

**THE FOLLOWING ORDINANCE WAS SPONSORED BY COUNCILMEMBER
VOGELTANZ, MOVED FOR ADOPTION BY COUNCILMEMBER _____
_____, AND SECONDED FOR ADOPTION BY COUNCILMEMBER _____**

ORDINANCE NO. 26-27

**AN ORDINANCE TO ENACT SECTION 7.6.5 OF THE CITY OF MANDEVILLE
COMPREHENSIVE LAND USE REGULATIONS ORDINANCE, AND TO PROVIDE
FOR OTHER MATTERS IN CONNECTION THEREWITH**

WHEREAS, the City of Mandeville through its inherent policing power is obligated to provide for the reasonable health, safety, and welfare of its residents.

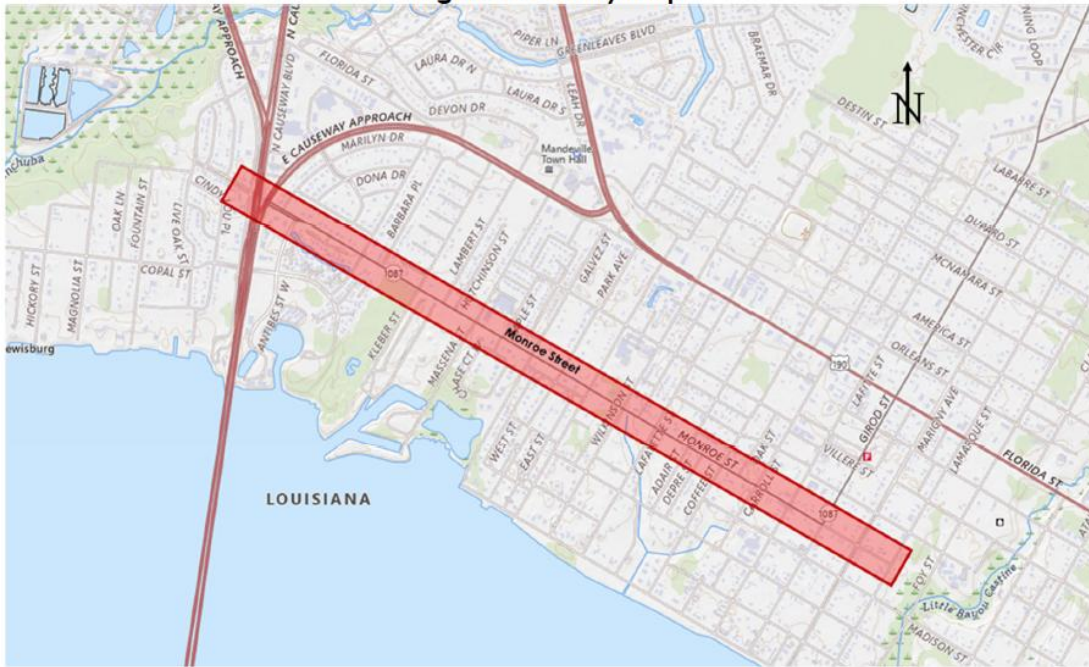
WHEREAS, the City Council finds that traffic congestion, levels of traffic service, the average response time of emergency vehicles during peak traffic hours, and available public parking throughout the entire city, and acutely throughout Old Mandeville’s residential and business districts and Mandeville’s historic lakefront, is a matter of public concern and safety.

WHEREAS, Monroe Street is the only arterial street providing direct access through Old Mandeville’s southernly residential and business neighborhoods and is the nearest arterial street providing direct access to Mandeville’s historic lakefront.

WHEREAS, the two largest, undeveloped lots of land remaining in the City of Mandeville are the “Mariner’s Village” and “Pre-Stressed Concrete” sites located south of Monroe Street in District 2.

WHEREAS, the City of Mandeville commissioned a Monroe Street Corridor Traffic Study (the “Monroe Street Study”), which was completed on April 7, 2025, as part of the Mandeville Thrives 2045 Comprehensive Master Plan.

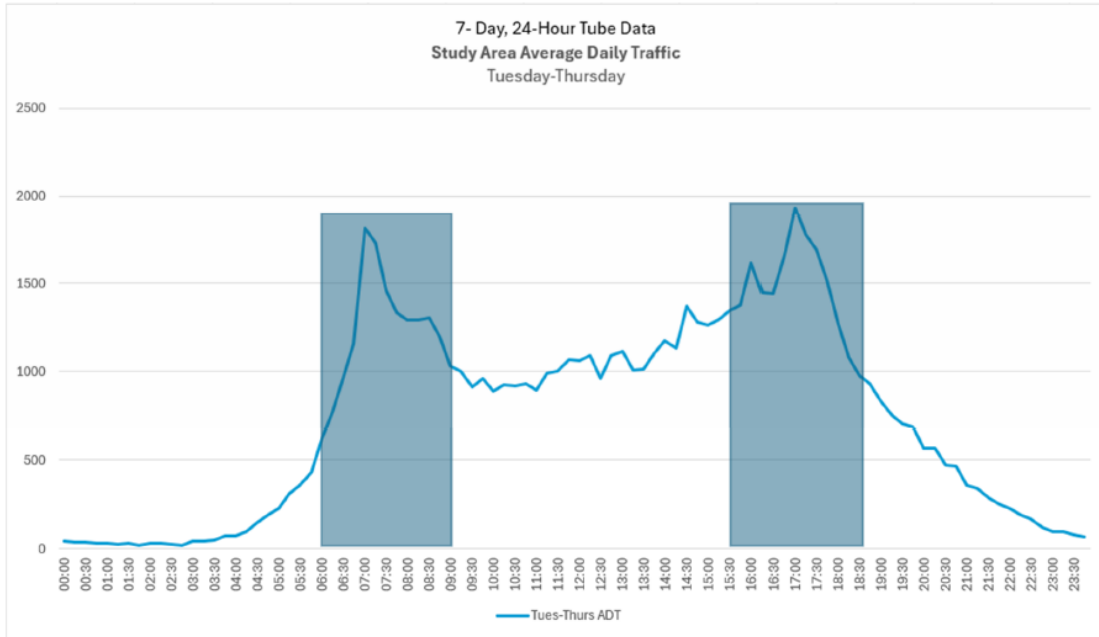
Figure 1: Vicinity Map



(image from Monroe Street Corridor Traffic Study, at page 3, which may be accessed at: https://www.cityofmandeville.com/sites/default/files/fileattachments/planning_and_development/page/2489/250407_monroe_st._corridor_traffic_study_final.pdf)

WHEREAS, the Monroe Street Study concluded that one intersection within the study area – Monroe Street at East Causeway Approach headed westbound – already has the worst possible level of service with a rating of “F.” The Study also concluded that a second intersection within the study area – West Beach Parkway at Monroe Street headed northbound – has the second worst level of service with a rating of “E.” The Study depicts the average, daily traffic on Monroe Street within the study area as nearly 2,000 vehicles per AM and PM peak drive time:

Figure A-1: Peak Period Determination



(image from Monroe Street Corridor Traffic Study, at page A-8)

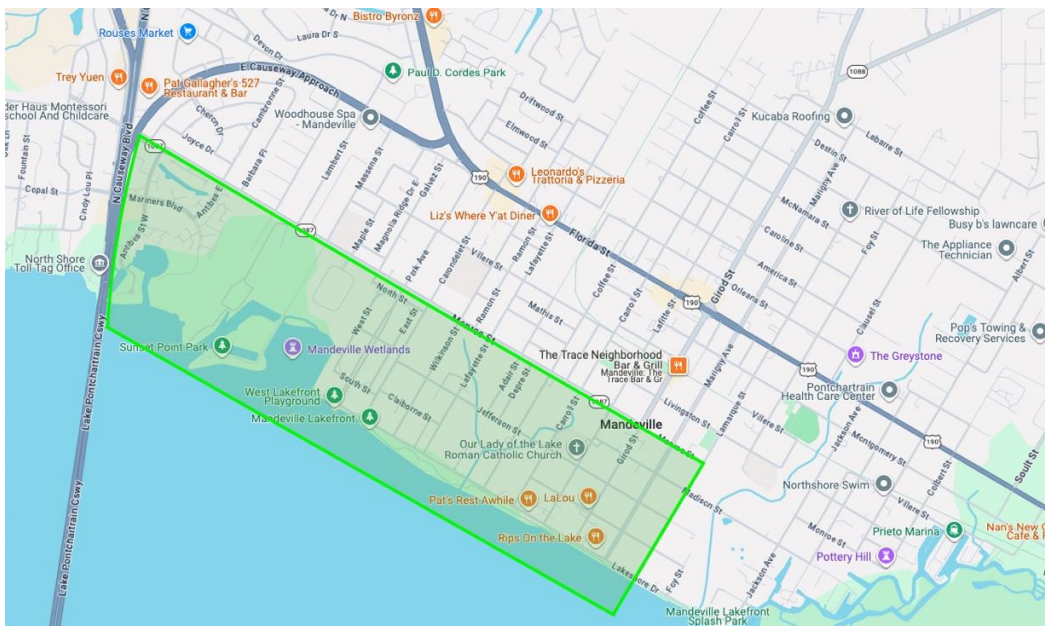
WHEREAS, the Monroe Street Study further concluded that, by 2044, seven intersections in the study area “will experience a decline in traffic operations” and “are expected to fail in either the AM or PM peak hour with a [level of service] E or F, or a [volume-to-capacity] ratio greater than 1.0[.]”. Specifically, the Study concluded the following intersections will fail by 2044:

- Monroe Street at E. Causeway Approach
 - Monroe Street eastbound approach (AM)
 - Monroe Street westbound approach (AM)
 - E Causeway Approach northbound left turn movement (AM & PM)
 - E Causeway Approach southbound through movements (AM)
- Monroe Street at Antibes Street E/Cambronne Street.
 - Antibes Street E northbound left turn movement (AM)
 - Cambronne Street southbound approach (AM)
- Monroe Street at Galvez Street
 - Galvez Street northbound approach (AM)
 - Galvez Street southbound approach (AM)
- Monroe Street at W Beach Pkwy/Park Ave
 - W Beach Pkwy northbound approach (AM)
 - Park Ave southbound approach (AM)
- Monroe Street at Carondelet Street
 - Carondelet Street northbound approach (AM)
 - Carondelet Street southbound approach (AM)
- Monroe Street at Wilkinson Street

- Wilkinson Street northbound approach (AM)
- Wilkinson Street southbound approach (AM)
- Monroe Street at Carroll Street
- Carroll Street northbound approach (AM)

WHEREAS, the City Council finds that the inherently flexible nature of planned district and marina zoning creates a greater risk of high-density developments, and consequently a greater risk of worsening traffic congestion and related harms, which are not necessarily as present within traditional residential and business zoning.

WHEREAS, Accordingly, the City Council finds that developing any remaining planned-district or marina lots within the southerly Monroe Street Corridor (generally depicted with green shading in the image below), including but not limited to the Mariner’s Village and Pre-Stressed Concrete Sites, will necessarily exacerbate traffic congestion, decrease levels of service, likely slow the average response time of emergency vehicles during peak traffic hours, and further deplete available parking throughout Old Mandeville’s southerly residential and business districts and Mandeville’s historic lakefront.



WHEREAS, Accordingly, the City Council finds that the most appropriate balance between (1) fostering Mandeville’s fundamental character as a low-density, residential, lakefront community; (2) preserving the rights of “planned district” and “marina” property owners located within the southerly Monroe Street Corridor to economically and reasonably develop their properties; and (3) protecting the health, safety, and welfare of Mandeville’s residents, property owners, business owners, and school children who live, work, and attend school in Old Mandeville and along Mandeville’s historic lakefront; is by promoting low-density, residential developments within the southerly Monroe Street Corridor, featuring single-family detached homes, which are reasonably expected to generate 1 vehicle trip per day or less per 1-acre of land within the development site.

WHEREAS, St. Tammany Parish has already enacted such a residential zoning classification, designated “L-1,” which permits one single-family detached home per minimum 1-acre lot. The Lewisburg neighborhood, which is the nearest St. Tammany Parish neighborhood to the City of Mandeville south of the Monroe Street Corridor, is presently zoned L-1.

WHEREAS, In the alternative, the City Council finds the next most appropriate balance between these interests within the southernly Monroe Street Corridor are very low density, blended residential and commercial developments, which are reasonably expected to generate half a vehicle trip per day or less per 1-acre of land within the development site.

WHEREAS, In contrast, the City Council has considered the recently promulgated Mandeville Thrives 2045 Comprehensive Plan (the “Comprehensive Plan”). The City Council finds that the sole, hypothetical development proposed for the Mariner’s Village property included within Appendix E of the Comprehensive Plan has an overall high density which is incompatible with Mandeville’s fundamental character as a low-density, residential, lakefront community, and its creation would be deleterious to the health, safety, and welfare Mandeville’s residents, property owners, business owners, and school children who live, work, and attend school in Old Mandeville and along Mandeville’s historic lakefront.

Specifically, the hypothetical development included within Appendix E proposes the following high-density uses within the 15-acre Mariner’s Village parcel of land:

- 28 single-family detached homes
- 50 “mid-rise” multifamily apartments
- A 50-room hotel
- A 6,000 square foot “fast casual restaurant,” which is defined within the industry as including businesses like “Captain D’s” and “Five Guys”
- A 2,500 square foot “variety store,” which the Comprehensive Plan defines as a “dollar store” (*see* Comp. Plan at p. 96) and which includes within the industry businesses like “Dollar General” and “Family Dollar”
- 25,000 square feet of “low-rise residential with ground floor commercial” space

Example Development to Demonstrate Meeting Low-Traffic Mixed Use Parameters					
Example Acreage		15			
Land Use	# Units or Sqft	ITE Trip Generation Code	AM Peak Hour Trip Gen	Unit	Trips Generated
park space	3	LU 411: Public Park	0.05	per acre	0.15
single-family units	28	LU 210: Single-Family Detached Housing	0.7	per dwelling unit	19.6
multifamily units (mid-rise)	50	LU 221: Multifamily Housing (Mid-Rise)	0.38	per dwelling unit	19
hotel rooms	50	LU 310: Hotel	0.34	per room	17
sqft restaurant	6,000	LU 930: Fast Casual Restaurant	1.58	per 1,000 sqft GFA	9.48
retail (variety store)	2,500	LU 814: Variety Store	3.04	per 1,000 sqft GFA	7.6
mixed use 25k-65k sqft	25	LU 230: Low-Rise Res w/ Ground Floor Com (25-65k GFA)	0.86	per dwelling unit	21.5
civic use (library)	2,500	LU 590: Library	1.08	per 1,000 sqft GFA	2.7
Total AM Peak Hour Trips:					96.88

(image from Appendix E, page 162, and may be accessed at:

https://www.cityofmandeville.com/sites/default/files/fileattachments/planning_and_development/page/2489/mandeville_thrives_2045_appendices_final.pdf)

WHEREAS, the Comprehensive Plan estimates that the Appendix E development would generate an average of 96.88 vehicle trips per AM peak hour, which represents an approximate 5.0% increase in the daily AM peak traffic drive time on Monroe Street per the Monroe Street Study at page A-8. This 5.0% increase is in addition to any further traffic increases generated by any additional development within the southernly Monroe Street Corridor, including but not limited to the Pre-Stressed Concrete site.

WHEREAS, the City Council finds that the Appendix E development, or any similarly situated development, constitutes a high-density development and, if created, would cause a real and present danger to the health, safety, and welfare of Mandeville’s residents, property owners, business owners, and school children who live, work, and attend school within the Monroe Street Corridor by creating exacerbated traffic congestion, decreased levels of service, slower average response times of emergency vehicles during peak traffic hours, and depleted available parking throughout Old Mandeville’s residential and business communities and Mandeville’s historic lakefront.

WHEREAS, Section 2-10 of the Mandeville Charter authorizes the City Council to adopt, modify, amend, or repeal any zoning plan, map, or regulation.

WHEREAS, the City Council finds that the most appropriate solution to balancing these competing interests is through its inherent policing and zoning authority to enact a targeted, minimally impacting, low-traffic overlay district applicable to lands and waters currently zoned “planned district” or “marina” and located within the southernly Monroe Street Corridor, east of East Causeway Approach to Lamarque Street and south of Monroe Street to Lake Pontchartrain, the goal of which is to permit reasonable property and economic development while generating the reasonably fewest number of expected, additional vehicle trips per day within the Monroe Street Corridor, while incentivizing single-family, detached, residential neighborhoods.

NOW, THEREFORE, BE IT ORDAINED, that Section 7.6.5 of the City of Mandeville Comprehensive Land Use Regulations Ordinance is created and reads:

7.6.5. Monroe Street Corridor Low-Traffic Overlay District

There is created a Monroe Street Corridor Low-Traffic Overlay District (“Low-Traffic Overlay District” or “LT-O”) as further defined by this Section.

7.6.5.1 Purpose of the Low-Traffic Overlay District

The purpose of the Low-Traffic Overlay District is to protect the health, safety, and welfare of Mandeville’s residents, property owners, business owners, and school children, especially those who utilize Monroe Street in their daily travel, from worsening traffic congestion, decreasing levels of service, slowing average response times of emergency vehicles during peak traffic hours, and depleted parking availability along the Monroe Street Corridor and throughout Old Mandeville’s southernly residential and business districts and Mandeville’s historic lakefront.

7.6.5.2 Geographic Boundary of the Low-Traffic Overlay District

The geographic boundary of the Low-Traffic Overlay District is (1) East Causeway Boulevard extending east to Lamarque Street and (2) Monroe Street extending south to the end of the Mandeville City Limits at Lake Pontchartrain.

7.6.5.3 Lands and waters covered by the Low-Traffic Overlay District

The Low-Traffic Overlay District covers and applies only to lots, lots of record, parcels of land, and bodies of water which are

- (a) located with the geographic boundary of the Low-Traffic Overlay District as defined in Section 7.6.5.2, and
- (b) zoned planned district (“PD”), planned residential district (“PRD”), planned commercial district (“PCD”), planned industrial district (“PID”), planned combined use district (“PCUD”), marina district – waterfront lots (“PM-1”) or marina district – non-waterfront lots (“PM-2”).

7.6.5.4 Prohibited uses within the Low-Traffic Overlay District

(a) Prohibited uses

In addition to any other applicable rule, regulation, procedure, or prohibition on land use, conditional use, or special use imposed by the City of Mandeville Code of Ordinances or Comprehensive Land Use Regulations Ordinance, including but not limited to those rules and regulations concerning conditional use permits set out in Section 4.3.3 *et seq.* of the CLURO, the following uses on covered lands and waters within the geographic boundary of the Low-Traffic Overlay District are also prohibited:

- (1) Any industrial use;
- (2) Any residential, commercial, marina, or other use that is expected to generate an average daily rate of vehicular trips per AM or PM peak hour greater than 0.50 trips per 1 acre of land or water of the development site, or any pro rata portion thereof, as defined by the Institute of transportation Engineers (ITE) Trip Generation Manual 12th Edition and its applicable Land Use Codes.

(b) Exception for single-family homes on minimum 1-acre lots

Notwithstanding Section 7.6.5.4(a) above, a residential use of one single-family detached home situated on a lot at least 1-acre in size is not prohibited under this Section.

7.6.5.5 Exception for pre-existing uses

Notwithstanding Section 7.6.5.4(a) above, any pre-existing use permitted on covered lands and waters within the boundary of the Low-Traffic Overlay District as of the date this Ordinance is enacted remains permitted as a lawful nonconforming use subject to any applicable provisions of the CLURO concerning the discontinuance, abandonment, expansion, or loss of nonconforming status.

7.6.5.6 Evasion of these rules prohibited

No property owner, lessee, developer, applicant, or other person may engage in any conduct, including but not limited to the subdivision or rezoning of covered lands or waters within the Low-Traffic Overlay District, for the purpose of evading or thwarting the prohibitions or exceptions established by Section 7.6.5.4 above.

7.6.5.7 Prohibitions and exceptions do not create permitted uses

The prohibitions and exceptions established by Section 7.6.5.4 do not create, approve, or imply any permitted use that would otherwise be prohibited, or that may otherwise be denied or modified, under any provision of the City of Mandeville Code of Ordinances or Comprehensive Land Use Regulations Ordinance, including but not limited to regulations concerning conditional use permits set out in Section 4.3.3 *et seq.* of the CLURO.

7.6.5.8 Permitting in violation of these rules prohibited

Notwithstanding any provision of the City of Mandeville Code of Ordinances or Comprehensive Land Use Regulations Ordinances to the contrary, and for the purpose of safeguarding the health, safety, and welfare of Mandeville's residents:

- (a) The City of Mandeville, inclusive of all its officers and commissions, may not issue any conditional use permit, special use permit, building permit, or other permit in violation of the rules, prohibitions, and exceptions contained in this Section 7.6.5 *et seq.*; and,
- (b) Neither the City of Mandeville Planning Commission, Zoning Commission (whether or not sitting as a board of adjustment), or Planning Director may grant any variance or exception to the zoning-related prohibitions and exceptions established in Section 7.6.5.4 above.

7.6.5.9 Severability

The provisions of this Section are severable. If any court of competent jurisdiction holds any provision of this Section invalid or unenforceable, the remaining provisions shall continue in full force and effect.

BE IT FURTHER ORDAINED that this Ordinance shall be enacted and effective upon signature of the Mayor.

BE IT FURTHER ORDAINED that the Clerk of this Council is authorized and empowered to take any action reasonably necessary in her discretion to promulgate the provisions of this Ordinance.

The Ordinance being submitted to a vote, the vote thereon was as follows:

AYES:

NAYS:

ABSTENTIONS:

ABSENT:

and the Ordinance was declared adopted this _____ day of _____ 2026.

Alicia Watts
Clerk of Council

Scott Discon
Council Chairman