## ORDINANCE

ORDINANCE CALENDAR NO: 5050
COUNCIL SPONSOR: BINDER/BRISTER
INTRODUCED BY: $\qquad$
ON THE 1 DAY OF AUGUST , 2013
(ZC13-07-051) AN ORDINANCE AMENDING THE OFFICIAL ZONING MAP OF ST. TAMMANY PARISH, LA, TO RECLASSIFY A CERTAIN PARCEL LOCATED ON THE SOUTH SIDE OF RONALD REAGAN HIGHWAY, WEST OF PHILIP DRIVE AND WHICH PROPERTY COMPRISES A TOTAL 1.397 ACRES OF LAND MORE OR LESS, FROM ITS PRESENT I-1 (INDUSTRIAL DISTRICT) TO AN HC-2 (HIGHWAY COMMERCIAL DISTRICT), (WARD 3, DISTRICT 3).(ZC13-07-051)

Whereas, the Zoning Commission of the Parish of St. Tammany after hearing in accordance with law, Case No. ZC13-07-051, has recommended to the Council of the Parish of St. Tammany, Louisiana, that the zoning classification of the above referenced area be changed from its present I-1 (Industrial District) to an HC-2 (Highway Commercial District) see Exhibit "A" for complete boundaries; and

Whereas, the St. Tammany Parish Council has held its public hearing in accordance with law; and
Whereas, the St. Tammany Parish Council has found it necessary for the purpose of protecting the public health, safety and general welfare, to designate the above described property as HC-2 (Highway Commercial District).

THE PARISH OF ST. TAMMANY HEREBY ORDAINS, in regular session convened that:
SECTION I: The zoning classification of the above described property is hereby changed from its present I-1 (Industrial District) to an HC-2 (Highway Commercial District).

SECTION II: The official zoning map of the Parish of St. Tammany shall be and is hereby amended to incorporate the zoning reclassification specified in Section I hereof.

REPEAL: All ordinances or parts of Ordinances in conflict herewith are hereby repealed.
SEVERABILITY: If any provision of this Ordinance shall be held to be invalid, such invalidity shall not affect other provisions herein which can be given effect without the invalid provision and to this end the provisions of this Ordinance are hereby declared to be severable.

EFFECTIVE DATE: This Ordinance shall become effective fifteen (15) days after adoption.

MOVED FOR ADOPTION BY: $\qquad$ SECONDED BY: $\qquad$
WHEREUPON THIS ORDINANCE WAS SUBMITTED TO A VOTE AND RESULTED IN THE FOLLOWING:

YEAS: $\qquad$
NAYS: $\qquad$
ABSTAIN: $\qquad$

ABSENT: $\qquad$

THIS ORDINANCE WAS DECLARED DULY ADOPTED AT A REGULAR MEETING OF THE PARISH COUNCIL ON THE 5 DAY OF SEPTEMBER , 2013 ; AND BECOMES ORDINANCE COUNCIL SERIES NO $\qquad$ .

JERRY BINDER, COUNCIL CHAIRMAN

ATTEST:

THERESA L. FORD, COUNCIL CLERK

PATRICIA P. BRISTER, PARISH PRESIDENT
Published Introduction: JULY 25, 2013
Published Adoption: $\qquad$ 2013

Delivered to Parish President: $\qquad$ , 2013 at $\qquad$
Returned to Council Clerk: $\qquad$ 2013 at $\qquad$

AIL. THAT CERTAIN PIECE OR PARCEL OF LAND, together with all the buildings and improvements thercom and all rights, ways, means, privileges, servitudes, prescriptions, appurtenances and advantages thereunto belonging or in anywise appertaining thereto, situated in the Parish of St. Tammany, State of Louisiana, fully described as follows:

From the Section Comer common Sections 29, 30, 31 and 32 , ran North 49 degrees 01 minutes East 152.05 feet to a point; thence North 14 degrees 05 minutes East 540.3 feet to a point; thence South 85 degrees 28 minutes East 1049.74 feet to a point; thence North 09 degrees 06 minutes East 738.4 feet to a point; thence North 69 degrees 41 minutes East 848.6 feet to an iron rod located on the Southern edge of U.S. Hwy. 190 Bypass and the point of beginning. From the point of beginning run along the chord of curve South 62 degrees 30 minutes West 144.40 feet to an Iron pipe; thence South 19 degrees 03 minutes East 246.38 feet to an Iron pipe; thence South 55 degrees 34 minutes 10 seconds East 61.69 feet to a point; thence South 67 degrees 08 minutes 43 seconds East 119.87 feet to a point; thence South 56 degrees 00 minutes 53 seconds East 114.22 feet to a point, thence North 28 degrees 59 minutes 27 seconds East 10.0 feet to an iron rod; thence North 26 degrees 03 minutes West 485.43 feet to an iron rod located on the southern edge of U.S. Hwy. 190 Bypass and the point of beginning:

Said property contains 1.397 acres.

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CASE NO.: ZC13-07-051
REQUESTED CHANGE: From I-1 (Industrial District) to HC-2 (Highway Commercial District)
LOCATION:
SIZE:
Parcel located on the south side of Ronald Reagan Highway, west of
Philip Drive; S38,T6S,R11E; Ward 3, District 3
SIZE:



\section*{ADMINISTRATIVE COMMENT}

\section*{ZONING STAFF REPORT}

Date: June 24, 2013
Case No.: ZC13-07-051
Meeting Date: July 2, 2013
Determination: Approved
Posted: 06/13/2013

\section*{GENERAL INFORMATION}
\begin{tabular}{|c|c|}
\hline REQUESTED CHANGE: & From I-1 (Industrial District) to HC-2 (Highway Commercial District) \\
\hline LOCATION: & Parcel located on the south side of Ronald Reagan Highway, west of Philip Drive; S38,T6S,R11E; Ward 3, District 3 \\
\hline SIZE: & 1.397 acres \\
\hline
\end{tabular}

\section*{SITE ASSESSMENT}

\section*{ACCESS ROAD INFORMATION}

Type: State Road Surface: 2 Lane, Asphalt Good Condition:

\section*{LAND USE CONSIDERATIONS} SURROUNDING LAND USE AND ZONING:
\begin{tabular}{ll} 
Direction & Land Use \\
\hline North & Hwy 190 \\
South & Undeveloped \\
East & Commercial \\
West & Commercial
\end{tabular}

\author{
Zoning \\ City of Covington \\ HC-2 Highway Commercial District \\ City of Covington \\ City of Covington
}

\section*{EXISTING LAND USE:}

Existing development? Yes

\author{
Multi occupancy development? No
}

\section*{COMPREHENSIVE PLAN:}

Planned Districts - Coordinated development on several parcels, usually at a higher density-but not in all cases - than other parcels in the proximity, planned in an integrated fashion as single units including residential, commercial and possibly other (institutional, recreational, e.g.) uses, as well as the supporting infrastructure and public services they will require (See "Small Area Plans," below). Generally, such developments improve environmental qualities, preserve natural environments, provide for open space and recreational uses, and for residential as well as commercial uses, and are equipped with central utility systems and efficient and effective internal and external transportation access in multiple modes.

Mixed Use - Commercial - Conservation - These planned districts would include mixed uses, except for residential uses, - at varying densities - and conservation areas, following a Small Area Plan, and providing for balance, compatibility and integration of uses and all supporting infrastructure.

\section*{STAFF COMMENTS:}

The petitioner is requesting to change the zoning from I-1 (Industrial District) to HC-2 (Highway Commercial District). The site is located on the south side of Ronald Reagan Highway, west of Philip Drive. The 2025 Future Land Use Plan calls for the area to be developed with a mix of commercial uses and conservation areas. There is an existing warehouse on the site. Staff does not object to the requested zoning change from I-1 to HC-2 at this location, considering that the south side of U.S. Highway 190 Bypass Corridor is developed with a mix of commercial and industrial uses.

\section*{STAFF RECOMMENDATION:}

The staff recommends that the request for a HC-2 (Highway Commercial District) designation be approved.```

