9. Michael Leitzinger 571242 7689 m-leitzinger@hotmail.com

10. Mary Jane Parker 504 821-9371 maryj.parker@bellsouth.net

11. Wesley Vining Cleveland address.

12. Aquia Street

13.

14.

15.

16.

17.

18.

19.

20.

21.

22.

23.

NEIGHBORHOOD PARTICIPATION PROGRAM REPORT

Date of Report: Nov. 21, 2015

Project Name: 217 S. Rendon

Overview: This report provides results of the implementation of the Project Neighborhood Participation Program for property located at 217 S. Rendon on the corner of South Rendon and Cleveland Ave. The applicant intends to file an application for a "Planned Development" and a Parking waiver from 40% compact to 64%. This report provides a summary of contact with citizens, neighbors, public agencies, and interested parties. Opportunities have been provided to learn about and comment on the proposed plans and actions. Comments, sign-in lists, petitions, letters, summary sheets, and other material are attached.

Contact:

Narinder Gupta
120 Terry Pkwy
New Orleans, LA 70056
504-813-3647
Email: nmgupta2@gmail.com

Neighborhood Meetings: The following date and location of meeting where citizens were invited to discuss the applicant's proposal (comments, sign in lists, and other feedback are attached)

1. November 18, 2015—Warren Easton High School Cafeteria, 3019 Canal St. New Orleans 5:30 pm-7pm, --13 people in attendance.

Correspondence and Telephone Calls:

1. November 7, 2015 –letters mailed to contact list, including homes, apartments, neighborhood associations and council member.
2. Discussed proposal via Phone call from two Staff members at Morris West High School—wanted to reserve a unit as they work at the school and one has a small child. (Caller did not leave her name)

Results:

1. Summary of concerns, issues and problems.
 - a. Are these units market rate or Govt. subsidized.
 - b. Explain Parking variance requested.
 - c. Question about Trash Containers, type and location
 - d. Amenities offered and size of the units
 - e. Question about the density
 - f. Parking in front of the property may cause school issues

- g. Question on the density allowed under the old zoning and the new CZO
- h. Question on the rent

2. How concerns, issues and problems will be addressed:

- a. Market Rate
- b. Variance for no. of compact cars. Approved is 40% , we are requesting 64%
- c. There will be dumpster on site in a designated approved spot and fenced
- d. The units are from 920 sq. ft. to 1072 sq. ft. There will be a bicycle racks and storage. A backyard deck with outdoor seating and Grills.
- e. There will be 23 units and an office with in the building. The envelope of the building will not be expanded.
- f. Parking off street will help remove 24 cars from the neighborhood traffic as we plan to preferentially offer the units for teachers, ancillary staff thus eliminating their need for parking on campus and/or adjacent streets.
- g. We are well below the density allowed for the square footage of the footprint.
- h. The rent will be market rate and in the range of \$1.25-\$1.50/sq. ft.

3.Overall Summary

This project will have a great positive effect as it will provide much needed housing for School staff, teachers. The proximity to school will keep cars off the street, encourage bicycle use, and allow parents to save on after school child care. It will put in commerce a building that has been neglected since Katrina. A new Complex fully occupied will keep the vandals away and foremost it will pay property taxes.



STORMWATER MANAGEMENT PLAN PRELIMINARY SUBMITTAL
217 S. Rendon Street
February 4, 2016

1.0 – Site Assessment:

- The project site is located at 217 S. Rendon Street in New Orleans, LA. The site is currently occupied by brick and concrete building that was once a school gymnasium with an approximate roof area of 10,623 SF. The building has pervious ground cover in the front and rear. The property includes an open lot next door to the building and it is entirely pervious ground cover.

2.0 – Site Design:

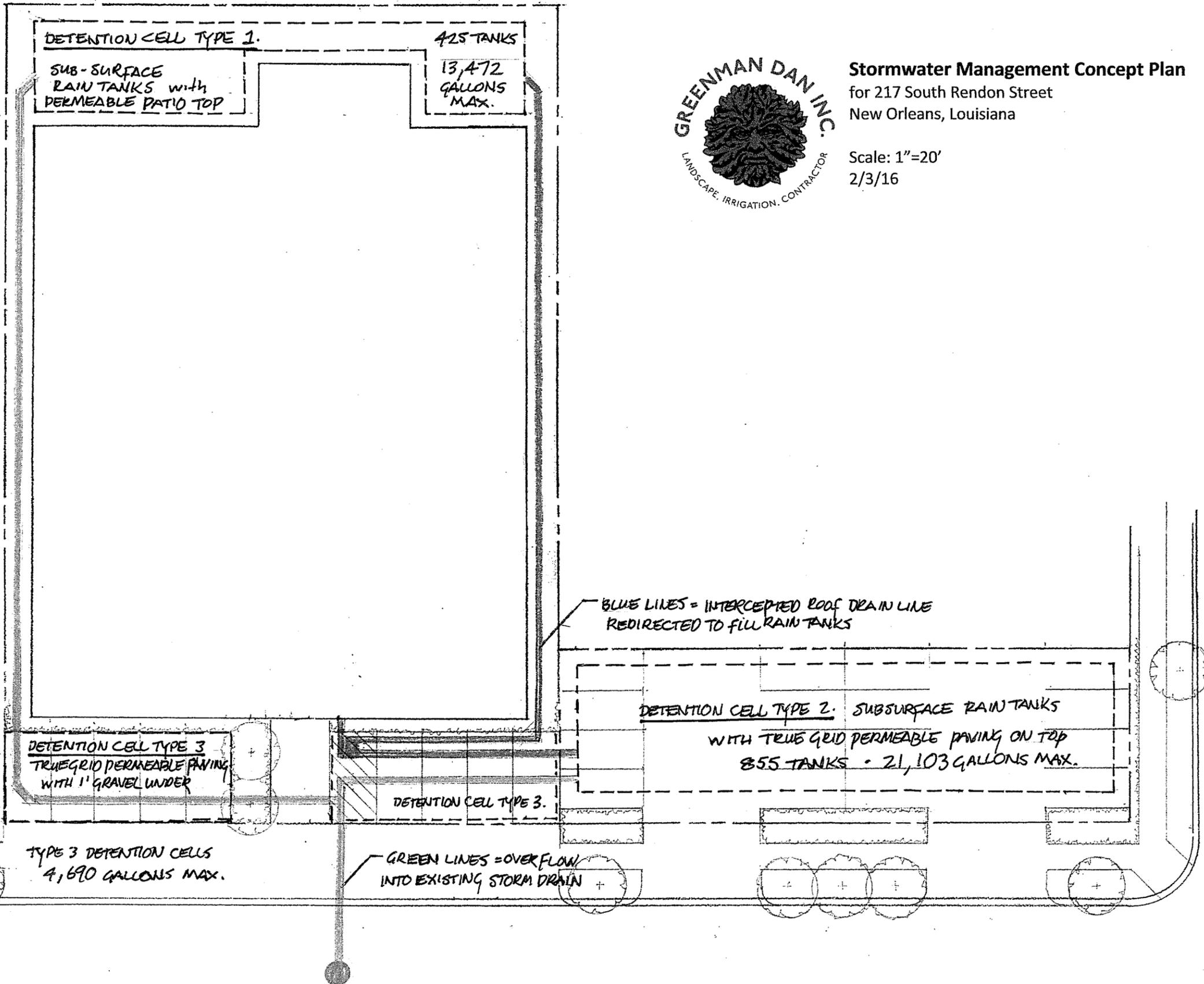
- The post development size of the building roof will equal the pre-development size which is approximately 10,623 SF. New pervious paving will be installed in all parking areas (9 parking spaces across the front of the building and 16 parking spaces in the open lot next door.), as well as infiltration basins below the pervious paving across the front of the building and under the ground in the rear yard of the property. 14,669 Gallons are required to meet the 1.25" storage requirement for infiltration and we are providing 18,162 gallons.
- The roof drains will be rerouted from the existing storm drain system and diverted to the underground infiltration basins. Once the infiltration basins reach maximum holding capacity, the excess will flow through overflow pipe and into city storm drains.
- The pervious paving will be constructed using gravel-filled True Grid permeable pavers.
- The infiltration basins will be constructed using Atlantis D-Raintank Stormwater Storage Systems.

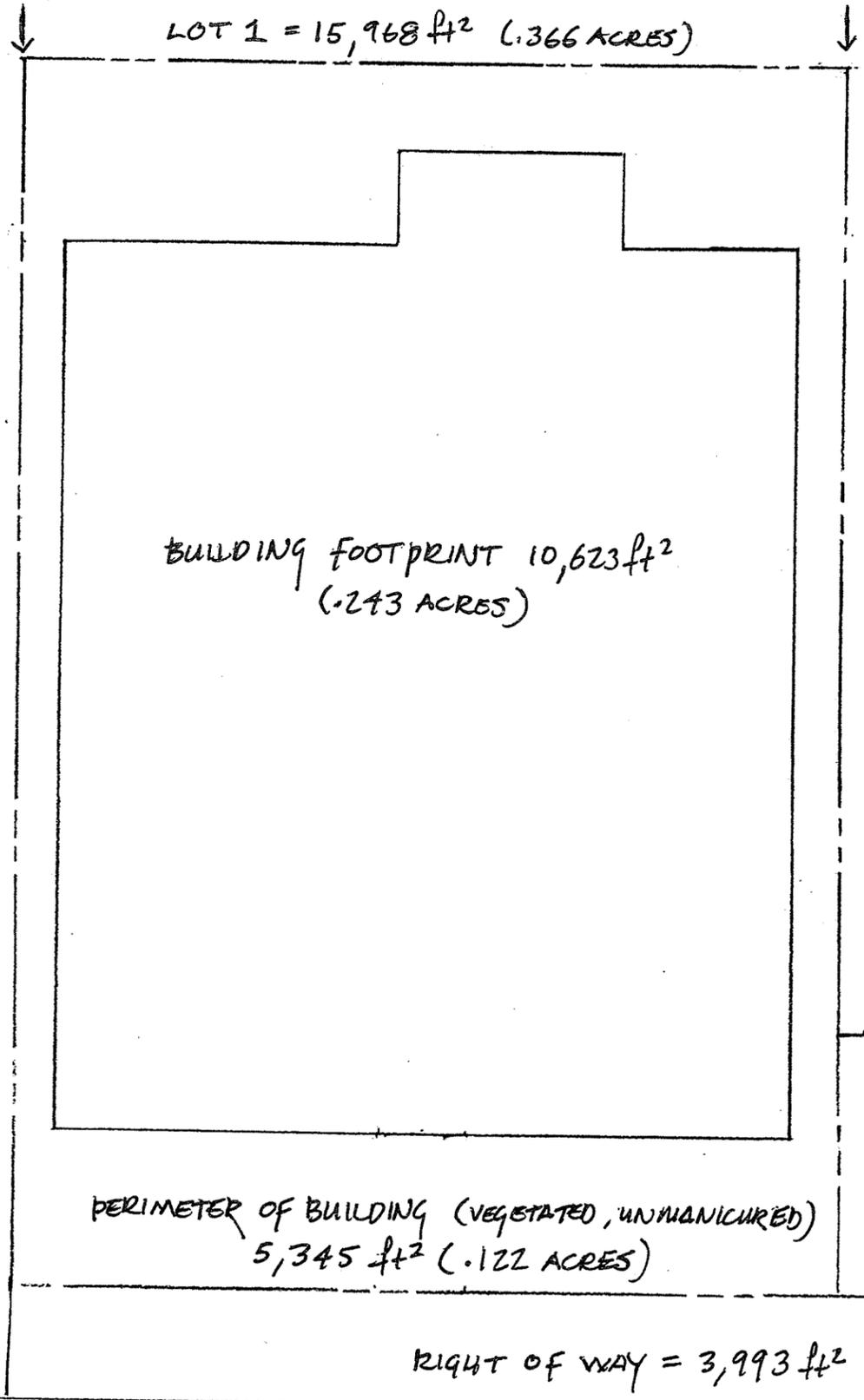




Stormwater Management Concept Plan
for 217 South Rendon Street
New Orleans, Louisiana

Scale: 1"=20'
2/3/16





Existing Site Dimensions
 for 217 South Rendon Street
 New Orleans, Louisiana

Scale: 1"=20'
 2/3/16

LOT 1 = 15,968 ft²
 LOT 2 = 3,591 ft²
 TOTAL = 19,559 ft² (.449 ACRES)

ROW = 3,993 ft² (.091 ACRES)

LOT 2 = 3,591 ft² (.082 ACRES)

PERIMETER OF BUILDING (VEGETATED, UNMANICURED)
 5,345 ft² (.122 ACRES)

RIGHT OF WAY = 3,993 ft² (.091 ACRES)

To: City Planning Commission

From: Kaitlin Joerger

3319 Palmyra St.

New Orleans, LA 70119

Re: Zoning Docket 036/16, 217 S. Rendon St. and 3300 Cleveland Ave.

As direct neighbor of this lot who would be greatly affected by the redevelopment of this building I strongly oppose this zoning change. This proposal would negatively impact the quality of life of the neighborhood, and impact the safety and security of the students and staff at Morris Jeff Community School. There is no benefit to the neighborhood in converting this building into a 24 unit condo/apartment building. This conversion would cause a dramatic increase in density, noise, traffic, and create an even greater strain on the infrastructure of the immediate neighborhood.

There are ways to use this building in support of the new school, which the neighborhood fought hard for, rather than to compete with it.

Please oppose this zoning change.

TRAPOLIN LAW FIRM

A PROFESSIONAL LAW CORPORATION

218 S. Jefferson Davis Pkwy.

NEW ORLEANS, LOUISIANA 70119

TELEPHONE: (504) 525-0447

FACSIMILE: (800) 875-2030

MILES G. TRAPOLIN
miles@trapolinlawfirm.com

IVOR A. TRAPOLIN
(1918-1996)

April 4, 2016

RE: 217 South Rendon Street;

CPC 036/16

April 12, 2016 Agenda

Dear CPC:

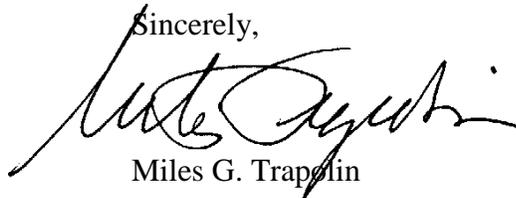
The proposed redevelopment of the old gymnasium at 217 South Rendon is too big; it will create traffic and safety problems for the school; it will have severe negative impact on the entire residential block; and it contradicts BZA's earlier decisions in this area. I am opposed for the following reasons.

1. The Morris Jeff Community School chose the site of the ruined Fisk-Howard School to build its new school. The school requested a conditional use to allow it to be built with only 20 off-street parking places. In supporting the proposal, City Planning Commission staff counted available parking along the curbs of the 200 block of S. Rendon St. and the 3200 block of Cleveland Ave. as available spaces for teachers and parents. ZD 93- 12. (See attached.) The neighborhood supported the zoning variance to bring the school to the neighborhood and to secure more playground space for the children. We chose children over parking.
2. A development with 24 units can be expected to bring more than twenty-four cars to the area, with the result that converting this building to apartments will add to the number of cars competing for parking on the street. It would be a nightmare.
3. The proposed zoning change for 217 S. Rendon would take most of the parking in the 200 block of S. Rendon out of use for the school and worsen an already challenging driving and parking scenario in the area. The proposal would also create numerous "head-in" parking places in front of 217 S. Rendon, meaning that cars parked there would be backing out into vehicular and foot traffic during the morning rush to school. This would be a dangerous scenario for children. (See attached.)
4. The proposal for 217 S. Rendon would DOUBLE the number of housing units in Square 682, where the property is located. This would pose too great an impact on a single residential block.

5. The developer has yet to present to the neighborhood elevations of what the building would look like when completed. So far, the plans have not shown any windows in the building.
6. The plans show the developer paving every available surface space on his 70' x 154' lot and on the neighboring residential vacant lot that he wants to convert into a parking lot. This pavement will increase summer heat. This lot is higher than the surrounding lots and will cause severe run off from rain.
7. In addition, the developer plans a patio for the 24 + residents at the rear of this "key lot". This intense use with so many people would impact almost every residential backyard on the block.
8. The proposal for 217 S. Rendon St. would burden the immediate area with the noise of mechanical systems to service 24 units. It would also create enormous light pollution in the immediate area. These multiple extraordinary impacts are not justified by the benefits of the proposal.
9. My wife and I supported the largest development in the area, namely, the redevelopment of 3222 Canal St. into permanent assisted housing for low-income and formerly homeless residents; although it did not vary from zoning in any way, this development one-half block from 217 S. Rendon already puts housing and parking pressure on the area.
10. We also supported the conversion of the Baptist Church at 132 South Jefferson Davis Pkwy, into 20 apartments. This development is located immediately across the street from our house. We supported this development because it is compatible with the neighborhood.
11. This is not the only use for the building nor is it the best use. The Morris Jeff Community School has repeatedly expressed interest in purchasing the building for a school-related purpose.

Please VOTE NO on this developer's request to convert this gymnasium into a residential apartment complex. It will significantly decrease the quality of life for the neighborhood and create pedestrian safety issues for the school.

Sincerely,



Miles G. Trapplin

MGT/ml

Safe Routes to School Guide

Student Drop-off and Pick-up



Created February 2007



This guide was developed by the Pedestrian and Bicycle Information Center (PBIC) with support from the National Highway Traffic Safety Administration (NHTSA), Federal Highway Administration (FHWA), Centers for Disease Control and Prevention (CDC) and Institute of Transportation Engineers (ITE). This guide is maintained by the National Center for Safe Routes to School at www.saferoutesinfo.org.

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Overview

The purpose of a Safe Routes to School (SRTS) program is to encourage and enable more children to walk and bicycle to school safely. Communities tailor a combination of engineering, enforcement, education and encouragement strategies to address the specific needs of their schools. This includes the walk or bicycle journey to and from school as well as the drop-off and pick-up process of children at school who are transported by motor vehicle. The drop-off and pick-up process must be safe and efficient for students and parents arriving by bus or private motor vehicle, as well as those who arrive on foot and bicycle.

Some parents are reluctant to allow their children to walk or bicycle to school due to the traffic congestion and perceived traffic danger during student arrival and dismissal. This often results in more parents driving their children to school which adds to the extra congestion and safety problems at the school, creating an increasing cycle of more traffic problems and less walking. By improving the drop-off and pick-up process, traffic conditions become safer for all, including pedestrians and bicyclists. Better organized and safer traffic conditions will ease the concerns of parents, and make them more willing to allow their children to walk or bicycle.

This chapter will help readers identify problems associated with the drop off and pick up of students at school, and identify engineering, enforcement, education

and encouragement solutions to these problems. The purpose of improving the drop-off and pick-up process is to increase the safety and attractiveness of traveling to and from school on foot or by bicycle. The drop-off and pick-up process, as with all components of a SRTS program, requires coordination with local government officials, law enforcement, school officials, parents and the general public.

Improving the drop-off and pick-up process will:

- Increase safety for everyone in route to and from school, as well as on school grounds.
- Employ engineering, enforcement, education and encouragement strategies.
- Require a site-specific application of strategies; each school will have its own set of limitations and opportunities.



Casselberry, Florida.



Mike Cynecki

Orangewood Elementary School, Phoenix, Arizona.



David Parisi

Rogers Elementary School, California.

What's Wrong With This Picture?

There are many ways that a drop-off and pick-up zone can become dangerous for children. The next several images illustrate a variety of situations that are chaotic and potentially unsafe.

what's wrong with these pictures?



David Parisi



David Parisi

This drop-off and pick-up site employs some useful strategies including striping, signs and enforcement, but it is not working. The pictures show the chaos along the curb and in the street. Note the double parking, erratic behavior and dangerous mix of pedestrians and motor vehicles.

what's wrong with this picture?



David Parisi

Motor vehicles are parked in the school crosswalk.

what's wrong with this picture?



David Parisi

Motor vehicles are driving in the wrong direction. Children are exiting motor vehicles in the middle of the street.

• what's wrong with this picture? •



David Parisi

This small child is running across a busy parking lot unaccompanied.

• what's wrong with this picture? •



David Parisi

The driver of this motor vehicle is making a U-turn in the school drop-off and pick-up zone.

• what's wrong with this picture? •



David Parisi

Motor vehicles are parked along the NO STOPPING zone when they should not be.

• what's wrong with this picture? •



David Parisi

The school utilizes orange cones to mark the drop-off and pick-up lanes and a driver still performs an illegal U-turn.

Student Drop-off and Pick-up Tools

When assessing the drop-off and pick-up process, activity on school grounds (on-site), as well as activity in the area surrounding the school (off-site), must be considered. These images depict an on-site drop-off and pick-up process that is orderly; motor vehicles are approaching single file and releasing students directly to the sidewalk in the designated drop-off zone.



David Parisi



David Parisi

But off-site, on a street near the same school, the process is chaotic. Notice the backed-up street, delaying commercial vehicles, school buses and parents wishing to drop off children. Such situations are often accompanied by unsafe driving behavior as everyone rushes to beat the morning bell or get to work on time. Developing safe routes to schools requires an orderly process for dropping off and picking up children, both on and off the school campus.



David Parisi



David Parisi

Numerous tools can be used to improve the safety and efficiency of the drop-off and pick-up process at schools including:

- Encouraging walking, bicycling and carpooling.
- Curb striping and other pavement markings.
- Signage.
- Separating motor vehicles from pedestrians and bicyclists.
- Adding a drop-off and pick-up lane.
- Assistants to help students exit and enter motor vehicles.
- Adding an off-site queuing lane.
- Temporary street closures and one-way streets.
- Temporary use of school grounds as a drop-off and pick-up zone.
- Education, including maps and frequent reminders using school announcements and newsletters.
- Monitoring and enforcement of drop-off and pick-up policies.

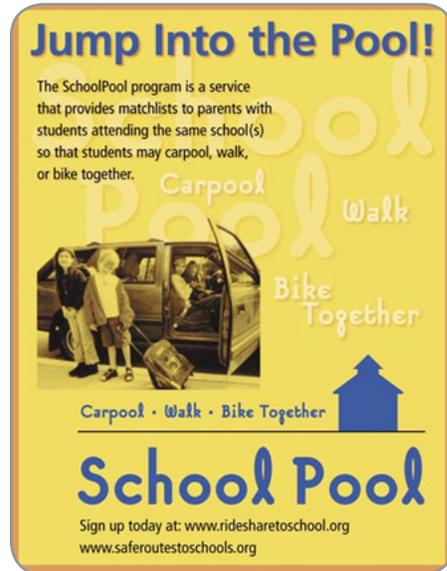
Encouraging Walking, Bicycling and Carpooling

Naturally, a Safe Routes to School (SRTS) Program encourages students to bicycle and walk to school. But, some students simply live too far from their school to walk or bicycle, and are not provided with bus service. For those parents who must drive their children to school, several strategies can reduce traffic congestion at the school and in the adjacent streets, including park and walk and carpool programs. A park and walk program makes use of an off-site location (such as a nearby church or park) as a parking area for parents who then walk their child to school or join a regularly scheduled walking school bus to complete their journey. The Encouragement chapter of this guide describes park and walk and walking school bus programs in detail.

Families that have no alternative to driving their children to school can also carpool to reduce traffic congestion at the school.

Communities such as Charlottesville, Virginia (www.rideshareinfo.org/schoolPool.asp), Fort Collins, Colorado (www.fcgoc.com/transportation/schoolpool.php), and Santa Cruz, California (www.commutesolutions.org/schoolpool.html), have developed “school pool” programs in which a voluntary group of parents share the responsibility of getting children to and from school safely. This can include walking, bicycling, carpooling or taking the bus, and whether done on a daily basis, occasionally or in case of an emergency, school pools help communities address child safety and reduce traffic congestion.

Many larger metropolitan areas around the nation have free programs that assist people with forming carpools. These programs are now extending their reach to include school related trips. The school pool program, for example, is a service that provides “matchlists” to parents with students attending the same school so that students may carpool, walk or bicycle together. In some cases, participating schools provide student rosters containing names, addresses and phone numbers to the agency, which then provides the computer matching. In other cases, parents sign up individually and are matched with parents at the same school. After parents receive a matchlist of other parents it is up to them to make the arrangements they prefer.



This flier from the Marin County, California, Safe Routes to School program advertises their School Pool program that promotes walking, bicycling and carpooling.

.....
Families that have no alternative to driving their children to school can also carpool.
.....



David Parisi

Carpoolers have preferred drop-off and pick-up lanes at St. Marks School in San Rafael, California.

The Mid-America Regional Council runs the RIDESHARE program for the greater Kansas City Region. School Pool is a service of RIDESHARE a free commuter matching services. Visit www.marc.org/rideshare/schoolpool.htm to learn more about how this program works. RIDES for the San Francisco Bay Area operate a similar program. Bay Area Commuters, Inc. is a nonprofit organization promoting commute alternatives to driving alone to school or work.

Walking school buses and bicycle trains can be loosely structured or highly organized. For example, walking buses or bicycle trains can be as simple as neighborhood families deciding to walk or bicycle together. More formal, organized walking school buses and bicycle have a coordinator who recruits volunteers and participants, creates a schedule and designs a walking route. While requiring more effort, more structured walking school buses and bicycle trains offer the opportunity to involve more children.

Tool: Encouraging Walking, Bicycling and Carpooling

What is it and how does it work?

Urge students and parents to walk and bicycle to school, and when not possible, to ride the bus or carpool.

Benefits strategy provides

- Decrease traffic at school.
- Reduce vehicle emissions.
- Increase physical activity levels.

Key factors to consider

- Develop encouragement activities to reflect specific situation at each school and within each community.

Putting It Into Practice: "25 or Less" Campaign

Morton Way Public School, Brampton, Ontario, Canada

Morton Way Public School in Brampton, Ontario, Canada, has 877 students in junior kindergarten through grade five. Approximately 50 students travel to school by school bus, and the rest of the students live within walking distance of the school. During the past four years Morton Way has sustained a successful walk to school program with between 83 and 92 percent of students walking or bicycling to school on specific days.

Despite the success of the program, the Morton Way community still felt there were too many private vehicles dropping off students. They recently implemented a new initiative to reduce the amount of motor vehicles at the school through a "25 [Cars] or Less" campaign. A "thermometer" is displayed to alert drivers how many vehicles dropped off students the day before and school PA announcements update the students of progress. There are also signs displayed around the school promoting the 25 or Less campaign.

See the Encouragement chapter for a description of other Morton Way Safe Routes to School activities.

Curb Striping and Other Pavement Markings

Curb striping or painting is used in drop-off and pick-up zones to clarify parking and other curb use rules. The color painted on curbs means:

White (or no color)

Parking allowed, unless restricted or limited by signs.

Blue

Parking for the disabled only. Drivers must have a disabled person parking placard (typically hanging on the rear view mirror) or disabled person or disabled veteran license plate.

Green

Parking allowed for a short time. The time is usually shown on a sign next to the green zone, or it may be painted on the curb. Green curb can also be used for student loading zones if accompanied by the appropriate signs.

Yellow

Stop only long enough to load or unload passengers. Drivers are usually required to stay with their vehicle.

Red

No parking. Red curb may also be used in NO STOPPING or NO STANDING zones in conjunction with the appropriate signs. A bus may stop at a red zone marked for buses. Red is also used to designate fire lanes at schools.

In some cases it may be helpful to stripe out the loading area, both for the driver and for the waiting students. Some schools stripe the path the drivers are supposed to use for drop off and pick up, and some schools use pavement arrows and pavement stencils to designate circulation patterns and where loading is to occur.



Mike Cynecki

Pavement stencil at Monroe Elementary School in Utah.



Mike Cynecki

The blue line used by the Deer Valley School District in the Phoenix, Arizona, metropolitan area designates parent drop-off circulation for school parking lots. This sign corresponds to the blue pavement markings used by the Deer Valley School District in Phoenix, Arizona.



David Parisi

The combined use of signs and striping on a residential street adjacent to school property clarifies the intended curb use. The white curb marking indicates an area in which drop-off and pick-up of passengers is permissible. Santee, California.



Mike Cynecki

This is part of an on-site drop-off and pick-up zone with highly visible red striping. The loading and unloading occurs in a specially marked area beyond the red curb. Orangewood Elementary School, Phoenix, Arizona.

Tool: Curb Striping

What is it and how does it work?

Delineate zones and intended use with paint.

Benefits strategy provides

- Low cost.
- Provides continuous explanation of zone.

Key factors to consider

- Maintain paint.
- Use standard colors.
- Educate parents and students on proper use.
- Use in conjunction with signing to clarify purpose.

Signs

Signs help define areas in drop-off and pick-up zones and explain their proper use. Signs should be standard, highly visible, properly installed and well-maintained.

Some signs can be confusing if improperly placed or poorly worded. Signs with fewer words are easier to read and understand. Standard signs should be used on school property and in the surrounding area for regulating and guiding traffic. A local traffic engineer can recommend appropriate signs and their placement. See the Engineering chapter for more information on signing.

Separating Motor Vehicles From Pedestrians and Bicyclists

Separating or eliminating conflicts between students arriving on foot or bicycle from those arriving by buses and motor vehicles is highly recommended. Adequate physical space should be provided for each mode by which students arrive at school. Also, the route provided for each mode should be separate from other modes. Provision of sidewalks and bikeways that are separate from lanes dedicated to buses and lanes dedicated to motor vehicles will reduce a student's exposure to traffic. Students walking or riding to school should not have to cross busy driveways or roadways to access the campus. If they do, an adult school crossing guard or older student should be placed at the crossing to assist students safely across.



David Parisi

Nonstandard signs are not always understood by drivers. This sign is often hit by motor vehicles and leads some drivers to believe the entire street, and not just the crosswalk, is off-limits to parking.



Mike Cynecki

When worded properly and when parents are educated properly, some nonstandard signs can be quite helpful in regulating drop-off zones. Orangewood Elementary School (left) and Roadrunner Elementary School (right), Phoenix, Arizona.

Tool: Signing

What is it and how does it work?

Clearly indicates intended use of zone.

Benefits strategy provides

- Low cost.
- Provides continuous explanation of zone.

Key factors to consider

- Use standard signs.
- Install signs properly.
- Maintain signs.

It may be appropriate to provide a separate travel lane for buses, a separate lane for private motor vehicles and specific routes for pedestrians and bicyclists. Separate bus zones can be established either on the school site, or on the adjacent street, wherever sufficient room exists. Preferably, the bus zone is not immediately adjacent to the private motor vehicle area to ensure that there is no spillover from the motor vehicles into the bus area.

A separation of arrival and departure times may also be useful. Staggered bell times for groups of students help to disperse the traffic peak at schools during the relatively short drop-off and pick-up periods. Staggered release or bell times for walkers and bicyclists, and bus riders and carpoolers can help reduce pedestrian or bicyclist exposure to, and minimize conflicts with, motor vehicles. Conflicts often occur when private motor vehicles and buses arrive at the same time and in the same location. For example, buses may use a drop-off and pick-up lane at a certain time, followed by private motor vehicle use at a later time. Staggered bell times are most applicable for schools with a large student population or when two or more schools are in close proximity to one another.

To further reduce conflicts, school facilities can be arranged to eliminate or reduce the number of children walking through parking lots. Children should walk around parking lots on dedicated walkways or sidewalks. If this is not possible, clearly marked walkways through parking lots with adult or older student monitors should

be used, and speed calming treatments, such as humps or bumps, should be employed in the parking lots.

School bus loading areas should be separated from parent drop-off and pick-up areas if at all possible. Signs, pavement markings, gates or orange cones may be used to provide this separation, but some education and enforcement will also be needed.



Mike Cynecki

Phoenix, Arizona.



Mike Cynecki

Traffic cones can be used to keep parents from entering the bus loading area at Monroe Elementary School in Utah.

Tool: Separating Vehicles From Pedestrians and Bicyclists

What is it and how does it work?

Provide different school access points in space or time for various student travel modes.

Benefits strategy provides

- Provide efficient and safe flow of all modes with minimal mixing.

Key factors to consider

- Can be costly if construction is needed.
- New schools and rebuilt or modernized schools should be carefully reviewed to ensure that separation is present.



David Parisi

Mill Valley, California.

Drop-off and Pick-up Lane

A drop-off and pick-up lane is an area on a street adjacent to school grounds or directly on the school grounds that is dedicated to the loading and unloading of students by private motor vehicles.

This school created a drop-off and pick-up lane on the street adjacent to school grounds. The picture to the left shows a corral where children wait to be picked up. Motor vehicles with identification tags that correspond to an individual student line up in the yellow-lined area. When the motor vehicle progresses to the white-striped loading area, the appropriate child exits or enters the vehicle. Signs, such as the one in the picture to the right, can remind drivers to follow the established process.



David Parisi

Marin Horizon School, Mill Valley, California.

An on-site drop-off and pick-up lane can employ the same general technique as in the on-street drop-off and pick-up lane. The system illustrated in the pictures to the right uses two lanes rather than one, and the lanes are actually on school grounds. Several motor vehicles in one lane progress to the unloading zone, release the children simultaneously and move out when all the children have cleared the street. The next group of motor vehicles moves into the loading zone from the other line of queued vehicles and repeats the process. Curb striping delineates the areas, signs further explain their proper use, orange cones mark the lanes and school personnel orchestrate the entire process.

Tool: On-street and On-site Drop-off and Pick-up Lane

What is it and how does it work?

- A lane designated for drop off and pick up of students from private motor vehicles only.
- May be on school grounds or on street adjacent to school.

Benefits strategy provides

- Speeds up and provides order to the drop-off and pick-up process.

Key factors to consider

- Clearly delineate zone and define process.
- The student loading area should be at the far end of the lane to maximize vehicle storage. In some cases two storage lanes may be used.
- Unload or load three or four motor vehicles at a time.
- Do not create a process that negatively impacts students arriving on foot or bicycle, and do not encourage more parents to drive students to school.



David Parisi

Monta Vista School, Santa Barbara, California.

Assistants to Help Students In and Out of Vehicles

Providing curb-side assistants in drop-off and pick-up zones to help students exit and enter motor vehicles can provide order to the process and decrease its time.

Parents, school personnel, safety patrol or older students can serve as valets and open curb-side doors for students to enter and exit motor vehicles and remove bags or other items. This speeds up the drop-off and pick-up process by eliminating the need for the parents to get out of the vehicle and ensures students are directly accessing designated locations. These assistants should wear safety vests or belts, and the loading area should be designated by signs or paint and be located at the far end of the lane. It is best to have enough assistants to help load three or four vehicles at a time to speed up the process in a safe manner.



Richman Elementary School, Fullerton School District

Tool: Assistants to Help Students In and Out of Vehicles

What is it and how does it work?

Person opens and closes curb-side motor vehicle door for students entering and exiting vehicles. Parents stay in vehicle and leave immediately after the child exits.

Benefits strategy provides

- Speeds up drop-off and pick-up process.
- Channels students directly from motor vehicle to pedestrian zone or from pedestrian zone to motor vehicle.

Key factors to consider

- Parents, school personnel and safety patrol can all participate.
- Need to educate parents and children on the process.
- Assistants should wear safety belts or bright vests.

Off-site Queuing Lane

Another strategy to improve the safety and efficiency of the drop-off and pick-up process is the use of off-site queuing lanes.

The street in this photograph is a major collector. During arrival and departure of students, the right lane is marked no parking and the motor vehicles line up for drop off and pick up. As students are loaded or unloaded from the motor vehicles at the drop-off and pick-up zone the vehicles in the queue advance. Off-site queuing lanes, in conjunction with drop-off and pick-up lanes and assistants to help students enter and exit motor vehicles, can speed up and improve the safety of the loading and unloading process.

In some instances, striping a center turn lane on a collector street can provide a queuing area for left-turning drivers waiting to enter the school drop-off and pick-up area, without blocking other traffic using the street.



Tool: Off-site Queuing Lane

What is it and how does it work?

Orderly line of vehicles on street adjacent to school waiting to pull into the drop-off and pick-up zone.

Benefits strategy provides

- Reduces conflict with non-school traffic.
- Speeds up and provides order to the drop-off and pick-up process.

Key factors to consider

- Clearly delineate queue.
- Do not block non-school traffic with queue.
- Does the public right-of-way provide sufficient space for the vehicles, or does the needed width infringe on private property?
- Do not extend the motor vehicle queue through a student crosswalk.

Temporary Street Closures and One-way Streets

Temporary street closures during student arrival and departure times can improve the efficiency and safety of the drop off and pick up of students at school. Temporary street closures eliminate motor vehicles in areas congested with pedestrians, bicyclists and perhaps buses. Another similar technique is to designate a street as one-way during drop-off and pick-up times. Signs are essential for this method.

Both temporary street closures and temporary use of one-way streets can work well in densely developed neighborhood schools. Any proposed street closures must be approved by the appropriate local transportation agency and must be coordinated closely with neighbors. It is also important to ensure that employing either of these techniques does not create traffic problems on other streets. Remember that all of these techniques should improve the safety of the overall process, and not simply relocate the chaos.



Tool: Temporary Street Closures and One-way Streets

What is it and how does it work?

Officially close street to traffic, or create a one-way street only during drop-off and pick-up times.

Benefits strategy provides

- Decreases traffic and chaos at drop-off and pick-up times with minimal cost.

Key factors to consider

- Coordination with local government and adjacent property owners is necessary.
- School officials may have to place and remove barricades and maintain them during the street closure.
- Do not relocate traffic problems to adjacent neighborhood streets by employing this strategy.



David Parisi

These images illustrate the temporary closures of neighborhood streets adjacent to schools in Seven Trees, California, (right) and Monroe Middle School, California (left). The closures are marked by the use of movable barricades.

Temporary Use of School Grounds as a Drop-off and Pick-up Zone

A section of the school grounds, such as a play area or parking lot, can be used as a dedicated drop-off and pick-up zone only when children are arriving at, or leaving, school. Temporary drop-off and pick-up zones can be useful in older, urban schools that were built without student loading areas when most children walked to school rather than being driven to school.

Some schools have received permission from their fire department or fire marshal to use a gated fire lane that encircles the school building as a parent pick-up and drop-off zone. This use requires parents to always stay in their vehicle, and to use a circulation pattern so that students load on the building side of the vehicle. At other times this area is closed to motor vehicle traffic.

Tool: Temporary Use of School Grounds as a Drop-off and Pick-up Zone

What is it and how does it work?

Use school play area, parking lot or other area as a drop-off and pick-up zone.

Benefits strategy provides

- Provides a separate space for drop-off and pick-up by motor vehicle.

Key factors to consider

- Useful in schools in densely developed areas with space constraints.
- Education of parents and students is important.
- Need good sign and paint plan; cones may be helpful.
- To use a fire lane as a drop-off or pick-up zone, schools need to obtain approval from the fire department beforehand.

Education

Educating parents and students on proper drop-off and pick-up procedure is essential in developing a safe and efficient system.

Regular reminders of drop-off and pick-up procedure from school officials to students and parents is one way to keep parents informed. Information provided to parents should be clearly stated, provide consistent messages and be delivered regularly throughout the school year. Maps of the drop-off and pick-up area with traffic flow patterns are very helpful. It is often good to begin a new drop-off plan at the start of a new school year or after a break, and after sufficient notice has been given to parents and students about the new plan.

Some schools hold traffic safety days to provide students and parents with useful information. Drivers are reminded of traffic safety principles and school drop-off and pick-up policies and processes. At this time children can be recognized and rewarded for walking or bicycling to school. Drivers who are not following proper process can receive warnings from school personnel, parents or law enforcement officers. Giving small rewards, such as stickers or pencils, to students whose parents follow proper process may be more beneficial in correcting bad habits than punishing poorly behaved parents.

Communities with a large non-English speaking population may benefit from multi-lingual educational literature, parking lot monitors and events.



David Parisi



David Parisi

Monitoring and Enforcement of Drop-off and Pick-up Policies

Enforcement of drop-off and pick-up rules is essential in creating a safe drop-off and pick-up environment. Enforcement as it applies to the entire Safe Routes to School program is discussed in detail in the Enforcement chapter, so it will be mentioned just briefly here.

Enforcement of drop-off and pick-up policies and process can be performed by a variety of people. Schools around the country have had success utilizing law enforcement officers, school personnel or parent volunteers. When new drop-off and pick-up plans are implemented assistance may be requested from law enforcement officers to make sure traffic flows smoothly during the first few days. Implementing a new plan may also require more volunteers or monitors to regulate parent activity in the first few days.



This notice is placed on a vehicle windshield to inform the driver that they have illegally parked in a drop-off and pick-up zone for buses.

Tool: Monitoring and Enforcement of Drop-off and Pick-up

What is it and how does it work?

Inform and remind the school community of drop-off and pick-up policies and process.

Benefits strategy provides

- May be the only additional activity necessary to keep drop-off and pick-up safe and efficient.

Key factors to consider

- Regular reminders and consistent application of rules are necessary.
- Reward students if their parents follow the process.
- Police assistance may be requested when implementing a new plan.

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Enforcement of drop-off and pick-up rules is essential in creating a safe drop-off and pick-up environment.
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Board of Zoning Adjustments

Staff Report

Monthly Meeting

Monday, April 9, 2012

Docket Number: 093-12

Prepared by: Misty Owens

Applicant or Agent:	Orleans Parish School Board	
Property Location:	211 South Lopez	Zip: 70119
Bounding Streets:	S. Rendon St., Cleveland Ave., S. Lopez St., and Palmyra St.	
Square Number:	659	Lots: Entirety of Square
Zoning District:	RD-3 Two-Family Residential	(Multiple Lots)
Historic District:	N/A	ZBM: C-11
Existing Use:	Vacant Lot	Planning District: 5
Proposed Use:	Elementary School	

Request Citation: This request is for variances from the provisions of Article 11, Section 11.37.1(b), Article 15, Section 15.2.1 (Table 15.A), Article 15, Section 15.2.3, and Article 15, Section 15.3.4 of the Comprehensive Zoning Ordinance.

Request:

This request is to permit the construction of an elementary/junior high school with insufficient minimum setback from a property line abutting a street on the Cleveland Avenue, South Lopez Street, and Palmyra Street sides, insufficient off-street parking, parking in the required front yard, and insufficient area and minimum depth of an off-street loading space.

Requested Waivers:

Section 11.37.1(b) – Schools, Public/Private Elementary (Cleveland Avenue side)

Required: 25' Proposed: 10' Waiver: 15'

Section 11.37.1(b) – Schools, Public/Private Elementary (South Rendon Street side)

Required: 25' Proposed: 18' Waiver: 7'

Section 11.37.1(b) – Schools, Public/Private Elementary (Palmyra Street side)

Required: 25' Proposed: 23' Waiver: 2'

Section 11.37.1(b) – Schools, Public/Private Elementary (South Lopez Street side)

Required: 25' Proposed: 17' Waiver: 8'

Section 15.2.1 (Table 15.A) – Off-Street Parking

Required: 59 Spaces Proposed: 20 Spaces Waiver: 39 spaces

Section 15.2.3 – Parking in Front Yards

Required: 0 Spaces Proposed: 13 Spaces Waiver: 13 Spaces

Section 15.3.4 – Design Standards (Off-Street Loading Space Area)

Required: 540 sq. ft. Proposed: 360 sq. ft. Waiver: 180 sq. ft.

Section 15.3.4 – Design Standards (Off-Street Loading Space Length)

Required: 35' Proposed: 12' Waiver: 23'

Project Description:

The petitioned site, Square 659 is composed of sixteen (16) lots which combined provide a lot width of approximately three hundred eight feet (308') along Cleveland Avenue and Palmyra Street, and a depth of three hundred twenty feet (320') along South Lopez and South Rendon Streets for a total area of ninety-eight thousand five hundred sixty square feet (98,560 sq. ft.). The petitioned site was previously developed with the Fisk-Howard Elementary School. The applicant is proposing to rebuild the elementary school. The photograph and rendering below are of the previous and proposed school.



The proposed elementary school has a width of two hundred seventy-three feet (273') along Cleveland Avenue, a depth of two hundred eighty-seven feet (287') along South Rendon Street with an undulation at the middle of the block to allow for the bus drop-off and pick-up area, a width of approximately one hundred feet (100') along Palmyra Street and a width of approximately seventy-five feet (75') along South Lopez Street. The square footage of the first floor is forty-eight thousand five hundred sixty-seven square feet (48,567 sq. ft.), the second floor is thirty-three thousand four hundred fifty-seven square feet (33,457 sq. ft.), and the third floor is twenty-four thousand one hundred eight-eight square feet (24,188 sq. ft.) for a total square footage of one hundred six thousand two hundred twelve square feet (106,212 sq. ft.). Off-street parking and loading is discussed below.

Elementary schools are classified as conditional uses in an RD-2 Two-Family Residential District. Because the site was previously developed with an elementary school, it is permitted to rebuild by right provided the requirements in **Article 11, Section 11.37 – Schools, Public/Private Elementary Schools** and **Article 13, Section 13.10.1(4) – Expansion of Certain Existing Uses** are met. These requirements are enumerated below.

Article 11, Section 11.37 – Schools, Public/Private Elementary Schools

In all districts in which such use is authorized, the following standards apply:

- Facilities shall be located on a site having a minimum of two (2) acres or one (1) City square, whichever is the lesser:
 - *This requirement is met.*
- Appropriate setbacks shall be provided for all school structures of not less than twenty-five feet (25') from all lot lines abutting streets, canals, or open public spaces.
 - The applicant is requesting a waiver from this requirement as follows:
 - *Proposed setback of ten feet (10') along Cleveland Avenue, necessitating a waiver of fifteen feet (15').*
 - *Proposed setback of eighteen feet (18') along South Rendon Street, necessitating a waiver of seven feet (7').*
 - *Proposed setback of twenty-three feet (23') along Palmyra Street, necessitating a waiver of two feet (2').*
 - *Proposed setback of seventeen feet (17') along South Lopez Street, necessitating a waiver of eight feet (8').*
- Access to schools shall be provided by a minimum of a street with two (2) or more clearly marked lanes for traffic in each direction and a street with a single lane for traffic in each direction OR three (3) streets with a single lane for traffic in each direction.
 - *Access to the school is provided by the four streets that are one way in direction that encircle the petitioned site.*

Article 13, Section 13.10.1(4) – Expansion of Certain Existing Uses permits the reconstruction of an elementary school in a district which it is considered a conditional use provided the following standards are met.

Renovation or reuse for a public school purpose of an existing school facility that has not been approved previously through the conditional use procedure shall be allowed outright, notwithstanding any nonconforming status or period of vacancy, provided that the type of school is not changed to a higher grade grouping school. Any expansion of the site beyond its limits at the time of closure or prior use, other than expansion permitted under subsection 3, or change in use to a higher grade grouping, shall require a conditional use permit under Section 16.6.

The proposed elementary school meets these requirements.

Article 15, Section 15.2.1 (Table 15.A) – *Off-Street Parking* requires one (1) off-street parking space per each classroom, plus one (1) per ten (10) seats in the main auditorium or lecture room OR one (1) per classroom, plus one (1) per three (3) employees, whichever is greater. The proposed elementary school would have forty-four (44) classrooms and would have forty-five employees requiring fifteen (15) off-street parking spaces. A total of fifty-nine (59) off-street parking spaces are required. The applicant is providing twenty (20) off-street parking spaces and requesting a waiver of thirty-nine (39) spaces.

The applicant is providing a dedicated separate auto drop off and pick up area along South Lopez Street from the drop off and pick up area for school buses along South Rendon Street. Much of the impact of traffic will come during the peak times as school programs start and end. During these times, many of the residents in the area will be going to or at work thereby allowing on-street spaces for teachers and staff parking and parents visiting the school. The area along Cleveland Avenue is non-residential and approximately twenty-five (25) on-street parking spaces can be provided along both sides of the one lane, one-way street. During the staff's site visit, there were no cars parked on Cleveland Avenue. Additional on-street parking can be found along South Rendon Street. There is one residential use at the intersection of South Rendon and Palmyra Streets, a vacant gym that is part of Seton Academy and a vacant lot at the corner of South Rendon Street and Cleveland Avenue. Approximately twenty (20) vehicles can park along this block. There will be available on-street parking around the school along South Rendon Street and Palmyra Street. Also, inclusion of on-street parking around the site will have the effect on slowing traffic in the area. The map on the following page illustrates this discussion.



- Cleveland Avenue
Approximately 25 on-street spaces on both sides of the street
- South Rendon Street
Approximately 20 on-street spaces on both sides of the street
- South Lopez Street
No on-street spaces along the petitioned site
- Palmyra Street
Approximately 10 on-street spaces along the petitioned site

The student drop-off/pick-up area would have less of an immediate impact for those residences along South Lopez Street if it were moved to Cleveland Avenue. However, this impact will be greatest during peak times in the morning and the afternoon and only during the school year. If the school were reconfigured to provide the drop-off area along Cleveland Avenue, the highest point of the school elevation would create shadows over the existing residences which would be an impact constantly felt by the properties along South Lopez Street.

The applicant is proposing to place the bus drop-off/pick-up area with a curb cut entrance from Palmyra Street and exits onto South Rendon Street. When students are dropped off in the morning, they are gathered in the cafeteria located on the first floor. In the afternoon, students are gathered in the gymnasium where they are put into groups according to the bus they ride. The configuration of these rooms is based on this plan. Students who are brought to school by bus or by a parent will be staged in the cafeteria in the morning and in the gymnasium in the afternoon.

Article 15, Section 15.2.3 – Parking in Front Yards prohibits parking in the required front yard area. The proposed off-street parking area is along the corner of Palmyra Street and South Lopez Street. Thirteen (13) of the twenty-one (21) provided off-street parking spaces are located within the required front yard area. The required setback for schools is twenty-five feet (25’) which means parking cannot be located within this area. The applicant, as described above, is requesting a waiver of the required setback to permit a setback of seventeen feet (17’) along South Lopez Street and twenty-three feet (23’) along Palmyra Street. If the applicant were to provide off-street parking in the area of the proposed setbacks, it would reduce the amount of outdoor play area and leave an area along the street that is unusable greenspace. The visual impact of the parking lot can be mitigated by landscaping and screening.

Article 15, Section 15.3.2 (Table 15.G) – Off-Street Loading Regulations requires three (3) off-street loading spaces for uses between one hundred thousand and two hundred thousand square feet (100,000 sq. ft. – 200,000 sq. ft.). The applicant is providing one (1) off-street loading space

with along South Rendon Street, necessitating a waiver of two (2) spaces. The requirement is based on the square footage of the use, which includes hotel offices, office buildings, and hospitals. It is not anticipated that a large number of delivery vehicles will stop at the elementary school. If needed, there is available space along the street for loading.

Article 15, Section 15.3.4(1) – *Design Standards Off-Street Loading Spaces* requires an off-street loading space to provide an area five hundred forty square feet (540 sq. ft.); the applicant is providing a space with an area of three hundred sixty square feet (360 sq. ft.), necessitating a waiver of one hundred eighty square feet (180 sq. ft.). The minimum depth of thirty-five feet (35') is required, the applicant is proposing twelve feet (12'), and requesting a waiver of thirteen feet (13'). The applicant stated to the staff that box trucks, similar in size to UPS or Fed-Ex trucks, will make deliveries to the school. However, these vehicles are long enough to cause an encroachment into the right-of-way.

Article 15, Section 15.5.4(2) – *Modification of Height Regulations* limits the height of schools in RD Districts to sixty feet (60'). The height of the proposed elementary school is not shown on the submitted site plans. The applicant is in the process of finalizing the building massing. However, the proposed elementary school is three (3) stories and will not exceed the sixty foot (60') height limit. The portion of the school that is three (3) stories is along Cleveland Avenue and faces the existing Seton Academy/Sacred Heart of Jesus Church which is three (3) stories.

Article 15, Section 15.5.7(1)(c) – *Yards and Open Space, Generally* permits a canopy to extend from the entrance door to the street line of any school or from the entrance door. Where a sidewalk and curb exist, the canopy may extend to within eighteen inches (18") of the curbline. Such canopies shall not exceed fifteen feet (15') in width or twelve feet (12') in height or be screened or enclosed in any manner, and shall provide an unobstructed, clear space between the grade and the bottom of the valance of at least seven feet (7'). The applicant is placing a covered walkway within the South Lopez Street setback.

Surrounding Development

The petitioned site is located near the major streets of Canal Street, South Jefferson Davis Parkway, Banks Street, and South Broad Street in the Mid-City neighborhood. The petitioned site is located within an RD-3 Two-Family Residential District extends in all directions from the site. An RO-1 General Office District is location on squares between Canal Street and Cleveland Avenue. A C-2 General Commercial District is located on lots fronting Tulane Avenue. The area consists of single- and two-family residences and neighborhood businesses, such as office and small retail businesses along Canal Street.

Impact and Analysis

According to the Comprehensive Zoning Ordinance, the Board of Zoning Adjustments must consider the following criteria in order to determine what impact the requested variance would have on adjacent properties if it were approved. The procedure affords an applicant relief from the strict requirements of the zoning law when unnecessary hardship or practical difficulty exists.

- 1. Do special conditions and circumstances exist which are peculiar to the land, structure, or building involved which are not applicable to other lands, structures, or buildings in the same zoning district?**

Yes. While the petitioned site meets the minimum site area requirements for an elementary school, the applicant is rebuilding an elementary school on its previous site. If the applicant were to meet the setback and all off-street parking requirements, it would significantly diminish the outdoor play area or increase the building height. At the time the existing zoning ordinance was written, many of the schools in the city were constructed. The current setback requirements were written for schools in the Post-World War II development areas of the city.

- 2. Will the literal interpretation of the provisions of the ordinance deprive the applicant of rights commonly enjoyed by other properties in the same district?**

Yes. The residences in the area are built up to or within ten feet (10') of the front property line. A benefit of the residence and the school being near the property line is it creates a sense of enclosure which has the effect of slowing traffic. The portion of the school with the greatest height is along Cleveland Avenue and mirrors the height of the existing Seton Academy/Sacred Heart of Jesus Church. It is common for properties in the area to utilize on-street parking. It is not common for properties to provide off-street parking in the required front yard area because many properties do not provide a front yard or provide a depth of no more than ten feet (10'). Additionally, since the site comprises the entire square, it has front yard setback requirements on each frontage which is a unique situation. Single- and two-family residential uses are the predominant land use in the area and they are not required to provide off-street loading areas. The applicant is proposing to provide one (1) off-street loading space that does not provide the required area or depth. However, the use of off-street loading spaces by delivery vehicles is anticipated to be low. The encroachment impact would not be expected to be great. Also, there is on-street space around the site for smaller delivery vehicles to park.

- 3. Do any special conditions and circumstances result from the actions of the applicant or any other person who may have (or had) an interest in the property?**

No. The applicant is proposing to rebuild an elementary school on the site where it previously existed. The proposed setbacks will allow the applicant to provide a greater amount of outdoor play area than would be available if the required setbacks and off-street parking were provided. As described above, part of the building layout is a result of moving the students around for bus drop-off and pick-up.

- 4. Will the granting of the variance confer on the applicant any special privilege which is denied by this ordinance to other lands, structures, or buildings in the same district or similarly situated?**

No. Other structures provide front yard depths that are less than the required twenty feet (20'). The majority of the structures are built on the front property line or provide a front

yard depth within ten feet (10') of the front property line. Other structures in the area do not provide the required off-street parking spaces. Three (3) off-street loading spaces are required for the proposed elementary school. As mentioned above, off-street loading is not required for single- and two-family residences. A waiver of such a requirement would not confer on the applicant any special privilege denied to others in the same district.

5. Will the variance(s), if granted, alter the essential character of the locality?

No. The petitioned site was previously developed with a three story elementary school. The footprint of the proposed school is larger than that of the previous school. If the applicant were to meet the required setback and off-street parking requirements and provide the same amount of proposed outdoor play area, it would result in a four-story building with a massing that would be out of character for the locality.

6. Will strict adherence to the property regulations result in a demonstrable hardship upon the owner, as distinguished from mere inconvenience?

Yes. Strict adherence to the property regulations would result in diminished outdoor play area with green space around the structure that could not be easily utilized by the students. The proposed footprint and off-street parking plan propose an arrangement that provides usable area for the students and faculty while least impacting the surrounding residents.

7. Is the purpose of the variance based exclusively upon a desire to serve the convenience or profit of the property owner, or other interested party(s)?

No. The purpose of the variances are not based exclusively upon a desire to serve the convenience or profit of the property owner. The applicant is proposing to rebuild an elementary school. The applicant has met with the parents of the students of the school and the neighborhood and worked to meet the wants and needs of both, while meeting the operational requirements of the Recovery School District.

8. Will the variance be detrimental to the public welfare, or injurious to other property or improvements in the neighborhood in which the property is located?

No. The proposed setbacks, waiver of thirty-nine (39) off-street parking spaces, and parking in the front yard area will not be detrimental to the public welfare or injurious to other property in the neighborhood. The proposed setbacks will provide a footprint that is similar to the established development pattern. The applicant is providing twenty-one (21) off-street parking spaces, thirteen (13) are located in the required front yard area. The potential impact of this can be mitigated through landscaping and screening. The proposed elementary school will put a vacant property back into commerce.

9. **Will the variance impair the adequate supply of light and air to adjacent property, substantially increase traffic congestion in the public street, increase the danger of fire, or endanger the public safety?**

No. The adequate supply of light and air is not affected by the requested waiver. The construction of an elementary will cause more people to converge on the petitioned site than if the use were residential. However, this will be during peak times in the morning and afternoon when many people are away from their residences. There will be no increase in the danger of fire or an endangerment to the public safety.

Staff Recommendation

Based on this report, the staff believes the request does satisfy the nine criteria as they pertain to the requested variances. Therefore, the staff recommends **APPROVAL** the request, subject to the following provisos:

1. **Prior** to the issuance of a building permit by the Department of Safety and Permits, the applicant shall submit site, floor, and elevation plans to the Board of Zoning Adjustments staff for review and approval. These plans shall be the plans for which the building permit is issued.
2. The applicant shall submit a lighting plan for the campus, to the staff of the Board of Zoning Adjustments for review and approval, including but not limited to all parking and service areas and play grounds located on the site. Lighting shall not be directed towards adjacent residential uses.
3. The applicant shall submit a signage plan to the staff of the Board of Zoning Adjustments for review and approval. Signage shall not exceed the maximum permitted signage area of twenty-five (25) square feet, in accordance with **Article 4, Section 4.6.6 Permitted Signs** of the Comprehensive Zoning Ordinance.
4. The applicant shall submit a landscaping plan indicating the following:
 - a. One (1) street tree shall be planted for every thirty feet (30') of the right-of-way, or equivalent thereof. The Department of Parks and Parkways shall review and approval this plan. A copy of the approved landscaping plan shall be provided to the Board of Zoning Adjustment's staff,
 - b. Landscaping shall be provided for all residual areas on site not occupied by the elementary school,
 - c. Trees shall be planted along the parameter of the outdoor play area to provide shade for those utilizing this area while providing an open play area for sports,
 - d. The genus, species, size, location and quantity of all proposed plant materials within on-site and off-site, with applicable remarks and details shall be shown on the plans.

5. The applicant shall restore all sidewalks and curbs, where necessary, to the standards of the Department of Public Works.
6. The applicant shall secure the approval of the Department of Public Works for the installation of any curb cuts and drop-off zones. All curb-cuts shall be no greater than twenty-four feet (24') for two-way access and twelve feet (12') for one-way access unless otherwise approved by the Department of Public Works and the City Planning Commission.
7. The applicant shall secure approval from the Department of Public Works for designated passenger drop-off zones, re-establishing the school zone, and other necessary traffic safety signage.
8. The applicant shall resubdivide all lots within Square 659 into one lot of record prior to the issuance of the Certificate of Occupancy by the Department of Safety and Permits.
9. The applicant shall screen the off-street parking area and shall provide a site fencing plan to the staff of the Board of Zoning Adjustments for their review and approval. A fence with a combination of masonry (consistent with the design materials of the structure) and metal shall be placed along the Palmyra Street side to screen the off-street parking area.
10. The applicant shall submit a litter abatement program letter to the Department of Sanitation for approval and provide a copy of the letter and approval to the staff of the Board of Zoning Adjustments. The letter shall be inclusive of the stated location of litter storage out of the public right-of-way, the type and quantity of trash receptacles, the frequency of litter pickup, the clearing all litter from the adjacent right-of-way, and the periodic hosing of the adjacent street rights-of-way, as necessary. The name and phone number of the school administrator shall be included in this letter to be kept on file in case of any violation.
11. The applicant shall resubmit building elevations to the Design Advisory Committee for approval of the elevations prior to the issuance of a building permit.



April 3, 2016

Robert D. Rivers
Executive Director, City Planning Commission
1300 Perdido Street, 7th Floor
New Orleans, Louisiana 70112

RE: MCNO Opposition to Planned Development at 217 S. Rendon Street

Dear Mr. Rivers,

The Mid-City Neighborhood Organization (MCNO) **officially opposes a planned development at 217 S. Rendon Street, along with all variances and conditional uses associated with the plan.** This item is on the CPC agenda for April 12, 2016. MCNO has reviewed the current plans for the development, met with the owner and nearby neighbors, reviewed CZO Articles 4 and 5 pertaining to planned developments, considered the years-long history of this proposal, and weighed questions of neighborhood density and use intensity of the immediate neighborhood.

MCNO finds that, while the planned development meets zoning density requirements, development under current plans multiply instead of mitigate impact on neighborhood. Parking and pavement plan decrease surface used for stormwater mitigation and appear to create significant pedestrian safety concerns for residents and students, staff, and parents at the immediately adjacent elementary school. Additionally, the parcel to be used for additional parking is zoned HD-RD2, requiring a conditional use to turn into parking. Finally, there have been no details indicated to MCNO regarding how garbage collection would be handled for the development.

Nearby neighbors continue significant opposition to this project, and MCNO finds their concerns compelling. While the developer has engaged in parts of the NPP process with the neighbors and the neighborhood organization, no changes to the design have been entered into proposal in order to address these concerns. The nearby neighbors have a history of supporting high intensity use for Morris Jeff School through approval of parking variances (so the school could build playgrounds instead of parking) and refuse service areas. MCNO echoes this continued support for the school, with the understanding that such a high-intensity use as a school already puts significant stresses on neighborhood character that the proposed planned development would significantly exacerbate rather than improve.

While examining CZO Articles 4 and 5 pertaining to planned developments, MCNO finds multiple inconsistencies with Planned Development Standards with the most concerning listed here:

From Article 5:

- 5.2.E: Planned developments shall be compatible with the **purpose and intent** of this Ordinance and the Master Plan, including the **character** established within the place districts of the City: Historic Core Neighborhood Districts, Historic Urban Neighborhood Districts.
- 5.2.G: The site shall be accessible to public streets that are adequate to carry the traffic that will be generated by the proposed development. The streets and driveways within the proposed development shall be adequate to serve the uses within the development. The applicant is responsible for the cost and installation of any additional traffic controls and regulating devices that may be required.
- 5.2.H: All proposed streets, alleys, and driveways **shall be adequate to serve the residents, occupants, visitors, or other anticipated traffic.**
- 5.2.I: The pedestrian circulation system and its related walkways shall be located to **provide for separation of pedestrian and vehicular movement and for maximum pedestrian safety.**
- 5.2.J: All planned developments shall provide for acceptable design and construction of all utilities, roadways, **parking facilities**, landscape, and other site improvements, in accordance with the requirements of this Ordinance and the City Code.

From Article 4:

4.4.G Approval Standards (for planned developments)

The City Planning Commission recommendation and City Council decision on applications for a planned development shall, on the basis of all information submitted, evaluate the impact of the planned development on the surrounding properties and neighborhoods to ensure the **appropriateness** of the planned development at a **particular location** and ensure that the planned development will not have an **adverse impact on the surrounding neighborhood**. The Commission and Council shall specifically consider the extent to which:

1. The proposed planned development complies with the applicable standards of Article 5.
2. The proposed planned development at the specified location is consistent with the policies embodied in the adopted Master Plan.
3. The proposed planned development is **compatible with and preserves the character and integrity of adjacent development and neighborhoods** and, as required by the particular circumstances, includes improvements or modifications either on-site or within the public right-of-way to **mitigate development-related adverse impacts**, including but not limited to:
 - a. Adequate ingress and egress to property and proposed structures thereon with particular reference to **vehicular and pedestrian safety** & convenience, and access in case of fire.

b. Off-street parking and loading areas, with particular reference to the extent to which requirements have been met, so as to place **no additional burden on the neighborhood**.

c. **Refuse and service areas**.

d. Utilities with reference to location, availability, and **compatibility**.

e. Screening and buffering features to **minimize visual impacts** and/or set-backs from adjacent uses.

f. Control of signs, if any, and proposed exterior lighting with reference to glare, **traffic safety**, economic effect, and **compatibility and harmony with properties in the district**.

g. Required yards and **open space**.

i. Roadway adjustments, traffic control devices or mechanisms, and access restrictions to control traffic flow or diver traffic as may be needed to **reduce or eliminate development-generated traffic on neighborhood streets**.

j. The amount and location of **existing impervious surface**.

4. Any proposed variance from zoning standards meets the approval standards of Section 4.6.F

(Emphasis added.)

While MCNO has recently supported a planned development nearby on S. Jeff Davis Parkway, the differences in appropriateness for the location and the adherence to CZO standards from Articles 4 and 5 should be evident in the critical differences in plans for 217 S. Rendon. Also, developers at the previous project were found to have participated in the NPP process in good faith and *made changes specifically to address concerns* of nearby neighbors and MCNO. This has not happened with 217 S. Rendon, which is why many of the critical initial concerns expressed by neighbors and now the neighborhood remain. And again, this is a group of nearby neighbors and neighborhood that has supported a very high-intensity use of a school because the health of the school improves the community at large. Additional higher density and high intensity uses in such close proximity considerably change the character and integrity of adjacent developments and neighborhoods.

MCNO supports full adherence to CZO criteria when it comes to planned developments, and finds the planned development for 217 S. Rendon does not meet these criteria. We hope CPC will recommend denial of the planned development at 217 S. Rendon.

Thank you for consideration of our input. For further information, please contact me at 504-235-2126.

Sincerely,



Graham Bosworth

President, Mid-City Neighborhood Organization

Miles Trapolin and Lili LeGardeur
218 S. Jefferson Davis Pkwy.
New Orleans, LA. 70119
(504) 481-6264 or (504) 756-8446
Lilil@cox.net

April 4, 2016

City Planning Commission
1300 Perdido St., 7th Floor
New Orleans, LA. 70112

BY FAX (504) 658-7032 AND E-MAIL

RE: ZD 036-16
217 S. Rendon St. and
3300 Cleveland Ave.

Dear Commissioners,

My husband Miles Trapolin and I live at 218 S. Jefferson Davis Pkwy. and also own the adjacent lots at 228 S. Jefferson Davis Pkwy. Our property abuts the entire rear property line of 217 S. Rendon Street.

I am writing to supplement my husband's letter stating our opposition to proposal ZD 036/16 to permit a planned development as a multi-family residence and parking by adding two points.

- The proposed development would place one-third of its proposed units on slab, well below the BFE for this area. Our property took six feet of water on August 29, 2005. The Morris Jeff School raised the grade of the property directly across the street from 217 S. Rendon St. before building their new school because of safety concerns. Slab-on-grade construction on this area is against Federal guidelines and simply makes no sense.
- The proposal would create yet more hardship for our neighbors, Dorothy and Wesley Vining. Their property at 3304 Cleveland Ave. sits right next to the vacant lot at 3300 Cleveland Ave., which would be converted to surface parking under this proposal. The lot has been vagrant since Katrina. It has been used as a dumping ground. Rats nesting on 3300 Cleveland invaded the Vining home. When the current owner acquired the property in 2013, the problem became worse because he allowed construction crews to use the lot as a staging ground for heavy construction. The owner did nothing to rein in this activity despite numerous requests that he fence the property

CPC ZD 036-16

April 4, 2016

Page 2

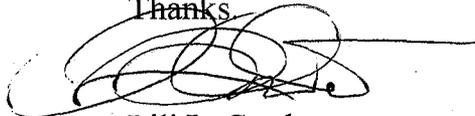
and inform the construction people that they were not permitted to use his land. I attach a photo of some of what the Vinings endured for two years. The dumpsters, tractor-trailer trucks and pallets of concrete blocks are no longer using 3300 Cleveland Ave. like a parking lot, but it has once again been allowed to grow up in weeds.

The Vinings have lived on this square longer than any other residents (they bought their home, I believe, in 1987), they are older, and they vehemently do not wish to live next door to a parking lot. They will speak on their own behalf at the public hearing; but, as their neighbor, I would like to assert that jamming a parking lot where people will be coming and going at all hours next door to these homeowners who have already endured so much is unfair.

The Vinings already have problems with people illegally blocking their driveway. Mrs. Vining is in a wheelchair and needs to park close to her house. The proposed development would increase on-street parking and make their parking problems worse.

This proposal is just a bad fit for the neighborhood and its residents. I only wanted to supplement my husband's comments with these two points.

Thanks

A handwritten signature in black ink, appearing to be 'Lili LeGardeur', written over a horizontal line.

Lili LeGardeur



Nicolette P. Jones

From: Leslie T. Alley
Sent: Tuesday, April 05, 2016 9:37 AM
To: Stephen K. Kroll; Nicolette P. Jones
Subject: FW: Proposed Development: 217 South Rendon Street CPC 036/16

Follow Up Flag: Follow up
Flag Status: Flagged

From: Jennifer Weishaupt [mailto:jfweishaupt@gmail.com]
Sent: Tuesday, April 05, 2016 6:21 AM
To: Paul Cramer; Leslie T. Alley
Subject: Proposed Development: 217 South Rendon Street CPC 036/16

Dear Ms. Alley & Mr. Cramer,

I am writing on behalf of Morris Jeff Community School (MJCS), located at 222 South Lopez Street. I apologize for the tardiness of this submission, but MJCS has received no notice of this hearing and proposal, despite occupying the city block that is directly across the street from the proposal. In addition, we have not been invited to any NPP meetings by the developer within the past year.

As proposed MJCS is OPPOSED to the proposed development of 217 South Rendon Street into 24 apartment units. At the time that MJCS was approved for construction of a new school building at our current location, it was necessary to request a parking variance, in order that we could have adequate play space on our site. Based on the available street parking, neighbors supported and CPC granted the requested variance (ZD 93-12).

Upon moving into our school building in January 2015, we had an immediate impact on the surrounding neighborhood with significantly increased traffic and decreased parking availability. We continue to work with our parents and teachers to be good neighbors by following our rules for safe and efficient student drop-off/pick-up, parking legally, and ensuring safety of children who walk to school. At this time, we are still ~150 students shy of our maximum capacity for Pre-K-8th Grade, which means that our impact on the neighbors will continue to grow for the next few years as we fill out the school.

The proposed development does not provide enough parking, and proposes to convert all space in front of the existing building to "nose-in" parking. This would eliminate nearly all of the street parking on that side of South Rendon, essentially increasing our parking variance by another 10 spots, and creating another significant parking impact to the neighborhood. In addition, the paving would increase the stormwater management burden, potentially putting our property, and other near neighbors, at risk of flooding.

We are also extremely concerned for student safety with the placement of nose-in parking along this narrow street which has high levels of student and parent pedestrian traffic, and is directly across from our bus unloading area, and our loading & trash dock. The door at our bus unloading area, located across from the development, is one of our main entrances during morning drop-off.

Lastly, there are a number of options for re-use of the building that fully comply with current zoning and would fill existing needs of the neighborhood, such as a Childcare Center and/or an accessory use for the school. We

ask that you DENY the requested proposal based on the overwhelming negative impact it will have on the area, with no significant positive impacts noted.

--

Best regards,

Jennifer Weishaupt

Secretary & Community Outreach Committee Chair

Morris Jeff Community School Board of Directors



Building/Construction
Related Permit



Date Dec 5, 2015
Tracking Number _____

LAND-USE REQUESTS APPLICATION

Applications must be complete and submitted in person. Faxed, emailed or incomplete applications will not be accepted.

Type of application: Text Amendment Zoning Change Conditional Use/Planned Development

Property Location 217 South Rendon

APPLICANT INFORMATION

Applicant Identity: Property Owner Agent

Applicant Name Narinder Gupta

Applicant Address 120 Terry Pkwy

City Terrytown State Louisiana Zip 70056

Applicant Contact Number 504-813-3647 Email nmgupta2@gmail.com

PROPERTY OWNER INFORMATION SAME AS ABOVE

Property Owner Name 2175 Rendon LLC

Property Owner Address 120 Terry Pkwy

City Terrytown State Louisiana Zip 70056

Property Owner Contact Number 504-813-3647 Email nmgupta2@gmail.com

Note: If ownership is joint, each owner must be listed. If ownership is a partnership, the Partnership Agreement must be included. If ownership is a corporation, Articles of Incorporation and a Board Resolution authorizing an individual or agent to sign on behalf or if ownership is a LLC, Articles of Organization and legal documentation authorizing an individual or agent to sign on its behalf must be included. If necessary, submit proof of ownership documents, such as copies of the recorded act of sale, act of exchange, act of donation, cash sale or deed.

SPECIFIC ZONING REQUEST

a "Planned Development"
Parking Waiver from 40% compact to 64%

PROPERTY LOCATION

Square Number(s) 682 Lot Number(s) 16, 17, 18, 19

Bounding Streets Palmyra street, Jefferson David Pkwy, Cleveland Ave, South Rendon St

Zoning (inc Overlay Districts) _____ Municipal District First Municipal Distric

Tax Bill Number _____ Planning District _____

DESCRIPTION OF PROJECT (Attachments are acceptable)

Empty box for project description.



Building/Construction
Related Permit



Date	_____
Tracking Number	_____

LAND-USE REQUESTS APPLICATION

ACKNOWLEDGMENTS

I (we) hereby affirm that ownership and property information presented on this application is current and accurate and, further, that the undersigned meet the requirements of Article 16 of the Comprehensive Zoning Ordinance to submit this application. I (we) acknowledge that inaccurate or incomplete ownership, improper authorization, or property identification will make this application and resulting actions null and void. I (we) the undersigned owner and authorized agent of the area of land described above, hereby submit for your approval the above stated request.

Owner Signature *Maximides Gupta* Date *Dec 5, 2015*
 Printed Name *Maximides Gupta*

Agent Signature *Maximides Gupta* Date *Dec. 5, 2015*
 Printed Name *Maximides Gupta*

STATE OF LOUISIANA, PARISH OF ORLEANS

Before me, the undersigned authority, personally appeared the person(s) whose signature are affixed above, all of the full age of the majority, who declared under oath to me, Notary, that they are the owners or authorized agents of the property described above, and that their signatures were executed freely and voluntarily and that they are duly qualified to sign.

Sworn to and subscribed before me this *5* day of *December 2015*

My Commission expires *At death*

SWORN TO AND SUBSCRIBED BEFORE ME

THIS *5* DAY OF *December*, 20*15*

[Signature]
 Gerard O. Salassi IV, Notary Public
 Bar Roll No. 19/69
 My Commission is for Life

City Planning Commission Speaker Card

Date: 4/12/10

I would like to speak regarding CPC Docket : 036/14

Name: TERRY LINDSEY

Representing: 3316-18 CHELSEA AVE

Address: RESIDENCE

Remarks: CONCERNS REGARDING PARKING