

ST. TAMMANY PARISH COUNCIL

RESOLUTION

RESOLUTION COUNCIL SERIES NO. C-1486

COUNCIL SPONSOR: MR. DEAN

PROVIDED BY: President/Council Office

RESOLUTION TO APPROVE *NEW DIRECTIONS 2025 - SMALL AREA AND CORRIDOR PLAN FOR THE NORTHERN HALF OF WARD 1* AND TO AMEND THE FUTURE LAND USE PLAN OF THE COMPREHENSIVE PLAN FOR ST. TAMMANY PARISH, LOUISIANA, INCLUDING THE SUPPORTING MAPS AND GUIDING TEXT DOCUMENT

WHEREAS, in 2003, the St. Tammany Parish Council adopted Resolution C.S. No. C-0973 approving the New Directions 2025 - Land Use Element - Phase 1, referred to as the Future Land Use Plan; and

WHEREAS, the Parish requested that the ND 2025 process hold community meetings to review and refine the Future Land Use Plan as part of a Small Area and Corridor Plan for the north half of Ward 1 from Interstate 12 north to the Tangipahoa Parish boundary; and

WHEREAS, those community meetings were held on March 19, 2005, April 2, 2005 and April 14, 2005 seeking public comments for any necessary amendments to the Future Land Use Plan; and

WHEREAS, the comments received at these meetings were documented and presented to the ND 2025 Steering Committee requesting future land use map changes, the addition of a Flood Zones and Very Wet Hydric Soils map to guide future residential density ratios, and specific guiding text document addressing key actions for the area, buffering along highways and the Tchefonct River, and residential densities; and

WHEREAS, the *New Directions 2025* Steering Committee on May 9, 2005 recommended to the St. Tammany Parish Planning Commission an amendment to the Future Land Use Plan by its adoption of the future land use map, supporting flood zone and very wet hydric soils map, and the guiding text document for this specific area; and

WHEREAS, the St. Tammany Parish Planning Commission on July 12, 2005 reviewed the ND 2025 Steering Committee's recommendation and has recommended adoption of the Small Area and Corridor Plan for the Northern Half of Ward 1 with the inclusion of Council's clarification comments that were attached to the small area plan for the southern half of the Ward.

THE PARISH OF ST. TAMMANY HEREBY RESOLVES that the St. Tammany Parish Council approves the *New Directions 2025 - Small Area and Corridor Plan for the Northern Half of Ward 1*, including the maps with the guiding text document, and hereby amends the Future Land Use Plan to incorporate the refinements of this Area Plan attached as Exhibit A-1 (future land use map) and Exhibit A-2 (supporting text and flood zone/wet soils map)

THIS RESOLUTION HAVING BEEN SUBMITTED TO A VOTE, THE VOTE THEREON WAS AS FOLLOWS:

MOVED FOR ADOPTION BY _____, SECONDED BY _____

YEAS:

NAYS:

ABSTAIN:

ABSENT:

Exhibit A-2 - Northern Half of Ward 1 Small Area and Corridor Plan

As part of the below referenced Guiding Text document developed from citizen input at the small area plan community meetings, the **St. Tammany Parish Planning Commission** adds the following clarification comments developed by the St. Tammany Parish Council and incorporated into the guiding text document in their adoption of the LA 21 and South Half of Ward 1 Small Area and Corridor Plan:

1. The Parish's Future Land Use Plan including the Small Area Plan is a generalized land use plan, which should be used as a "living" document, which is anticipated to change and to reflect those desirable changes as the Parish grows and matures.

The Small Area plan is not a zoning map and must be used as one of the tools in guiding decisions regarding zoning changes, infrastructure needs and growth impacts.

The Parish will allow and review proposed zoning requests based on the merits of the particular request, its location, infrastructure conditions and the future land use plan. The Parish will make its final decision based on all of the information received from this process. The Parish will not deny the right of an applicant to apply for a proposed zoning change based only on the future land use plan.

2. The Parish must closely coordinate land use development with the transportation projects in the 10 Year Infrastructure Plan for this area. This coordination is required for properties that are currently zoned and any future approved zoning changes.

As part of this coordination process, the Parish will not deny the granting of an occupancy for a building permit, where a project has met all of the performance conditions incorporated into the permit which addresses the needs of the 10 Year Infrastructure Plan as it relates to the specific project of the developer.

3. One of the projects in the Parish's 10 Year Infrastructure Plan is the conversion of the existing rest area at I-12 to a new interchange with service road connections to LA 21. At the time of the community meetings, this proposed project was still in a conceptual stage. This transportation project should be closely monitored as it continues through its approval and design phases. The future land use designations for this specific area as they are presently depicted on the small area plan should be reevaluated based on the new interchange. This proposed project may need a small area plan evaluation in 6 months.

As the existing commercial zoned properties are developed with the completion of upgrades to the transportation infrastructure, future commercial zoning request should be discouraged unless it has been determined that additional commercial is in demand.

GUIDING TEXT DOCUMENT:

Based on the citizens' comments received at the above meetings and the results of the questionnaire, a continuous planning process must be maintained for this high growth area and special care must be given to balance the rural character of this area. To balance and preserve the rural character of this area, a combination of tools must be utilized such as including roadway no cut buffers, no cut building setback line setbacks along the Tchefuncte River, perimeter no cut buffers along proposed residential developments and the concept of decreasing the residential density for new developments in association with the major crossroads. The intent of the meaning of the terms, whether no cut or no clear, is to provide a natural living buffer that will provide an opaque visual screen and a habitat for plants and animals, which should not be cut, cleared, harvested or manicured.

Key Actions:

1. Increasing the existing lot size of R-Rural and SA zoning districts from their existing ½ acre minimum requirement to **1 to 5 acres minimum requirement**. This requirement for larger lot sizes in these districts is especially needed along the State road and parish collector roads for individual building permits.
2. Establishing a no clear/no cut building permit setback line along the Tchefuncte River ranging from **300 to 500 feet**. There may be cases based on topography such as bluffs or other conditions where this requirement should be adjusted.

3. Establish a **100 foot no clear/no cut roadway buffer** along LA 1085, LA 1077 and U.S. 190 West within this area. This entire buffer should be outside of any future roadway expansion and construction project listed as part of the Parish's 10 Year Infrastructure Plan that requires additional right-of-way acquisition for the roadway project. The entire buffering requirement should commence at the point of the proposed future right of way line to assure that a buffer will be present after upgrading the roadway.
4. **Requiring perimeter no clear/no cut buffers along all sides of new residential subdivision** providing a buffer for the subdivision. In addition to providing a visual screen and a transition between an existing older subdivision and the proposed development.

APPROPRIATE FUTURE SINGLE FAMILY RESIDENTIAL DENSITY RATIOS - (Map 2, Flood Zones and Very Wet Soils Map with the Questionnaire Recommendations for questions, 5, 6, 7 and 8)

- A. From the intersection of **LA21-Tyler St and US190Bus-21st Ave.**, which is located within the City of Covington, what do you feel is the appropriate distance from this intersection to form a transition line to guide compatible development; reduce sprawl and preserve the rural character for outlying areas?

Recommendation is 3 miles

Within this area adjacent to Covington for the **less environmentally sensitive properties** (such as Flood Zone C), what do you feel is the appropriate average density ratio for residential development?

Recommendation is 1.5 homes per acre

Within this area adjacent to Covington for the **environmentally sensitive properties** (such as Flood Zone A & B and the very wet soils as indicated on the hydric soils map), what do you feel is the appropriate average density ratio for residential development?

Recommendation is the following for:

1 home per 5 acres within the Very Wet Soils classification of the Hydric Soils Map; and

1 home per 3 acres within Flood Zones A and B, excluding the areas encompassed designated as Very Wet Soils

- B. What do you feel is the appropriate distance from the existing community of Goodbee (**intersection of U.S. 190 and LA 1077**) to form a transition line to guide compatible development around this community; reduce sprawl and preserve the rural character for outlying areas?

Recommendation is 1/2 mile:

Within this area adjacent to Goodbee for the **less environmentally sensitive properties** (such as Flood Zone C), what do you feel is the appropriate average density ratio for residential development?

Recommendation is 1 home/acre

Within this area adjacent to Goodbee for the **environmentally sensitive properties** (such as Flood Zone A & B and the very wet soils as indicated on the hydric soils map), what do you feel is the appropriate average density ratio for residential development?

Recommendation is 1 home/5 acres

- C. What do you feel is the appropriate distance from the **intersection of LA 1085 and LA 1077**, (a major crossroads adjacent to I-12) to form a transition line to guide compatible development

Recommendation is 1/2 mile:

Within this area adjacent to LA 1085/1077 for the **less environmentally sensitive properties** (such as Flood Zone C), what do you feel is the appropriate average density ratio for residential development?

Recommendation is 1.5 homes per acre

Within this area adjacent to LA 1085/1077 for the environmentally sensitive properties (such as Flood Zone A & B and the very wet soils as indicated on the hydric soils map), what do you feel is the appropriate average density ratio for residential development?

Recommendation is the following for:

1 home per 5 acres within the Very Wet Soils classification of the Hydric Soils Map; and

1 home per 3 acres within Flood Zones A and B, excluding the areas encompassed designated as Very Wet Soils

- D. Outside of those areas described above, for the less environmentally sensitive properties (such as Flood Zone C), what do you feel is the appropriate average density ratio for residential development to preserve and maintain the rural nature of those areas?

Recommendation is 1 home/5 acres - (additional residential comments listed below)**

Outside of those areas described above, for the environmentally sensitive properties (such as Flood Zone A & B and the very wet soils as indicated on the hydric soils map), what do you feel is the appropriate average density ratio for residential development.

Recommendation is 1 home/5 acres -- (additional residential comments listed below)**

ADDITIONAL RESIDENTIAL COMMENTS

For the area south of U.S. 190 West, due to the recent approval of several single family residential zoning changes, the requested density of additional new residential development must be carefully considered to protect those existing homes and subdivisions. It should not automatically be assumed that new projects should be granted the same density ratios based on those approved but not constructed projects. **Roadway and perimeter no clear/no cut buffering requirements** are essential for this area.

Many of these new developments are being developed through the PUD zoning process. The small area plan continues to endorse single family development, but the density of these developments must be in character with the overall development of the area, plus in character to an abutting existing subdivision providing a transition of the density or lot sizes from the older subdivision to the newer subdivision.

For the area including Goodbee and north to the Parish line, agriculture and rural residential uses should be encouraged and protected. Establishing new residential and commercial growth near the Goodbee intersection **with several rings of lower residential densities** being established moving north and west of the Goodbee intersection. **Residential densities west and north outside of a ½ mile radius of the Goodbee intersection should start at 1 home per 5 acres increasing to 1 home per 10 acres to 1 home per 20 acres.**

TRANSPORTATION

The citizens' responses strongly emphasized their concern regarding traffic congestion and safety along the major roadways and that the transportation infrastructure has to be upgraded to address today's traffic impact.

The Parish has developed a 10 Year Infrastructure Plan. This Plan includes major transportation improvements for this corridor and overall area, with these proposed improvements occurring over the next 10 years.

The development of existing zoned properties and future projects must assure that these projects will not create significant impact to the corridor and that the proposed transportation infrastructure projects are still on schedule prior to approving or granting occupancy of any major development.

Roadway buffering has been recommended under Key Action Number 3 for LA 1077, LA 1085 and U.S. 190 West.

MAP AMENDMENTS:

1. Replacing those areas that are designated at the Goodbee Intersection (U.S.190 West and LA 1077) as Future - Commercial Infill with **Future Commercial – Mixed Use Light**; and
2. Replacing those areas that are designated north of Goodbee as Future – Planned District-Single Family Residential – Conservation Design with **Future – Residential/Agriculture**
3. Incorporation of Map 2, Flood Zones and Very Wet Hydric Soils, to determine appropriate future residential density ratios.