

ST. TAMMANY PARISH COUNCIL

RESOLUTION

RESOLUTION COUNCIL SERIES NO. C-1441

COUNCIL SPONSOR: STEFANCIK/DAVIS

PROVIDED BY: President/Council Office

RESOLUTION TO APPROVE *NEW DIRECTIONS 2025 - LA 21 CORRIDOR AND SOUTH HALF OF WARD 1 SMALL AREA PLAN* AND TO AMEND THE FUTURE LAND USE PLAN OF THE LAND USE ELEMENT - PHASE 1 OF THE COMPREHENSIVE PLAN FOR ST. TAMMANY PARISH, LOUISIANA, INCLUDING THE SUPPORTING MAP 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 Steering Committee hold community meetings to review and refine the Future Land Use Plan as part of a LA 21 Corridor and South Half of Ward 1 Small Area Plan for the portion of LA 21 from the City of Covington to the Town of Madisonville and the remaining portion of Ward 1 south of Interstate 12 and north of LA 22; and

WHEREAS, those community meetings were held on February 12, 2005; February 19th, 2005 and March 9, 2005 seeking public comments for any necessary amendments to the Future Land Use Plan; and

WHEREAS, the comments received at these well attended meetings were documented and presented to the ND 2025 Steering Committee requesting minor future land use map changes, but a stronger guiding text document addressing coordination of commercial land use development in conjunction with the overall proposed highway infrastructure plan and other mechanisms to assure compatible residential and commercial development within the area; and

WHEREAS, the *New Directions 2025* Steering Committee on April 11, 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 including the guiding text document for this specific area; and

WHEREAS, the St. Tammany Parish Planning Commission on May 10, 2005 reviewed and approved the ND 2025 Steering Committee's recommendation and has recommended to the St. Tammany Parish Council the adoption of the LA 21 Corridor and South Half of Ward 1 Small Area Plan.

THE PARISH OF ST. TAMMANY HEREBY RESOLVES by the St. Tammany Parish Council that it approves *including the map with the guiding text* document and amends the Future Land Use Plan to incorporated the refinements of this Area Plan and is attached as Exhibit A-1 (map) and Exhibit A-2 (supporting text)

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

MOVED FOR ADOPTION BY _____, SECONDED BY _____

YEAS:

NAYS:

ABSTAIN:

ABSENT:

THIS RESOLUTION WAS DECLARED ADOPTED ON THE _____ DAY OF _____ 2005 AT A REGULAR MEETING OF THE PARISH COUNCIL, A QUORUM OF THE MEMBERS BEING PRESENT AND VOTING.

ATTEST:

STEVE STEFANCIK, COUNCIL CHAIRMAN

DIANE HUESCHEN, COUNCIL CLERK

EXHIBIT A-2 - LA 21 and South Half of Ward 1 Small Area and Corridor Plan

GUIDING TEXT DOCUMENT: Based on the comments received at the above meetings and the results of the questionnaire, a continuous planning process must be maintained for this high growth area:

TRANSPORTATION

The overwhelming response of the citizens was their concern over the traffic congestion and safety on LA 21 including its intersections, the Bridge over the Tchefuncte River and the other major roads within this area. This strong voice emphasized 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.

From this response the majority viewpoint of those that attended was that **the Parish should not allow any new commercial zoning changes along the corridor until such time as the existing zoned properties are fully developed.** The development of these existing zoned properties 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.** After the development of those existing zoned properties; and the completion of upgrades to the transportation and drainage infrastructure as indicated in the 10 year infrastructure plan, new commercial zoning request should not be considered unless an assessment that additional commercial zoning is warranted.

NEW IN-FILL SINGLE FAMILY RESIDENTIAL DEVELOPMENT

The existing Future Land Use Plan has designated in-fill single family residential development for the interior undeveloped tracts in the southern portion of the Ward 1. Many of these new developments are being developed through the PUD zoning process. **The small area plan continues to endorse in fill 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.**

The public stated its overwhelming response for perimeter buffering along all sides of a residential development. **This buffering should be a no clear or cut buffer providing a visual (natural screen) for the subdivision and a natural habitat for plants and animals.**

AESTHETIC TREE LINE BUFFERING CONSIDERATIONS FOR THE CORRIDOR

The largest favorable response from the questionnaire is to develop the LA 21 as a tree lined corridor. **This tree line corridor along LA 21 should be as a no cut or clear buffer instead of the typical street planting areas associated with commercial landscaping requirements.** (A 100 foot buffer was used as a standard)

Establishing the goals and a mechanism to achieve a tree line buffer is an essential requirement to provide for the future aesthetic appearance of this corridor. It is conceivable that due to the large undeveloped tracts along this corridor south of I-12, that a tree line buffer can still be preserved supporting the towns, corridors and countryside concept. No cut buffers have been utilized on 2 approved projects within this corridor

INSTITUTIONAL CONDITIONAL USES ALONG THE LA 21 CORRIDOR

Institutional uses are currently allowed to be considered and permitted by the Parish as part of a conditional use application in the Suburban Agricultural zoning district. This SA zoning district makes up the predominant zoning designation of the undeveloped properties along the corridor. In many cases, due to the size of the use, the amount of parking required by these uses and the traffic generated by them especially, at peak traffic times, these uses can have the same major traffic impact to the corridor.

Institutional uses warrants special attention and should be eliminated from the conditional use process along this corridor. The purpose to limit this conditional use process is to assure that these uses are addressing the same impact requirements as with commercial developments and to assure that these uses are compatible with the overall corridor based on the appropriateness of an Institutional zoning district not as an individual use in the Suburban Agricultural zoning district.

Other Landscaping Goals

No cut or clear perimeter buffers should be required for all commercial and residential subdivisions

In addition to tree line corridors and perimeter buffering requirements for commercial and residential projects, an individual residential lot landscaping requirement through the restrictive covenants of the subdivision would enhance the overall internal appearance of some of the new residential developments, where the home sites are clustered and were cleared of mature trees for the purpose of constructing the roads and homes. Ultimately, this requirement would enhance the appearance of the newer homes in those subdivisions that may lack mature trees on the individual home sites.