

CITY OF MANDEVILLE COMPREHENSIVE PLAN



ADOPTED
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Assembled by:
Planning Works, LLC
8014 State Line Road, Suite 208
Leawood, KS 66208
Ph: 913.381.7852
Fx: 913.381.7850
www.ourplanningworks.com

PLANNING WORKS

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The following individuals are recognized for their essential contributions to the development of this City of Mandeville Comprehensive Plan Update

MAYOR

Edward J. Price, III

CITY COUNCIL

Trilby Lenfant, Mayor Pro Tem
Denis Bechac, Councilman at Large
Jerry Coogan, Council District I
Adelaide Boettner, Council District II
Zella Walker, Council District III

PLANNING & ZONING COMMISSION

Nixon Adams, Chairman Zoning
Anthony Marciante, Chairman Planning
Jean Champagne
Dennis Thomas
John Moore
Leonard Rohrbough
Larry Rase

CITY OF MANDEVILLE ADMINISTRATION

Louissette Kidd, Planning Director
David Degeneres, Public Works Director
David Cressy, City Attorney
Tom Buell, Police Chief
Milton Stiebing, Finance Director

Special thanks to:

APA/AICP PLANNING ASSISTANCE TEAM

Roger D. Blevins, AICP, HDR Inc, San Antonio, Texas
Mary Anne Bowie, AICP, Bowie Urban Planners, Sarasota, Florida,
Bradley Johnson, AICP, Ground Rules Inc., Indianapolis, Indiana
Karen A. Hundt, AICP, Planning and Design Studio, Chattanooga, Tennessee
Tara B. Paxton, AICP, Township of Brick, New Jersey

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EXECUTIVE SUMMARY

FUNCTION

The Comprehensive Plan primarily is a dynamic guide to ensure that public and private actions support the community's vision of its future. Through a two-year public planning process, Mandeville has defined its vision as follows:

“Mandeville on the Lake”
Mandeville is a wooded coastal community that exists in harmony with its abundant environmental resources, celebrates its rich cultural history and endeavors to enhance the quality of life for future generations.

The Comprehensive Plan also is:

- An ongoing exercise of local self-government;
- A tool for public discourse;
- The formal unified overview of life in the community;
- A statement of the community's self image;
- The public officials' most basic statement of public policy;
- A description of how the City will act to achieve its desired future;
- A means to inform the public and all stakeholders and to enhance their confidence in investment and development decisions; and
- A tool to assist in the management and stewardship of the City.

ORGANIZATION

The Plan consists of three elements: the Growth Management Element, the Implementation Element and the Information Element (Appendix A). The Growth Management Element establishes principles to guide specific actions. It also defines a vision for Mandeville's future and establishes goals and policies¹ that will help achieve that vision. These goals and policies address future land use, growth, housing, economic development, natural resources and public facilities. The Implementation Element, to be reviewed and updated on an annual basis, establishes a schedule of tasks to transform the City's goals into reality. The Information Element describes existing conditions, trends and projections on which future actions will be based.

KEY ISSUES

Policy directives in the Plan respond to issues identified through extensive public participation, which began in 2005, and an analysis of the City's existing assets, values, needs and opportunities. Key issues include:

¹ Goals are desired conditions. Policies are responses to events or circumstances that will help achieve the goals in a consistent, predictable manner.

Environmental Issues

- Enhancing water quality.
- Preserving wetlands/waterways for environmental and recreational uses.
- Protecting lives and property from floods.
- Restoring our tree canopy.
- Retaining functional greenways and open spaces.
- Protecting cypress swamps and wetlands along the Lake.
- Preserving the natural character of the city.

Socio-Economic Issues

- Increasing north shore employment opportunities for residents.
- Finding the labor force for service sector jobs.
- Providing sufficient attainable ~~rental~~ diverse housing for service sector workers.
- Increasing the proportion of sales tax revenues captured locally.

Public Facilities and Services Issues

- Maintaining the City's reputation for quality.
- Increasing consistency between jurisdictions.
- Coordinating improvements/improvement standards.
- Addressing regional wastewater needs.
- Addressing regional stormwater needs.
- Improving access to recreational amenities.

Transportation Issues

- Improving capacity through Mandeville.
- Managing traffic congestion.
- Managing traffic circulation in Old Mandeville.
- Maintaining connectivity parallel to highway corridors.
- Coordinating transportation improvements with growth.
- Providing access through the State Hospital site.
- Addressing pass-through traffic.
- Connecting the east and west ends of Mandeville.

Land Use and Growth Issues

- Ensuring that new development contributes to the City's fiscal health.
- Capitalizing on transportation resources.
- Compatible use of the lakefront.
- Retaining a small town atmosphere.
- Supporting development around the Mandeville Trailhead.
- Continuing efforts to enhance commercial centers.
- Responding to changing FEMA requirements.
- Capitalizing on Lake Pontchartrain and its bayous.

Each of these issues is addressed through the goals, objectives and policies of the Growth Management Element and the actions of Implementation Element.

IMPLEMENTATION

Implementation is fundamental to any planning process, and the Plan's Implementation Element has been designed to achieve Mandeville's vision and goals by providing clear priorities for action. The element's short-term work program, which will be an integral part of the annual budgeting process, will be updated annually by the Planning Commission and used by the City Council to schedule and fund specific tasks that collectively comprise the City's growth strategy.

Specifically, the Plan describes how Mandeville will coordinate with the Parish, private property owners, service providers, businesses and institutions to:

- Protect important community resources;
- Retain a vibrant economy and healthy neighborhoods;
- Make efficient investment decisions that maximize the benefits of growth while minimizing its burdens on existing tax and rate payers; and
- Enhance the City's ability to provide the facilities and services that contribute to the high quality of life that characterizes Mandeville.

INTRODUCTION

PURPOSE AND SCOPE

The City of Mandeville Comprehensive Plan (the Plan) establishes Mandeville’s vision for its future and guides decisions to achieve that vision through the year 2020. The future expressed in the Plan reflects local community values, ideals and aspirations. The Plan advocates managed change through effective coordination between the City, St. Tammany Parish, other service providers and private sector developers. By managing community change, the City will preserve its assets and enhance its residents’ quality of life.

The Plan consists of three elements: the Growth Management Element, the Implementation Element and the Information Element (Appendix A). The Growth Management Element defines a vision for Mandeville’s future and establishes goals and policies that will help achieve that vision (see inset). The Implementation Element, intended to be reviewed and updated on an annual basis, establishes a schedule of tasks to transform the City’s goals into reality. The Information Element establishes the foundation for future growth by describing existing conditions, trends and projections on which future actions will be based.

The Comprehensive Plan is a guide for public and private decision-makers. It lists the City’s goals, establishes specific policies for achieving those goals, and recommends measures for implementing City policy. The goals and policies of the Plan provide a framework for elected and appointed officials to make decisions affecting land use, economic development, public infrastructure, public services, and natural resources. Private decision-makers also benefit from the Plan because it identifies City policies and priorities, thereby making public development and investment decision more predictable.

The **Vision** is a statement of the desired future for Mandeville.

Goals are future conditions that refine the vision.

Policies describe the City’s response to certain conditions and events.

Benchmarks are measurable steps towards achieving goals.

Strategies are individual tasks that will help achieve the City’s goals and objectives.

The Louisiana Revised Statutes provide municipal planning commissions with the power to “make and adopt a master plan for the physical development of the municipality.”² The Commission’s broad authority requires its involvement in most land use and public facility decisions. This Comprehensive Plan is adopted under the authority of that section and after certified copies have been filed as required, it will enjoy the legal status afforded to it by La. Rev. Stat. § 33:109, which specifies that adopted master plans shall be considered before the adoption, approval, or promulgation of local laws, ordinances, or regulations by the

² Louisiana Revised Statutes, Title 33, Section 106.

governing body and shall be considered before constructing public buildings, improvements, or utilities.

To effectively serve Mandeville, this plan guides a wide range of land use, infrastructure and service decisions to help achieve the community's goals. In addition to guiding land use decisions, the plan should be used to guide budgetary decisions focusing on the provision of community facilities and services. As a "living document," this plan should undergo regular adjustments to respond to social, economic, environmental and demographic changes.

A key challenge will be to adequately fund the infrastructure and service needs of businesses and residents. Given the reliance on sales taxes to support general fund expenditures, the City needs to ensure that there is an appropriate balance of land uses. A balance of commercial and residential development is necessary to fund service demand without detracting from the overall quality of life for residents.

The City must also work to maintain a balance between the benefits of future development and the costs of providing adequate services to these areas. The City must recognize that the costs to maintain and operate public infrastructure facilities are often greater than the original capital cost. For example, libraries, fire stations, and police substations are relatively inexpensive to construct when compared to the long-term operating costs of these services.

PLANNING AREA

The extent of the City's planning area has changed since the 1989 Comprehensive Plan. Notable changes include the removal of the US-190 corridor north of I-12, the addition of areas south of I-12 to the Tchefuncte River, and the addition of the area extending from the intersection of Highway 59 and State Route 1088 north to I-12. These changes are the result of "An Agreement Amending the 1990 Sales Tax Enhancement Plan to Provide for Growth Management and Revenue Sharing" (hereinafter referred to as the Growth Management Agreement) between the City of Mandeville and St. Tammany Parish. The Agreement establishes two tiers of annexation areas and a growth management area, both of which are illustrated in **Map 1**. This area, referred to as the Mandeville Planning Area throughout this document, is bounded by the Tchefuncte River on the West, Cane Bayou on the East, Lake Pontchartrain on the South and I-12 on the North.

The planning area includes significant areas that are not currently part of the City of Mandeville. The City's growth policies and strategies for these currently unincorporated areas will need to be coordinated with St. Tammany Parish and the owners of property in these areas. Changes in the extent of the planning area between the 1989 Comprehensive Plan and this Update are significant enough to preclude some comparisons of the two planning areas. Additionally, while Census data provides extensive information about incorporated portions of the planning area, less information is available about unincorporated areas.

CONTEXT FOR THE PLAN UPDATE

This plan update began in 2005 after an extended period of rapid growth in the City and Parish, during which the City had:

- Experienced significant commercial and residential development throughout the City;
- Invested in a successful effort to promote private investment in a new town center surrounding the Mandeville Trailhead;
- Adopted and began implementing the Growth Management agreement with St. Tammany Parish;
- Developed the new Sunset Point Park;
- Began coordinating with St. Tammany Parish to develop Parish-wide strategies to address stormwater and wastewater management;
- Completed a streetscape program along Girod street (formerly Girard Street) in the heart of Old Mandeville;
- Planned and implemented numerous improvements along Lakeshore Drive; and
- Initiated numerous other programs to improve the quality of life in Mandeville and the quality of services offered by the City.



Sunset Point Park

On August 29, 2005, Hurricanes Katrina and Rita lashed the Gulf Coast, and while Mandeville did not experience the devastation resulting from the failed levees in New Orleans or the strong tidal surge in Mississippi, high water and wind toppled trees damaged or destroyed hundreds of homes and businesses in the City. The damage was most acute in the portions of Old Mandeville that were closest to Lake Pontchartrain. This damage forged a commitment to not merely recover, but to enhance what was already an extraordinarily livable community. However, while residents and community leaders have chosen to regard the damage brought by Katrina as an opportunity, there are undeniable and enduring challenges that Mandeville must overcome during the recovery.



The City assumed a compassionate, yet rational strategy to help residents establish temporary shelter as they restored their homes and businesses. To avoid future damage, many of the newly built or restored homes must be elevated approximately 17 feet above mean sea level, which is as much as 12 feet above grade. Not only will this transform the visual character of Old Mandeville, but it will create ongoing difficulties for residents and businesses that no longer live or operate at street level.

Another vestige of Katrina has been the large influx of new residents into Mandeville and St. Tammany Parish. While growth had been rapid prior to Hurricane Katrina, the devastation

throughout the region has inspired many residents from Orleans and other parishes to move to the north shore. This surge in population will bring many benefits, but it also will strain the ability of the City and Parish to keep up with the demands for infrastructure and services. Although no comprehensive data are available, rapid population growth has dramatically increased the cost of available housing for all residents. Excessive housing costs could hinder business recovery, as the scarcity of attainable housing results in a lack of sufficient labor for many local businesses, particularly the retail and service sectors.

GROWTH MANAGEMENT ELEMENT

OVERVIEW

This Plan element:

- Defines the vision for the future of Mandeville;
- Expresses the principles to help achieve that vision;
- Clarifies the vision through a series of goals;
- Establishes policies that describe how the City should respond to specific conditions and events.

VISION STATEMENT

Despite the changes brought by continued growth pressure, catastrophic storms and events not yet imagined, Mandeville intends to remain a distinctive community -- a desirable home to existing residents and future generations. The core promise embedded in this Plan is to protect, maintain and enhance the health, safety and welfare of our community during times of change, and to promote our ideals and values as changes occur. This Plan is specific to the City of Mandeville, and it recognizes the factors that make us unique. The Plan is a combination of practicality and vision. It provides guidelines for sustaining the qualities that now characterize our community while adapting to socio-economic and population shifts resulting from the impacts of Hurricane Katrina.

**“Mandeville on the Lake”
Mandeville is a wooded coastal community that exists in harmony with its abundant environmental resources, celebrates its rich cultural history and endeavors to enhance the quality of life for future generations.**

GUIDING PRINCIPLES

As Mandeville changes, the City will use the following principles to maintain the community we envision:

- We will preserve or enhance our natural resources while integrating them into the everyday lives of residents;
- We will honor Marigny’s commitment to preserve public access to Lake Pontchartrain, and extend this promise to our river, bayou and greenways;
- We will maintain the diversity in Old Mandeville and seek to extend our rich sense of community to new neighborhoods throughout the City as we grow;

- We will continually enhance our neighborhoods by providing public services and facilities desired by our residents;
- We will strive for continual improvement in the City's fiscal health and minimize the costs of facilities and services for our residents;
- We will seek a variety of housing types to meet the needs of our residents of all ages and incomes;
- We will foster a vibrant and diverse local economy that provides local employment opportunities and supports the lifestyles desired by our residents;
- We will seek transportation choices for our residents, including walking, biking, driving and transit;
- We will ensure that future growth and change are assets to the community that improve the quality of life;
- We will work together with other public and private service providers to maintain partnerships that continually improve educational, recreational, health and other community services;
- We will honor our rich history and culture as we grow; and
- We will maintain the high aesthetic and environmental standards that reinforce our vision.

ISSUES AND CHALLENGES

Environmental Issues

Mandeville's character is defined by its natural resources, including Lake Pontchartrain, its natural waterways and the extensive tree canopy that exists throughout much of the City. As the City continues to grow, develop and redevelop, the City should address the following environmental issues:

- **Enhancing water quality.** Development inevitably increases potential threats to water quality. As evidenced by the enhanced water quality of Lake Pontchartrain, there are ways to protect the water resources that initially attracted residents to the City. While these efforts will require regional cooperation, the City has a strong interest in supporting local regional water quality protection efforts.
- **Preserving wetlands/waterways for environmental and recreational uses.** Mandeville is traversed by four natural waterways and has large expanses of wetland areas. The development along these waterways will shape the character of the City. By retaining the wooded, natural character of these areas, the City can maintain a natural amenity that also helps enhance water quality and limits flood hazards.
- **Protecting lives and property from floods.** Much of the City of Mandeville is located at precariously low elevations. The City should continue efforts to enforce federal guidelines to minimize the risks to life and property from floodwaters, be they from Lake Pontchartrain storm surges or from upstream runoff. As will be discussed in the Infrastructure and Services section of this element, many of the

potential drainage problems originate from development outside the City. The City has a strong incentive to coordinate with St. Tammany Parish to ensure that new development does not increase the volume or velocity of flooding through the City.

- **Restoring our tree canopy.** The extensive tree canopy throughout Mandeville, which was severely damaged by Hurricane Katrina, moderates hot summer weather, provides wildlife habitat and enhances the character of the City. As new development (including public works) occurs, the City should retain much of this valuable resource through careful project design and construction. Additionally, the City should coordinate with residents to restore the canopy lost to Katrina with trees that will better withstand future storms.



Mandeville's extensive tree canopy enhances the City's environment.

- **Retaining functional greenways and open spaces.** Residents value Mandeville's abundant open spaces. As infill development pressures increase, the City is at risk of losing open areas that are critical for wildlife, stormwater management and community character. Through collaborative efforts with St. Tammany Parish, the City should establish clear standards and priorities for greenway and open space retention.
- **Protecting cypress swamps and wetlands along the Lake.** Mandeville's shoreline has extensive cypress swamps and other wetland areas that provide valuable wildlife habitat, enhance water quality, buffer storm surges and contribute to the overall character of the City. The City should protect these resources from encroachment by upstream development and from salt water from Lake Pontchartrain.
- **Preserving the natural character of the City.** Mandeville's residents value the fact that development has historically been nestled within the woods. Design standards for small and large developments focus on maintaining or reestablishing the tree canopy and the natural character of the City. This is increasingly challenging as roads are widened and development intensities increase, but through landscaping standards and height limitations that do not penetrate the tree canopy, the City can retain this natural character.

Socio-Economic Issues

- **Increasing north shore employment opportunities for residents.** While Mandeville has enjoyed relative prosperity from commercial activity and residential development, it remains a bedroom community, resulting in increasing traffic congestion and commute times. Expanding local employment opportunities will

- enable some local residents to work closer to home and spend less time in their cars, in addition to improving the City's tax base.
- **Finding the labor force for service sector jobs.** The growth of Mandeville and St. Tammany Parish has increased demand for service sector employees to work in lower wage jobs. However, because the area has disproportionately captured the region's upper income households, there is a shortage of workers to fill lower wage service sector jobs. Generally, this means that workers have to commute from outlying areas and that local businesses need to pay more to keep employees.
 - **Providing sufficient attainable rental housing for service sector workers.** As higher income residents have moved to the north shore, housing prices have increased and there has been relatively little attainable³ or affordable⁴ housing developed. Consequently, there are limited supplies of attainable and affordable housing in the Mandeville area, which contributes to the service sector labor force shortage.
 - **Increasing the proportion of sales tax revenues captured locally.** As more housing has been developed on the north shore, retail sales have increased. Residents have enjoyed increased opportunities to shop locally, particularly once national chains began targeting the area. This has increased sales tax revenues for local governments, which has improved local governments' abilities to provide public services. While the long-term impact of on-line sales is unknown, sales tax leakage from City and Parish to other jurisdictions in the region is likely to continue to decrease.



National retail chains are locating in Mandeville.

Public Facilities and Services Issues

Mandeville currently enjoys the reputation of having tough, but fair development standards and processes. This is evident in the quality of recent development and the support for the City's development standards and procedures voiced by members of the development community during focus group discussions. Consistently high standards protect property values and maintain the quality that stimulates continued growth pressure.

- **Maintaining the City's reputation for quality.** Mandeville's regional reputation for strong schools, low crime rates, high quality neighborhoods and diverse

³ Attainable housing is that which can be obtained by families earning up to 120% of the median household income without public assistance.

⁴ Affordable housing includes units that can be obtained by moderate, low and very low income households as defined by the Department of Housing and Urban Affairs. Affordable units typically require one or more type of public subsidy.

recreational opportunities is its greatest economic asset, attracting new residents and businesses to the area. This reputation will promote private investment that will continuously improve the quality of neighborhoods and commercial centers.

- **Increasing consistency between jurisdictions.** St. Tammany Parish adopted and applies corridor development standards that are largely consistent with the City's design standards. However, distinctions between drainage requirements, design guidelines and tree preservation standards still exist. These could be eliminated through an intergovernmental agreement addressing development standards and plan review procedures.
- **Coordinating improvements/improvement standards.** The City is surrounded by numerous water and wastewater service providers. Coordination of improvement standards would facilitate future connection of systems, in addition to facilitating repair and maintenance work.
- **Addressing regional wastewater needs.** Operation of a single regional treatment plant is more efficient than operation of multiple smaller systems. A larger plant also facilitates compliance with State or federal adoption of more stringent treatment standards and provides greater protection from spikes in demand volumes and contaminants. The City is in the position to provide regional wastewater treatment, but must ensure that existing ratepayers are not asked to subsidize service to other providers.
- **Addressing regional stormwater needs.** Existing drainage districts do not correspond with drainage basins, increasing the difficulty of coordinating drainage improvements, drainage standards, funding and demands. The current district structure should be revised to create more functional districts or to consolidate districts when greater service efficiencies can result.
- **Improving access to recreational amenities.** While the City has abundant acreage devoted to recreation, many neighborhoods lack access to parks and playgrounds. The City's recreational fields are located within the Pelican Park at the east end of the City, requiring most users to drive or be driven to the park. While the City has a number of small parks and playgrounds scattered throughout existing neighborhoods, the west side of the City is underserved, a problem that is exacerbated by poor connectivity between subdivisions.

Transportation Issues

Part of Mandeville's economic success has been due to its location at the north end of the Causeway, which establishes it as a gateway to St. Tammany Parish. Unfortunately, this location also means that much of the traffic going to and coming from New Orleans is funneled through three congested highway corridors, contributing to the following transportation challenges:

- **Improving capacity through Mandeville.** As the gateway the north shore, Mandeville will continue to experience peak hour traffic congestion along Hwy. 190 and the Lake Pontchartrain Causeway. Ongoing coordination with the Greater New Orleans Expressway Commission and the State will be needed to ensure traffic safety

for cars entering, exiting and moving along these roads, as well as the East and West Approach Roads and Hwy 22.

- **Managing traffic congestion.** Growth of the City and Parish has been accompanied by increased traffic. While the older sections of Mandeville have an effective grid street system, newer development patterns provide only one or two access points through which all traffic must funnel. Increasing traffic congestion, travel times and vehicle miles traveled have been the inevitable result of this growth pattern. Though projected growth will continue to bring increased traffic, by coordinating City and Parish street plans, requiring a greater degree of connectivity for new development, and fostering a better integrated land use patterns, the City can minimize the inconvenience resulting from growth. Additional connectivity will be particularly important as the upgrades to Hwy 190 and Monroe Streets are constructed over the next several years.
- **Managing traffic circulation in Old Mandeville.** As determined by an Old Mandeville transportation study conducted by KLL Engineering, the primary transportation system limitations affecting Old Mandeville are due to difficulties getting from this area to the East Approach and the Hwy. 190 corridor. Excellent connectivity due to the grid street system provides multiple routes to most destinations so that congestion remains relatively low, except at key access points to the arterial system (e.g., Monroe Street at East Approach and Girod Street at Hwy. 190). An additional transportation constraint is posed by the limited access to the vacant Pre-Stressed site. To avoid increases in traffic congestion from the redevelopment of this site, alternative access routes may be necessary.
- **Maintaining connectivity parallel to highway corridors.** While Old Mandeville has good internal circulation, newer parts of the community have been developed with lower levels of connectivity. The lack of connectivity was highlighted after Hurricane Katrina, when emergency relief workers could access the older grid areas much more quickly than newer subdivisions, where a single tree could block access to an entire subdivision. To the greatest extent possible, the City should enhance the level of connectivity parallel to its arterial streets so that all trips are not forced onto the arterial network. At a minimum, the City should explore opportunities to increase bicycle and pedestrian access between subdivisions.
- **Coordinating transportation improvements with growth.** In addition to improving connectivity between and within new developments, the City will need to coordinate with the State, St. Tammany Parish and private developers to improve access to Fountainbleau State Park, the Pre-Stressed Concrete site and the Southeast Louisiana State Hospital site as traffic demands to these sites increase.
- **Providing access through the State Hospital site.** The State is evaluating the potential for redevelopment of the largely vacant State Hospital site located on the eastern edge of the planning area. As part of this effort, an additional link (currently referred to as 1088A) between Hwy. 190 and I-12 is planned to be constructed by the Parish. This will alleviate some existing traffic congestion passing through the City and provide an alternative connection to potential development on the site.

- **Addressing pass-through traffic.** Many of Mandeville’s transportation challenges are due to external traffic that originates outside of the City. As the Parish continues to grow, the number of these pass-through trips on the State highway system will increase. While the City is somewhat limited on its options concerning the design and improvements to State Highways, it can address the local roadway system and connections to the State system within the City.
- **Connecting the east and west ends of Mandeville.** The causeway establishes an important link between the north and south shores of Lake Pontchartrain. Unfortunately, that link severs east-west traffic flow south of the overpass at Hwy. 22. Poor east-west connections are particularly significant for children and their parents due to the location of most of the City’s recreational fields at the east end of the City in Pelican Park.

Land Use and Growth Issues

Mandeville has a strong reputation as being a desirable place to live. Concerns about the lack of a traditional town center have stimulated significant investments in the Mandeville Trailhead as a town center, the lakefront as a recreational area, and parking lots to support commercial enterprises in Old Mandeville business areas. Through these public/private partnerships, the City has taken important steps to foster community.

- **Ensuring that new development contributes to the City’s fiscal health.** New development should be an asset to the City. Most new development should strengthen the City’s fiscal health, so that the City can continue to provide high quality facilities and services to its residents. Fiscal impact should not be the only factor considered when evaluating the land use mix. Workforce housing typically does not pay the full cost of the facilities and services it requires, yet shortages of this housing affects the diversity of the population and can reduce the viability of some commercial enterprises.
- **Capitalizing on transportation resources.** With I-12 located just north of the City and the Causeway connecting Mandeville across Lake Pontchartrain, Mandeville is well positioned to capture much of the Parish’s commercial traffic. Mandeville’s retail market has enabled the City to invest in its lakefront and trailhead amenities, while improving basic services. The challenge facing the City is determining how to capture the economic benefits of this traffic while retaining compatibility with adjacent neighborhoods and the Community’s character.

- **Maintaining access to the lakefront.** The City's investment in parks and recreation facilities along Lakeshore Drive and at Sunset Point has promoted private investment in homes and businesses. While most of the lakefront is developed, there are some vacant properties, most notably the former Pre-Stressed Concrete site. While clean-up of this site and provision of adequate access are likely to be costly, the potential for future development is great due to its location on the lake and its proximity to the causeway.



The Pre-Stressed Concrete site provides a significant opportunity for redevelopment.

- Along Lakeshore drive, the City has worked to maintain the delicate balance of allowing businesses that serve lake front visitors needs while maintaining the desirability of the neighborhood for full time residents.
- **Retaining a small town atmosphere.** Mandeville's small town atmosphere draws residents to the community. The City should continue its efforts to ensure that infill development, particularly in the older neighborhoods, is consistent with the existing scale and character. Post-Katrina development pressures threaten to change the character of Old Mandeville in particular as new structures must be elevated significantly above existing grade. In addition to affecting privacy and the perceived mass of structures, increased elevations also will have the effect of promoting residential development and discourage many types of non-residential development in the B-3 zoning district south of Monroe Street. If the mix and scale of redeveloped properties is not adequately addressed, the small town character of Old Mandeville could be lost.
 - **Supporting development around the Mandeville Trailhead.** The City has supported the Mandeville Trailhead through a variety of investments and support for activities such as the farmer's market. This support has promoted infill development of commercial and residential uses, resulting in the emergence of a mixed use activity center. The City should continue to promote this area as a commercial center and closely monitor development activities and the need to eliminate barriers to private investment. The City could provide support for a broader range of cultural and tourist-related activities to attract residents and visitors who will support private businesses near the Trailhead.
 - **Continuing efforts to enhance commercial centers.** The City has actively worked with commercial property owners to bring commercial centers into compliance with the City's design standards. While the initial effort to upgrade existing centers has been successful, ongoing diligence will be needed to ensure that centers do not decline. This will require the City to monitor property maintenance. It also will require a public-private partnership to ensure that over-development of retail space does not create empty commercial shells or blighted centers.



FEMA recommends elevating structures by 12 feet or more in some parts of Mandeville.

- Responding to changing FEMA requirements.** In the aftermath of Hurricane Katrina, the Federal Emergency Management Agency issued Hurricane Katrina Surge Inundation and Advisory Base Flood Elevation Maps (also known as Katrina Recovery Maps). These maps show FEMA's recommendations for elevation of structures as they are rebuilt. In some areas of Mandeville, FEMA advises raising structures by 12 or more feet above the existing grade. These elevations are likely to have an enormous impact on the character of the area unless the elevation of structures is accompanied by other measures or design features that address the street-level character of the building.
- Capitalizing on Lake Pontchartrain and its bayous.** As the gateway to the north shore of Lake Pontchartrain, Mandeville has abundant lake frontage and approximately 1,000 boat slips. With a strong maritime heritage that is documented at the Mandeville trailhead and the Lake Pontchartrain Maritime Museum in Madisonville, the City has many opportunities to capitalize on its location, such as establishment of a better mix of uses near its marinas, including residences, public spaces and restaurants, the establishment of a premier waterfront development on the vacant land east of the causeway, and expanded educational and passive recreational opportunities within the wetland areas west of the causeway.

GOALS AND POLICIES

Growth Coordination

The City of Mandeville will coordinate planning efforts throughout its annexation and growth management areas with St. Tammany Parish, the State and other public and private entities involved in development of land or the provision of public facilities and services. The City will ensure that its growth decisions are consistent with the principles and goals of this Plan – achieving its vision through incremental actions and partnerships with public and private decision-makers.

Goal 1: To establish high-quality, sustainable development patterns to maintain a high quality of life in Mandeville.

Policy 1.1: Respect the natural environment by retaining valued resources and minimizing the risks to life and property through proper design and construction. Continue to limit development below the 5 ft. elevation contour until critical drainage areas are mapped. Use

FEMA advisory maps to inform residents about potential flood elevations until the maps are finalized and formally adopted by the City.

- Policy 1.2: Establish and maintain development standards and procedures that facilitate provision of safe access between neighborhoods, as well as between all other land uses for all modes of transportation.
- Policy 1.3: Coordinate City development decisions with local and regional plans for the full range of public facilities, transportation, open space, recreational needs and environmental protection.
- Policy 1.4: In areas where urban facilities are inadequate to serve development that is otherwise consistent with this plan, new development should fund its proportional share of needed capacity unless the City Council finds that the community benefits from the development justify community participation in the project.
- Policy 1.5: Coordinate extra-territorial land use and facility plans with St. Tammany Parish and affected property owners.
- Policy 1.6: Participate in Parish planning initiatives, including the *Greenprint*, transportation plans, regional stormwater plans, regional wastewater plans and other future efforts affecting the City and its annexation areas.
- Policy 1.7: Continue to refine the City/Parish annexation agreement to coordinate development standards and review with the Parish in the City's annexation areas.
- Policy 1.8: Coordinate natural resource conservation efforts with federal, state and other local agencies responsible for the protection and maintenance of those resources. Where compatible, integrate trails and other amenities into resource conservation areas.
- Policy 1.9: Preserve existing trees and vegetation through tree preservation and landscaping requirements; allow design flexibility to encourage retention of specimen trees and heavily vegetated areas.
- Policy 1.10: Evaluate the fiscal impact of development activities and encourage development with a positive fiscal impact. Ensure that fees and capital improvement requirements adequately fund the City's growth and development related costs.
- Policy 1.11: Increase the diversity of the local economy by retaining a strong retail and entertainment base, while expanding the office opportunities to include live-work options and additional "Class A" office space.

- Policy 1.12: Maintain and enhance the predictability of the City's growth management and land use regulations to continually improve the quality of the built environment, while protecting valued natural resources.
- Policy 1.13: Coordinate with the Causeway Commission and the Louisiana Department of Transportation and Development to improve east-west connectivity for all modes of transportation.
- Policy 1.14: Coordinate with the Causeway Commission to enhance access to and the appearance of the causeway through Mandeville.

Land Use

Mandeville is a relatively low density community nestled within and below a dense tree canopy. While the City will allow more intensive development reaching to the top of the tree canopy in activity centers, the City will retain its naturalistic character through extensive landscaping requirements, the retention of greenbelts adjacent to streets, a commitment to establish and maintain streetscapes, retention of open space and density/intensity limits that allow trees to remain the dominant visual element throughout most of the City. Examples of activity centers that might include more intensive development include the Four Corners area surrounding the intersection of Highways 22 and 190, the Pre-Stressed property fronting on the Lake east of the Causeway, and the planned business park on the State Hospital property on the east side of the planning area.



Naturalistic character should be maintained through greenbelts adjacent to streets and landscaping requirements.

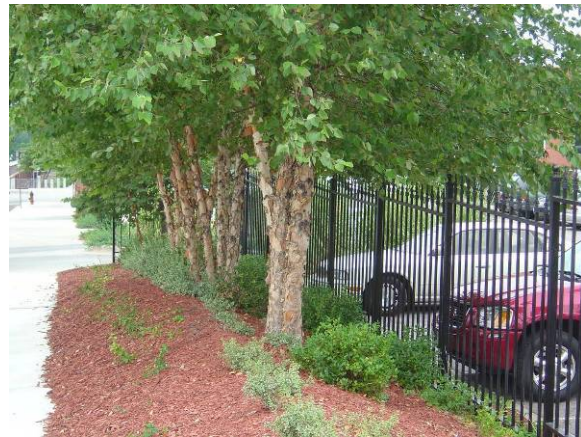
Goal 2: To achieve a balanced mix of land uses that provide for the wide-range of residential, commercial, and recreational needs of City residents.

- Policy 2.1: Ensure that land use decisions are consistent with the Future Land Use Map (see **Map 2**). **Exhibit 1** describes the land uses and intensities that are consistent with each future land use category shown on the map.
- Policy 2.2: When considering future land use map amendments, consider the consistency of the change with all comprehensive plan goals and policies to determine whether:
- a. a change in conditions has occurred that makes the map amendment appropriate; or
 - b. a mistake was made in the original map.
- Policy 2.3: Promote a mix of non-residential uses that serve the full range of local and regional needs, while providing fiscal support for public services and employment opportunities for residents.
- Policy 2.4: Foster diverse neighborhoods with a variety of compatible housing types and convenient access to adjacent neighborhoods, parks, schools and neighborhood shopping.
- Policy 2.5: Maintain compatible transitions between different land use and housing types through site design regulations that include buffering and/or form-based design.

Policy 2.6: Protect neighborhoods from encroachment of incompatible land uses by ensuring that zoning is consistent with the Future Land Use Map and requiring site designs that result in compatible land use transitions. [*Comment: this policy is not intended to discourage the provision or retention of housing diversity within neighborhoods or to preclude the establishment of neighborhood scale retail and service uses at appropriate locations.*]

Policy 2.7: Encourage development of neighborhood-scale retail and service businesses in locations that conveniently serve residential areas and visitors to the City. Where these uses abut residences, they should maintain the residential character and scale, and mitigate the effects of non-residential traffic into the adjacent neighborhoods.

Policy 2.8: Ensure that commercial developments create pedestrian-friendly environments by that include open space, plazas, streetscape treatments and other amenities that encourage local residents and visitors to shop locally.



Streetscape treatments should encourage pedestrian-friendly environments.

Policy 2.9: Require meaningful open space retention in all new developments. The City may allow for off-site mitigation of open space requirements for smaller developments that can not provide functional open space on-site. [See **Goal 6** and related open space policies. Note that open space is distinct from the parks dedication requirements discussed in **Goal 5** and its related policies.]

Policy 2.10: Require new development to contribute its proportional share toward the development of publicly accessible neighborhood and community park or playground facilities. The City may give partial credit for private recreational facilities.

Exhibit 1: Future Land Use Categories

Future Land Use Category	Density/Intensity	Potentially Acceptable Zoning Categories	Typical Uses
Low Density Residential	0 to 6 dwellings per acre	R-1, R-1X, PD	Detached Single-Family Residence, Cluster Residential
Medium Density Residential	6 to 12 dwellings per acre	R-1X, R-2, MH, PD	Detached, Single Family Residence, Duplex, Other Attached Dwellings
High Density Residential	12 to 24 dwellings per acre	R-3, O/R, PD	Attached Dwellings, Congregate Living, Community Residential, Limited Support Retail
Commercial	Intensity based on location and zoning	B-1, B-2, B-3, B-4, PD	Retail, Office, Service, Attached Dwellings
Marina	0 to 12 dwellings per acre	PM-1, PM-2, PD	Detached and Attached Residences, Docks, Marine Fuel Sales, Limited Retail, Boat Repair (boat storage?)
Mixed Use	Intensity based on location and zoning	TC, PD	Horizontal or Vertical Mix of Residential and Retail, Office, Service and/or Public/ Institutional Uses to be Determined at Time of PD Approval
Office/Business Park	Intensity based on location and zoning	B-2, O/R, PD (add new Business Park zoning district)	Office, Office/Warehouse, Limited Retail
Light Industrial		M-1	Heavy Commercial and Light Industrial Uses with Limited Outdoor Activity and Storage
Public/Institutional	Intensity based on location	I	Libraries, Public Offices, Places of Worship
Recreation/Open Space		O	Parks, Open Space, Golf Courses

Comment: See area specific policies for additional guidance on the design, intensity and mix of uses.

Policy 2.11: Establish safe and convenient pedestrian and bicycle access to neighborhood and community parks. (see **Bike/Ped Map 4**)

- Policy 2.12: Encourage new urbanist design in undeveloped areas and larger infill sites that mirror the mixed use character and high level of street connectivity of Old Mandeville.
- Policy 2.13: Establish and maintain the appearance of entries and corridors to distinguish Mandeville as the gateway to the north shore. Entries and corridors should distinguish Mandeville as a desirable and livable community.
- Policy 2.14: Promote the preservation of structures and sites of cultural and historic significance.
- Policy 2.15: Complete the process of bringing commercial centers into compliance with the comprehensive land use regulations ordinance (CLURO) design standards.
- Policy 2.16: Ensure that as commercial centers are remodeled, they are brought into compliance with CLURO design standards to the greatest extent practical.
- Policy 2.17: Allow for the development of a single accessory dwelling on residential lots where there is adequate area on the lot to accommodate parking, meet setback requirements for the principal structure and address other compatibility concerns. Accessory dwellings may include attached and detached structures that are smaller than, secondary to and located behind the primary residence. The design and building materials of accessory structures should be compatible with those of the primary structure.

Goal 3: To preserve and enhance historic and cultural resources that symbolize Mandeville's identity.

- Policy 3.1: Identify, preserve and protect significant buildings, districts and sites of historical, architectural, archaeological or culturally significant.
- Policy 3.2: Encourage the preservation and rehabilitation of significant buildings, districts and sites by the private sector through the creation of incentives programs, designation of landmark buildings and districts, design review, public improvements and other tools.
- Policy 3.3: Historic public buildings should be retained as community facilities when the buildings can be feasibly adapted to public uses. When redevelopment is proposed, sensitivity to the existing context will be required and preservation of historic resources will be encouraged or required.
- Policy 3.4: Continue to develop and implement strategies that preserve the scale and historical and architectural character of the City's older neighborhoods and business areas.

Policy 3.5: Require Old Mandeville development to be designed to standards that preserve and enhance the historic character of the area.

Transportation

The City of Mandeville is the gateway to the north shore for traffic crossing Lake Pontchartrain from New Orleans and Jefferson Parish. Traffic is funneled to the Causeway in the morning and disperses from the Causeway in the evening. This creates some unique challenges as the City addresses high volumes of traffic from areas outside the City and its planning area. The City will coordinate with the State to ensure that roads accommodate through traffic while minimizing detrimental affects on adjacent neighborhoods, in City traffic patterns, to businesses along State roads and on the movement of bicyclists and pedestrians throughout the City.

Goal 4: To develop and sustain an interconnected transportation network that supports a variety of transportation modes.

- Policy 4.1: **Map 3** is the functional street map for the City of Mandeville. All development along the road corridors shall be consistent with the City's adopted standards for right-of-way, street improvements, access, setbacks and other design requirements.
- Policy 4.2: Continue to integrate transportation planning with land use planning to ensure that proposed transportation improvements safely and compatibly meet demands from planned development. Use traffic calming designs to slow traffic and improve safety through neighborhoods
- Policy 4.3: Establish connectivity requirements to improve traffic flow, pedestrian connectivity, bicycle access and future transit access. Where feasible, require new development along arterial streets to provide access parallel to the arterial street via an appropriate combination of frontage roads, private drives and parallel collector streets.
- Policy 4.4: Along corridors where additional right-of-way is needed, require development to provide its pro-rata share of the right-of-way and improvements. If additional right-of-way is needed, buildings and critical parking should be located outside of the planned right-of-way.
- Policy 4.5: Refine street system capital funding sources so that adequate funds are available for capacity expansion in addition to the maintenance and operations of streets, streetscape and bike/ped facilities.
- Policy 4.6: Require residential and non-residential designs that facilitate walking, bicycling, and transit use, rather than increasing reliance on automobiles. These objectives should be accomplished through site-appropriate design of sidewalks, bike lanes, multi-purpose trails and various traffic calming methods.

- Policy 4.7: Encourage alternatives to single-occupancy automobile trips by promoting:
- Ridesharing, vanpooling, telecommuting and flexible scheduling as a means of reducing demand for increased roadway and parking capacity. Provide incentives for employers who implement effective transportation demand management programs;
 - Development designs that support future transit service; and
 - Street, trail, residential and non-residential development designs that enhance safe pedestrian and bicycle access through Mandeville.

- Policy 4.8: Establish a continuous network of pedestrian ways, bicycle trails and bike lanes as an integrated part of the transportation system which connects residential neighborhoods, commercial development, employment centers and public facilities. (see Bicycle/Pedestrian **Map 4**)



Bike lanes enhance mobility options.

- Policy 4.9: To the extent feasible, separate bicycle and pedestrian traffic from automotive traffic. Where trails can safely be accommodated, use existing railroad rights-of-way, utility corridors and drainage ways.
- Policy 4.10: Coordinate with the State and the Causeway Commission to improve auto, bike and pedestrian access between East Causeway Approach and West Causeway Approach.
- Policy 4.11: Provide an ongoing funding source for maintenance of public greenbelt and streetscape areas along streets.
- Policy 4.12: Discourage private streets and gated subdivisions, but consider allowing them under the following circumstances:
- The proposed development does not impede extension of planned roads, trails or greenways;
 - Adequate access is provided for normal and emergency purposes, including adequate access for utility and drainage maintenance and repair;
 - The internal street system is adequately connected to provide multiple routes to most lots in the development;

- Streets and utilities shall be designed and constructed in accordance with City standards, and located to allow adequate space for the installation and maintenance of street trees; and
- Ongoing funding is adequate for maintenance and replacement of streets. To accomplish this, the City may require the establishment of an improvement district or some other acceptable means of assuring adequate funding for maintenance of privately owned streets and utilities.

Public Utilities, Facilities and Services

The City of Mandeville is committed to ensure that residents have access to high quality public utilities, facilities and services that are adequate to serve residents during normal and emergency situations. Furthermore, the City will continue to provide utilities, facilities and services in a cost effective manner by ensuring that growth pays its proportionate share of capital costs and is designed for efficient service provision.

Goal 5: To ensure that public facilities are adequate to meet the needs of City residents and businesses.

- Policy 5.1: Develop and maintain short-term (5 year) and long-range capital improvements programs that:
- Achieve and maintain adequate levels of services based on **Exhibit 2**, in a cost effective manner;
 - Identify improvements that would increase City's operational efficiencies and increase the ability of Public Works to respond to emergency needs;
 - Identify existing service deficiencies, and include plans to resolve existing deficiencies and to accommodate demands from new development; and
 - Distinguish costs for resolving existing deficiencies from the costs of providing new capacity.
- Policy 5.2: Ensure that development decisions are coordinated with the availability of essential public facilities so that adequate public facilities will be provided before or concurrent with the generation of demands for those facilities.
- Policy 5.3: Ensure that urban growth and development make efficient use of investments in streets, utilities and other public facilities.
- Policy 5.4: Require new development to fund its proportionate share of on-site and off-site capital facility improvements.
- Policy 5.5: Coordinate capital improvements planning, development review and growth projections with the public and private schools to improve the efficiency of capital planning and improvements.
- Policy 5.6: Plan and provide appropriate police and fire protection services to meet the needs of businesses and residents and monitor levels of services and endeavor to maintain or improve service levels over time.
- Policy 5.7: Coordinate with St. Tammany Parish to plan and provide for adequate solid wastewater disposal capacity to meet long-term needs.

Policy 5.8: Develop and monitor levels of service indicators for each facility and service provided to Mandeville’s residents and businesses.

Exhibit 2: Level of Service Standards

Public Facility	Minimum Level of Service Standard
Streets	Local & collector streets – LOS C Arterial street intersections and driveways – LOS D <i>Comment: where existing LOS is E or worse along a primary street, mitigation may be addressed through access design (e.g., turn lanes, shared driveways and related improvements rather than by adding capacity to the primary street.</i>
Water	Adequate fire flow pursuant to ISO Standards for a two-hour fire, while maintaining adequate water pressure. <i>Comment: Where ISO Standards can not be met through reasonable modifications to the City’s water system, consider the use of stand pipes and sprinkler systems to mitigate the deficiencies</i>
Sewer	Centralized service with adequate conveyance and treatment capacity to serve existing and project demands. <i>Comment: existing independent systems should not be subsidized by the existing rate payers. Avoid creation of new independent systems within priority annexation areas.</i>
Stormwater	No increase in the volume or velocity of stormwater runoff during the design storm event unless the Public Works Director finds that more rapid discharge into existing water bodies will not increase flooding risks to downstream properties. <i>Comment: Coordinate upstream stormwater management with St. Tammany Parish.</i>
Parks	Provide safe bike pedestrian access between all subdivisions and the nearest neighborhood parks. Maintain 3 acres of neighborhood parks per 1,000 city residents.
Fire Protection	Adequate fire flow pursuant to water standard Maximum distance from hydrant to structures – 500 feet Average response time – 4 minutes

Parks and Recreation

While the City of Mandeville maintains several parks and playgrounds, it does not have an established recreation or parks operations and maintenance program. While the City of Mandeville maintains several parks and playgrounds, it does not have an established recreation or parks operations and maintenance program. While Recreation District #1 provides community-wide recreation services through Pelican Park, access to this facility is difficult without driving. Through the operation of a system of neighborhood parks, the City can enhance the access of all residents to recreational opportunities. While the National Recreation and Parks Association (NRPA) has reduced its emphasis on numerical levels of service, its previous standard for neighborhood parks was 2.5 acres per 1,000 residents, with each neighborhood park serving a ½-mile radius. Currently, there are 3.17 acres of total parks per 1,000 residents in Mandeville. The NRPA also recommended 2.5 acres of community parks per 1,000 residents, serving a 3-mile radius, and 5 acres per 1,000 residents or regional parks, also serving a 3-mile radius. The combined recommended park land is therefore 10 acres per 1,000 residents. Because much of the City is already developed, it will be difficult to locate a neighborhood park within walking distance of every home, but through better bike/pedestrian connectivity and targeted acquisition of park facilities, the City can vastly improve residents' access.

Goal 6: To establish and maintain accessible recreational amenities serving all residents.

Policy 6.1: Establish and maintain neighborhood parks, trails or other recreation facilities within ½ mile of each residential area. Use park dedication requirements to ensure that each new residential development dedicates land and facilities or proportionate funding in lieu of land dedication.

Policy 6.2: Maintain and enhance lakefront as a signature of the City. Retain open access to the lakefront for residents and visitors in accordance with Marigny's mandate. Designate appropriate areas of the lakefront for picnicking and special events.

Policy 6.3: Establish safe and convenient pedestrian and bicycle routes linking neighborhoods with parks and recreation facilities



Pedestrian and bicycle access to parks and recreation facilities.

- Policy 6.4: Coordinate with St. Tammany Parish to ensure that the *Greenprint* recommendations for open space, greenways and trails system enhance access to and between the City's parks and recreation facilities.
- Policy 6.5: Ensure the ongoing maintenance and operations of parks and recreation facilities by designating appropriate funding sources and creating the necessary management structure.

Natural Resources

Mandeville's existence is based on its proximity to the lake and the importance of its natural resources is a key element of the Marigny's vision for the City. The City has actively acquired wetland areas west of the causeway and has participated in efforts to protect and restore these valuable wetlands. Through its participation in the Parish's Greenprint program, the City hopes to expand its efforts to prioritize and preserve its environmental assets. Through more effective implementation of its existing open space policies, the City has the opportunity to acquire or protect these high priority areas.

Goal 7: To retain valued natural resources and safely include natural areas throughout the City.

- Policy 7.1: Require all new development to retain 6% of the site development area as permanent open space⁵. This area shall be in addition to setback and greenbelt requirements established in the CLURO. Allow voluntary off-site mitigation.
- Policy 7.2: Designate and protect critical drainage areas to protect water quality and reduce flood hazards. Establish standards for the development of limited recreational uses such as trails within critical drainage areas.
- Policy 7.3: Establish standards and incentives to achieve no net loss of tree canopy. Establish mitigation standards that allow for the planting of trees that will offset lost canopy within a specified time period.
- Policy 7.4: Protect the cypress swamps and wetland areas from human and salt water encroachment. As a first priority, establish a breakwater that protects the cypress swamp at the west end of Lakeshore Drive and creates a pedestrian linkage between the Lakeshore drive trail and Sunset Point Park.
- Policy 7.5: Coordinate with the Parish, as well as state and federal agencies to identify and preserve valuable habitat areas and corridors.

⁵ Open space lands should be largely undeveloped, but may include trails, benches and other pedestrian amenities. Open spaces should not include active recreational facilities or impervious surfaces other than trails.

Specific Area Plans

The City of Mandeville's character is defined in part by the diversity of its neighborhoods. The preceding policies are intended to be applied throughout the City of Mandeville. The policies in this section relate to specific areas with unique characteristics and may be supplemented through the adoption of specific area plans as appendices to this Comprehensive Plan. The goals and policies established in this section are more specific than those in the preceding sections and are intended to supersede the preceding policies when conflicts exist.

Old Mandeville. This area, encompassing the land between the causeway, the south side of the East Causeway Approach/190 East corridor, and Bayou Castain, is a diverse area that includes several sub-areas described below. While most of the area is residential, it also includes a mix of retail, civic, marine and service uses. The following policies are supplemented by the policies for the Town Center, Lakeshore, Marina and Pre-Stressed Areas.

Goal 8: To retain and enhance the vibrancy, diversity and integrity of Old Mandeville.

- Policy 8.1: Retain the diversity of lot and home sizes in Old Mandeville by basing minimum lot width requirements on the average lot width of affected block faces.
- Policy 8.2: Establish residential design standards that provide the flexibility for a wide range of home designs and sizes while ensuring that the height, form and bulk are compatible with neighborhood norms.
- Policy 8.3: Allow for bed and breakfast inns within the B-3 zoning district area. Establish standards that allow for bed and breakfast residence in the R-1 and R-1x zoning districts under specified conditions.
- Policy 8.4: Encourage a mix of residential and non-residential development within the B-3 district located along Girod, Lafitte and Lakeshore between Marigny and Coffee Streets.
- Policy 8.5: Allow non-conforming commercial buildings and uses to be maintained, but promote the transition of uses to neighborhood-serving businesses.
- Policy 8.6: Limit the scale and mass of B-3 structures, allowing for larger structures near the Trailhead and limiting the scale and mass of structures in other B-3 areas.
- Policy 8.7: Within the B-3 district, work with non-residential property owners to coordinate the provision of public parking both on and off-site. Require residential parking to be provided on-site.

- Policy 8.8: North of Monroe Street, encourage or require designs that allow for a variety of uses on the ground floor of buildings facing Girod Street.

See Map 5a showing the boundaries and issues related to Old Mandeville

Trace Trailhead: This sub-area of Old Mandeville, also referred to as the Trace Trailhead, encompasses the properties fronting on General Pershing and Woodrow Streets from Girod to Carroll. This area is intended to provide a cultural, social and civic focus for residents and visitors to Mandeville. The mix of residential and non-residential uses surrounding the Trailhead should foster a vibrant, pedestrian-oriented environment that is the most intensely developed and active area of Old Mandeville.

Goal 9: To foster the development of a vibrant town center at the Trace Trailhead through public and private investment that creates active public spaces and a mix of mutually supportive residential and non-residential uses.

- Policy 9.1: Encourage mixed use development that incorporates retail, entertainment and services uses at ground level and a mix of office, service and residential uses on the upper floors.
- Policy 9.2: Apply adopted standards to promote development of buildings within the town center that are two to three stories in height, built to the sidewalk, and have parking areas that are located to the rear or sides of buildings.
- Policy 9.3: Parking standards should account for on-street spaces. Off-street parking areas should not front on Girod or Lafitte Streets.
- Policy 9.4: Use parking mitigation fees to fund the development of off-site parking that will serve visitors to the Town Center.

See Map 5a showing the boundaries and issues related to the Trace Trailhead.

Lakeshore: This sub-area of Old Mandeville, which includes the corridor along Lakeshore Drive, is a vital element of Mandeville’s character and the signature of the City. In the dedication of the original town site, Bernard Xavier de Marigny de Mandeville’s plan stated that:

“The space situated between Lake Street and the Lake will always remain free and for common use; that no individual nor corporation shall raise any edifice whatsoever, nor change its destination, and that the banks of the Lake facing the said space will also remain forever free and for common usage.”

Goal 10: To retain the Lakeshore as a community focus while preserving the integrity of abutting residential neighborhoods.

Policy 10.1: Pursuant to Marigny’s vision, the area south of Lakeshore Drive should be retained as open space for passive recreation and special occasion uses, such as weddings and festivals in designated areas.

Policy 10.2: The development on the north side of Lakeshore Drive should face the Lake, with primary entrances required on the south side of all structures.

Policy 10.3: To minimize the risks of damage from floods, principles structures should be elevated to comply with adopted standards. To support non-residential uses, commercial businesses in the B-3 district should establish patios, decks, courtyards and other public spaces at or near ground level.

Policy 10.4: All elevated structures should be designed to minimize the visual impact of support piers through the use of a combination of berms, landscaping and other screening.

Policy 10.5: Ensure that non-residential uses in the B-3 district are designed to a scale that is compatible with the character of old Mandeville. Design guidelines should address the height, rooflines, building width, parking and other form-based provisions.

See Map 5a showing the boundaries and issues related to Lakeshore Drive.

Marinas. Mandeville is a lakefront community that provides access to Lake Pontchartrain for residents and visitors. Marinas, located at the east and west ends of Old Mandeville, provide unique opportunities for the establishment of mixed-use neighborhoods with a maritime focus. The marinas along Bayou Castain serve the region's sailing community and are relatively inaccessible to the public. In recent years, there has been increasing emphasis on providing medium density residential opportunities in conjunction with these marinas. Despite the natural beauty of this setting, which overlooks State park lands, increased commercialization of this area should be discouraged. Poor street access through residential neighborhoods, limited land for parking and the desire of marina owners to minimize public access to private boat docks suggest that commercial activities will be largely limited to small scale restaurant, retail and service uses. The marina area at the north end of the causeway, which serves both power and sail boats, provides the opportunity for significant development and redevelopment activity, particularly when considered in conjunction with the vacant lakefront property to the east (see Pre-Stressed sub-area policies)

Goal 11: To provide diverse mixed-use marina environments and easy marine access for residents and visitors.

- Policy 11.1: Retain the character and intensity of the existing marinas located along Bayou Castain. Allow for a mix of residential and non-residential uses that primarily serve the sailing community using the marina. Avoid fuel sales and other businesses that would promote increased use of the Bayou for power boats.
- Policy 11.2: Provide limited public access to Bayou Castain through passive pocket parks in street rights of way that extend to the Bayou. These parks should be easily patrolled and designed to serve local residents who choose to walk or bike to the parks.
- Policy 11.3: Coordinate with marina operators along Bayou Castain and appropriate agencies to support long-term services for the sailing community.
- Policy 11.4: Encourage the development of waterfront restaurants and marine-related services for local residents, visitors and marina users near the causeway. Secure appropriate public access to these areas.

See Maps 5b and 5c showing the boundaries and issues related to the Marinas

Pre-Stressed Concrete Area: This area, at the west end of Old Mandeville, encompasses 78 acres that are bounded by Lake Pontchartrain, Massena Street, Monroe Street, and Mariner’s Village. The eastern portion of the property was used to produce the concrete components of the Causeway and consequently has many large concrete slabs used to support the forms. The western portion includes several residential lots and a large vacant parcel. This sub-area of Old Mandeville offers the opportunity to develop a truly unique neighborhood along the lake front. The City should work with the property owners to prepare a specific area plan that is consistent with the following policies:

Goal 12: To facilitate the development of a vibrant, walkable, mixed-use, waterfront development that provides strong fiscal benefits for the City.

- Policy 12.1: Coordinate with the property owner to mitigate traffic and other constraints to this site and plan for a mix of uses at intensities that can be supported without introducing unacceptable levels of congestion to Old Mandeville. Primary access should be provided through Mariner’s Village and from Monroe Street.
- Policy 12.2: To the extent that greater intensities can be supported by the street system, allow for heights of up to 60 feet along the waterfront and step down heights to 35 feet at the edges of the property.
- Policy 12.3: Where structures are required to be elevated, a combination of public spaces and outdoor operations shall be provided to encourage street level activity.
- Policy 12.4: Retain public access along the waterfront portions of this site.
- Policy 12.5: Retain lake vistas from key areas within the development.
- Policy 12.6: Ensure that the site layout facilitates bike and pedestrian circulation.
- Policy 12.7: Limit development along the northern and eastern edges of this area to low to medium density residential uses.
- Policy 12.8: Require development of the area to comply with new urbanist design standards and incorporate local architectural elements.
- Policy 12.9: Promote the redevelopment of Mariner’s Village in conjunction with the development of the Pre-Stressed site.

See Map 5d showing the boundaries and issues related to the Pre-Stressed Concrete Area

State Hospital Property: The State of Louisiana owns and is considering the sale of land surrounding the State Hospital and located to the north and east of Pelican Park. The Parish has planned an arterial road connecting Highways 1088 and 190 through this property. This land offers the opportunity to establish a mix of uses that will be a long-term asset to the City and Parish. The City should coordinate with the Parish, the State and prospective private developers to prepare and implement a specific area plan that is consistent with the following policies:

Goal 13: To establish a mixed use activity center that is consistent with the character of Mandeville while providing a range of uses and neighborhoods that increase residential choices and enhance the City's jobs/housing balance.

- Policy 13.1: Coordinate with the state and property developers to plan for and establish a mix of uses that yields a positive fiscal benefit for the City.
- Policy 13.2: Apply new urbanist design principles to create a walkable development with a village center surrounded by neighborhoods that provide a range of housing choices. The village center should be located and designed to serve residents and visitors.
- Policy 13.3: Reserve a portion of the site or surrounding property for business park development to provide accessible, well-designed employment opportunities.
- Policy 13.4: Establish a network of green spaces and trails linking neighborhoods, the village center and business park development.

See Map 5e showing the boundaries and issues related to the State Hospital Area.

190 East Corridor: This corridor, extending from East Causeway approach to the eastern City limits, is in the process of being widened by the State. The widening will greatly improve traffic flow, but will create some site planning challenges for many of the small businesses that have developed within the corridor under City or Parish regulations. The commercial zoning within this corridor has insufficient depth in some places to allow for commercial development with adequate greenbelt to retain the desired naturalistic character of this corridor. To facilitate efficient redevelopment along this corridor, the City and Parish should coordinate to:

Goal 14: Establish an attractive wooded corridor that welcomes traffic into Mandeville, providing safe access to businesses.

- Policy 14.1: Establish a mix of uses that provide a positive fiscal benefit for the City and provides needed goods and services to nearby residents and passersby.
- Policy 14.2: Encourage the assembly of properties to promote more efficient use of land and to provide better access between uses, particularly near the intersection of Highways 190 and 59, which would be an appropriate location for a community-scale shopping center. This may require the vacation of existing right-of-way to establish a site large enough to accommodate a grocery store and supporting uses.
- Policy 14.3: Extend commercial zoning district boundaries to create sites that are deep enough to be viable for commercial development on each side of the highway.
- Policy 14.4: Require cross-connections between abutting properties to improve circulation and minimize traffic conflicts along Hwy. 190.
- Policy 14.5: Maintain strict design and buffering standards for commercial properties that back up to residential lots that are indicated by the future land use map to remain as residential properties.
- Policy 14.6: While maintaining convenient bicycle and pedestrian access, orient commercial development towards Hwy. 190 or the side streets perpendicular to the highway to minimize the impact of commercial traffic on surrounding residential neighborhoods

See Map 5f showing the boundaries and issues related to the 190 East Corridor.

Four Corners Area. This area, located around the interchange of Highways 190 and 22, includes numerous community-scaled retail centers, restaurants, offices and multi-family residential structures that collectively serve many regional needs. The area should continue to serve the retail and service needs of residents and passersby. While there will be some pressure for intensification of this area, the City should coordinate development decisions with state plans to provide adequate roadway capacity in this congested area. Some additional height may be appropriate, but buildings should not reach above the tree canopy in the area.

Goal 15: To maintain a thriving retail center that serves the region and provides fiscal support needed for Mandeville to maintain its desired levels of services for its residents.

- Policy 15.1: Maintain a mix of uses that provide a positive fiscal benefit for the City and provides needed goods and services to nearby residents and passersby. The area should remain predominantly retail and service uses, but should also accommodate some ancillary office and high density residential development.
- Policy 15.2: Continue to enhance the appearance of retail centers in the area through vigorous enforcement of landscaping, building maintenance and sign regulations.
- Policy 15.3: Allow greater building heights for properties located near the highway interchange, subject to the availability of adequate roadway capacity.
- Policy 15.4: Enhance the connectivity between commercial parcels to promote the development of each quadrant of the area as an integrated shopping center.

See Map 5g showing the boundaries and issues related to the Four Corners Area.

PLAN IMPLEMENTATION ELEMENT

OVERVIEW

In Louisiana, Comprehensive Plans are not law. They are policy documents that require a strong local commitment to achieve the Plan's vision. Community change occurs through a series of incremental decisions and investments by the public and private sectors. Development decisions made by private property owners, City staff and the City's appointed and elected officials will cumulatively determine the City's success in achieving its goals. While the Plan's goals and policies provide guidance for many decisions, effective implementation of the plan will require the City to adopt and carry out a variety of regulatory, budgetary and administrative tasks. In addition, as the community changes, the Plan may need to be altered to effectively respond to these changes. This element provides for the implementation and ongoing administration of the Comprehensive Plan by:

- Describing specific implementation tools and techniques to achieve the Plan's goals;
- Describing the processes for monitoring and amending the plan over time; and
- Establishing an Implementation Work Program that specifies attributes of tasks to implement the Plan.

IMPLEMENTATION TOOLS AND TECHNIQUES

The Plan Implementation Work Program includes specific actions, tools, techniques and documents to be used by Mandeville to achieve Plan goals. The key implementation tools and techniques alluded to in the work program are described below.

Development Regulations

On a day-to-day basis, the development regulations (contained in Mandeville's Comprehensive Land Use Regulations Ordinance or "CLURO") are the most important tools for Plan implementation. The City's land use, transportation, public facility, housing, environmental and community services goals are achieved through a myriad of incremental public and private development decisions. Updates to the CLURO should be consistent with the Plan to ensure that incremental actions on development requests support the Plan's goals, policies and recommendations.

Capital Improvements Program

The Capital Improvements Program (CIP) should ensure that the City has planned the most cost effective facilities and determine whether the City will have the capability to fund needed public facilities. The CIP consists of short-term (5-year) and long-term (10- to 20-year) components. The 5-year CIP should list short-term projects needed to maintain existing levels of service, with each project being assigned a responsible party, cost estimate, funding sources and a time frame for completion. The CIP also should differentiate the proportion of project costs that is designed to provide new capacity and the proportion that is required to fund existing deficiencies. This will enable the City to quantify the capital costs associated with new development and to monitor the expenditure of development fees. The five-year CIP should be updated annually to reflect the City's budgetary decisions.

The long-range CIP should reflect the size, approximate location and estimated costs of improvements needed to serve anticipated growth for the next 10 to 20 years. This program is not an engineering document, but should provide enough specificity to determine which costs are required to remedy existing deficiencies and which costs provide new capacity that will be demanded by new development. The long-range CIP should establish the basis for City's development fees. The long-range CIP should be updated at least once every five (5) years or when significant changes to the base systems modify the City's long-term capital investment strategies (*e.g.*, changes in service areas, significant changes in the Future Land Use Map, changes in service demand or delivery patterns).

Budget

The annual budget is one of the most potent tools for plan implementation because it sets priorities for action each year. Capital and operational funding decisions should directly reflect the goals and policies of this Plan. The Plan should serve as the basis for the staff's recommended work programs and as a focus for the City Council's discussion of priorities from year to year. City staff should review the Plan's Implementation Work Program and recommend appropriate strategies to achieve the Plan goals in a manner that is consistent with Plan policies. If specific work program tasks are not funded, the City Council should evaluate whether they should be omitted from the Plan. When there is a conflict between budget priorities and Plan policies, the City Council should ask the Planning Commission to consider whether the specific goals or policies remain valid. If they are valid, then the City Council should reevaluate budget priorities.

Inter-governmental Agreements

Since public challenges do not start or stop at jurisdictional boundaries, responses to those challenges will require inter-governmental coordination. Inter-governmental agreements (IGAs) are treaties between two or more units of government for the mutual benefit of all parties. This plan recognizes and supports continued refinement of existing agreements between Mandeville and St. Tammany Parish. Such agreements should establish each party's rights, responsibilities and recourse within a cooperative growth management process designed to implement the policies of this Plan.

Adequate Public Facilities

An Adequate Public Facilities Ordinance (APFO) or requirement requires public facilities and services to be available when needed to serve new development at an adopted Level of Service (LOS). An APFO can require availability and adequacy for any type of public facility (roads, water, wastewater, public safety, schools, etc...) prior to development or make development conditional upon availability of public facilities, even if the City does not own or operate the facilities. If development is contingent upon meeting APFO requirements, the City may provide for the mitigation of deficiencies to ensure that adopted levels of service are maintained.

Impact Fees

Impact fees are premised on the policy that new development should bear the capital costs, in whole or in part, that are directly attributable to that development. Collection of impact fees reduces upward pressure on the mil levy thus protecting current property owners from

costs associated with accommodating new growth. The conviction that developers should be financially responsible for the costs of extending services to new development has gained widespread acceptance – their use is increasing nationwide, with more than 60% of all communities levying some type of exaction on new development to fund governmental facilities and services. Although fees and exactions on development have long been rooted in local government planning, the concept has expanded dramatically to embrace more and more types of public facilities and improvements, including requirements not only for public improvements, but also for dedication of land for public facilities. Impact fees are most commonly used to fund streets, water, sewer, police, fire protection and school facilities.

Area and Facility Plans

To guide land use transitions and ensure that development is consistent with the Plan, compatible with existing and planned land uses in the area, and sustainable from a market perspective, a variety of detailed land use and facility plans should address the timing, land use transitions and other standards for development and redevelopment. Facility plans are similar in concept to area land use plans, but the primary focus is on the development of new capacity to serve anticipated growth. Within the context Mandeville, specific area and facility plans include:

- The recently completed City of Mandeville Annexation Plan;
- The 1998 Bicycle and Pedestrian Master Plan and its 2006 Update;
- The Specific Area Plans called for in this document for the Pre-Stressed area and the State Hospital Property;
- The Girod Street Plan
- Trailhead Plans
- The St. Tammany Parish GreenPrint
- The City's Water and Sewer Master Plans
- The B-3 District Area Plan

PLAN MAINTENANCE

Mandeville's Comprehensive Plan Update is intended to be a dynamic document -- one that responds to changing needs and conditions. To assess the Plan's effectiveness in responding to changing conditions, the City will need to monitor actions affecting the Plan. As a result of these monitoring efforts or private development requests, the City will need to amend the Plan periodically. However, amendments should not be made lightly. The Planning Commission should consider each proposed amendment carefully to determine whether or not it is consistent with the Plan's goals and policies. In addition, the cumulative effect of several minor changes may be a change in policy direction. For this reason, amendments must be evaluated in terms of their significance to overall City policy.

Annual Monitoring

Prior to development of each budget, the Planning Commission should:

- Evaluate the City's success in achieving plan goals through the recommended strategies of the Implementation Work Program discussed at the end of this Chapter;
- Propose strategies to be pursued under the coming year's budget;
- Identify unlisted strategies that will achieve Plan goals;
- Evaluate growth trends and compare those trends to Plan projections; and
- Summarize development actions that affect the Plan's provisions.

This annual review should include statements identifying the City's progress in achieving the goals of the Plan, the impact of the Plan on service provision, and proposed programs to help achieve the goals. The annual review should be used as a tool by the City Council to help set budgetary priorities.

Land Use Plan Amendments

The Future Land Use Map is intended to guide public and private development and land use decisions. The City should adopt a formal amendment process that will be codified in the City's development regulations. Future Land Use Plan amendments are anticipated as growth occurs and market conditions change. While land use amendments may occur more frequently than policy changes, they should not occur more than twice per year unless the Planning Commission finds that such changes are needed for public health, safety or economic development purposes. By limiting opportunities to amend the Future Land Use Plan, the City will reduce the potential for incremental land use changes to result in unintended policy shifts.

Policy Changes

The goals and policies of this Plan establish the framework for the Short Term Work Program. To ensure that the Plan remains an effective guide for decision-makers, the Planning Commission should conduct periodic major evaluations of the Plan goals and policies. These evaluations should be conducted every three to five years, depending on the rate of change in the City, and should consider the following:

- Progress in implementing the Plan;
- Changes in conditions that form the basis of the Plan;
- Fiscal conditions and the ability to finance public investments recommended by the Plan;
- Community support for the Plan's goals and policies; and
- Changes in State or federal laws that affect the City's tools for Plan implementation.

The major review process should encourage input from businesses, neighborhood groups, developers, City and other community interests, through the Planning Commission. Comprehensive Plan amendments that appear appropriate as a result of this review should be processed according to the adopted Plan amendment process.

Short Term Work Program Update

The Short Term Work Program should be reviewed on an annual basis to identify the previous year's accomplishments and to modify the work program tasks establishing a reasonable timeline for key plan implementation tasks.

SHORT TERM WORK PROGRAM

The Comprehensive Plan requires on-going action to achieve its goals. **Exhibit 3**, the Short Term Work Program, provides an initial listing of tasks required to carry out the policies of the plan. This program should be updated on an annual basis to reflect City accomplishments and to incorporate new program proposals as follows:

- The Planning Director should submit an annual report on the status of Comprehensive Plan implementation to the Planning Commission in April of each year.
- In May, the Planning Commission should review the annual report and the existing Plan Implementation Program and recommend changes to the program for the next fiscal year.
- The Planning Commissions recommended changes to the Plan Implementation Program should be forwarded to the City Council in June of each year to facilitate preparation of the annual budget.

The Short Term Work Program is a tool for establishing budgetary priorities. Tasks that are not funded in the recommended years should be evaluated for removal from the list or to be shifted back for later implementation. Programs that are completed should be removed from the list. The Short Term Work Program is intended to be the most dynamic component of the Plan. Through annual updates, the Planning Commission and City Council can ensure that the Plan continues to serve the community effectively.

The list of implementation tasks provides the following information in each column:

- ***Task Number*** - the number of the implementation strategy to allow for future referencing in City activities.
- ***Action Description*** - the specific strategy being recommended to implement the Plan.
- ***Tool*** - the document or action necessary to carry-out the strategy.
- ***Priority/Schedule*** - a ranking of importance based on its priority relative to other similarly-classed strategies. The ranking abbreviations are labeled in the following manner:

- 1 = To begin in the current year
- 2 = To begin in the next year
- 3 = To begin within two years
- 4 = To begin within three years

5 = To begin within five years

- ***Initiating Entity*** - the person, department or agency that is primarily responsible for initiating, advocating and/or performing the strategy.
- ***Policy Citation*** – indicates the Comprehensive Plan policies being implemented by the action, thereby providing a direct link between the actions of the City and the Plan’s goals and policies.
- ***Potential Funding*** – indicates potential sources of funding for each task.

Exhibit 3: Short Term Work Program

Task #	Action	Tool	Priority	Initiating Entity	Policy Citation	Potential Funding
1	Revise CLURO to improve clarity, organization & definitions.	CLURO	1	<ul style="list-style-type: none"> ▪ Planning Commission 	1.12	General Fund
2	Revise CLURO standards addressing <ul style="list-style-type: none"> • Signage • Traditional Neighborhood Development standards • Bed & breakfast homes and inns • Green space & landscaping • Subdivision street design and connectivity • Infill residential lot sizes & residential design • Accessory dwellings • RV/boat storage • B-3 uses, parking requirements & design • Create no-build area in drainage overlay for critical drainage areas • Form-based design • On-site open space retention • Critical drainage area protection • Adequate public facility standards 	CLURO	1	<ul style="list-style-type: none"> ▪ Planning Commission 	1.1 1.2 1.4 1.8 1.9 1.12 2.9 2.10 7.1 7.2 7.3 7.4 8.4 9.1 9.2 10.5	General Fund
3	Adjust permit and other development application fees	Development Regulations	1	<ul style="list-style-type: none"> ▪ Mayor, with ▪ Finance ▪ Planning ▪ Public Works 	1.10	General Fund
4	Adjust zoning standards & boundaries for 190 East corridor	CLURO	2	<ul style="list-style-type: none"> ▪ Planning Commission 	14.1-14.5	General Fund
5	Prepare an area plan and design standards for the Old Mandeville B-3 district	Area Plan	1	<ul style="list-style-type: none"> ▪ Planning Commission 	8.1-8.9 10.1-10.5	General Fund
6	Prepare area plan for Pre-Stressed area	Area Plan	3	<ul style="list-style-type: none"> ▪ Planning Commission 	12.1-12.8	General Fund / Property Owner

Task #	Action	Tool	Priority	Initiating Entity	Policy Citation	Potential Funding
7	Prepare area plan for State Hospital area in coordination with the State and Parish.	Area Plan	3 or as State funding becomes available	<ul style="list-style-type: none"> ▪ Planning Commission ▪ Parish Planning Commission ▪ State DHH and State Lands ▪ LRA 	13.1-13.4	State Lands
8	Negotiate annexation agreement for State Hospital area.	Inter-local Agreement	To be coordinated with Task 7	<ul style="list-style-type: none"> ▪ Planning Commission ▪ Mayor ▪ Council ▪ State 	13.1-13.4	To be determined based on agreement contents
9	Update the Bike/ Pedestrian Master Plan and CIP.	Facility Plan	1	<ul style="list-style-type: none"> ▪ Planning Commission ▪ Public Works ▪ Finance 	1.2 2.11	General Funds / Grants / Enhancement Funds
10	Negotiate sewer service agreements with utilities in conjunction with St. Tammany Parish.	Service Agreement	1 / ongoing	<ul style="list-style-type: none"> ▪ Mayor ▪ Public Works ▪ Finance 	5.7	Sewer Fund / Grants / Sewer Districts / Parish
11	Update stormwater improvement plan & identify critical drainage areas / CIP.	Facility Plan / CLURO	2	<ul style="list-style-type: none"> ▪ Planning Commission ▪ Mayor ▪ Public Works ▪ Finance 	1.1 7.2	Parish / Grants / City Drainage Fund
12	Update street master plan / CIP.	Facility Plan	3	<ul style="list-style-type: none"> ▪ Planning Commission ▪ Public Works ▪ Finance ▪ Parish ▪ LADOTD 	1.10 4.1-4.5	Street Fund / Parish / Grants / State
13	Designate ongoing funding sources for streetscape installation and maintenance	Budget	1	<ul style="list-style-type: none"> ▪ Mayor, ▪ Council ▪ Finance ▪ Public Works 	4.1-4.5	Grants / General Fund

Task #	Action	Tool	Priority	Initiating Entity	Policy Citation	Potential Funding
14	Update water and sewer master plan / CIP.	Facility Plan	4	<ul style="list-style-type: none"> ▪ Public Works 	5.7	Water & Sewer Fund / Parish
15	Coordinate the development of a Recreation Master Plan and CIP in conjunction with the completion of the GreenPrint and Bikes/Pedestrian Master Plan.	Facility Plan	3	<ul style="list-style-type: none"> ▪ Planning Commission ▪ Public Works ▪ Parish (TPL) 	1.8 2.9 2.10 2.11 6.1 6.3 6.5	General Fund / Grants / Parish
16	Integrate the Short Term Work Program review and update process with the budget preparation process	City Budget	1	<ul style="list-style-type: none"> ▪ Mayor ▪ Council ▪ Finance ▪ All Other Departments 	Implementation Element	General Fund
17	Establish measures for service delivery evaluation for each department (e.g., CFS/officer, inspections per inspector, response times)	Annual Report (staffing evaluation tool)	3	<ul style="list-style-type: none"> ▪ Mayor ▪ Finance ▪ Other Department Heads 	5.8	General Fund
18	Update Annexation Agreement with Parish to address development standards (i.e., drainage and landscaping)	Inter-local Agreement Addendum	1	<ul style="list-style-type: none"> ▪ Mayor ▪ Planning ▪ City Attorney 	1.7	General Fund
19	Develop neighborhood design guidelines to promote neighborhood stability and security. Guidelines should address relationships between different public and private land uses, including buildings, driveways, sidewalks, trails, streets and drainageways.	Development Regulations	3	<ul style="list-style-type: none"> ▪ Planning Director ▪ City Attorney 	1.1 1.2 2.4 2.12	General Fund
20	Establish and adopt a fiscal impact assessment process to determine public facility demand required for annexations and large-scale development projects.	Development Regulations	2	<ul style="list-style-type: none"> ▪ Planning Director ▪ City Engineer ▪ City Attorney 	1.10 5.4	General Fund & Utility Funds
21	Coordinate with marina operators to update existing marina overlay districts	CLURO	4	<ul style="list-style-type: none"> ▪ Planning Director 	11.1-11.4	General Fund

Task #	Action	Tool	Priority	Initiating Entity	Policy Citation	Potential Funding
22	Evaluate the feasibility and benefits of increased use of telemetric operations for lift stations, pump stations and other utility appurtenances.	CIP	2	<ul style="list-style-type: none"> ▪ Public Works 	5.1	Utility Funds
23	Protect and restore cypress swamps along the length of Mandeville's lakefront	CIP	2 and as funding becomes available	<ul style="list-style-type: none"> ▪ Public Works 	7.4	Grants/General Fund

INFORMATION ELEMENT

OVERVIEW

The Information Element describes existing conditions and trends, and projects future growth. Collectively, this information defines the challenges and opportunities facing the City of Mandeville.

HISTORIC AND CULTURAL SETTING

Historic & Cultural Setting⁶

Lake Pontchartrain was named by French explorer Pierre Le Moyne, Sieur d'Iberville, who first came upon the Lake on an expedition in 1699. The Mandeville area was first settled in 1739 near Bayou Castine, but did not thrive until developed in the 1830s by Bernard de Marigny de Mandeville. Marigny began purchasing land on the north shore of the Lake in the early 19th Century, eventually owning an extensive portion of the area from Bayou Cane to the Lewis plantation near the present day Causeway. Marigny named the site Fontainebleau, after the Chateau de Fontainebleau and its forest south of Paris. He also purchased land west of Bayou Castine, and eventually developed the land as a small town for wealthy New Orleanians to visit in the summertime in order to escape the summer heat and seasonal outbreaks of yellow fever.

According to his plan, Marigny auctioned 432 lots in Mandeville in February 1834 for a total of \$80,000. Marigny placed several conditions on the lots, including one of his most significant contributions to the future citizens of Mandeville, that “the space between the streets fronting the Lake and the Lake were forever to remain open, and unobstructed, for the common use.” Additional conditions included establishing minimum street widths, requiring owners of the lots to maintain the planned wharf on the Lake as well as planned bridges on the Small Bayou Castin and the Shell Ravines, and that the Small Bayou Castin and the Shell Ravines, used for drainage, would not be stopped in their course.

Bernard de Marigny de Mandeville was from a very prosperous and privileged French family from New Orleans. His great-grandfather helped to found the City of New Orleans in 1718, and he inherited the entirety of his father’s extensive estate, including expansive lands in the region. Marigny served the public in a variety of roles, including as a representative to the territorial legislature, where he helped to write the first Constitution for the State of Louisiana, and later as a State representative. His legacy to the Town of Mandeville included not only his stipulations to maintain the Lake front for public use and to maintain drainageways, but he also donated land for a school, cemetery and Our Lady of the Lake Catholic Church. He funded the wharf on the Lake and two bridges in town. His estate eventually became the current-day Fontainebleau State Park.

⁶ *Sources:* Gilbert, Ann, “A 165 Year Love Affair.”

Laleske-Chata, “Mandeville, A Historical Compendium, New Orleans, LA; 1912.

Ulken, Ellen Hunter, “Bernard de Marigny, 1785-1868, Statesman, Gambler, Founder of the City of Mandeville.”

The names of Mandeville's streets reflect the history of the area, and many of the street names are closely associated with individuals that were acquaintances of Marigny or men that he greatly admired. These names reflect the prominent political and military men of the late 18th Century and early 19th Century of the United States, France and Spain, including individuals associated with the Louisiana Purchase and the Battle of New Orleans at the conclusion of the War of 1812.

To facilitate travel between Mandeville and New Orleans, Marigny commissioned a captain to buy a steamboat, the Black Hawk, to make regular trips between the two. The summer visitors that traveled via the steamboat in the summer supported Mandeville's economy. Boats were initially the only means of transportation between New Orleans and the north shore, and eventually several commercial ships made regular trips to Mandeville. The town thrived as a resort destination, and the Town of Mandeville was incorporated on March 24, 1840.

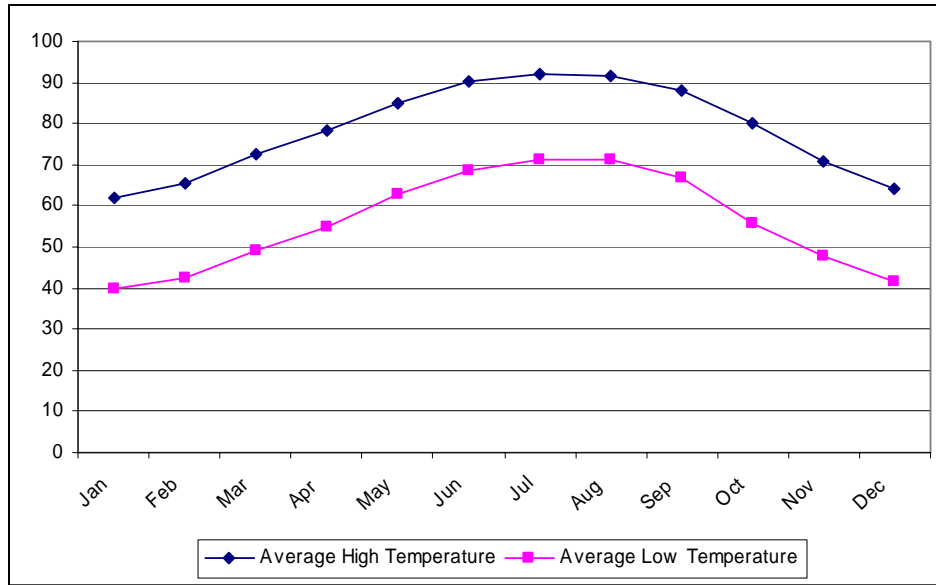
At the end of the 19th century, the success of the railroads spurred a building boom in Mandeville, and further growth continued after the completion of the causeway across the Lake to New Orleans after World War II. It became possible to live in Mandeville and commute into work in New Orleans, and the growth of the area has continued.

ENVIRONMENTAL CONDITIONS

Climate

Mandeville's climate is characterized by short mild winters, long springs and extended falls. Average temperatures range from 50° F in January to 80° in July. Snowfall and freezes are very rare in the region, and the weather pattern can be described as humid sub-tropical. Generally there is sunshine 220 days of the year, average annual rainfall is 65 inches, and winds are slightly breezy averaging between 6 mph in July and 10 mph in March. Typically, there is little variation of humidity, averaging between 60% and 90% year-round. **Exhibit 4** displays the monthly average high and low temperatures for Mandeville.

Exhibit 4: Average Monthly Temperature



Soils

A 1987 soil survey of St. Tammany Parish, conducted by the US Department of Agriculture’s Soil Conservation Service, identified and described eleven distinct soil types present in the Mandeville area. These soils can be divided into 5 types: soils of the uplands, soils of the terraces, soils of the flood plains, soils of the marshes and swamps that are frequently flooded and ponded, and soils of the former marshes and swamps that are drained and protected from flooding.

Topography and Drainage

Map 6 illustrates the topography of the Planning area. The highest elevation, 64 feet above sea-level, occurs approximately one-half mile northeast of the intersection of Log Cabin and Robin roads, south of I-12 in the northeastern section of the Planning Area. Areas below sea-level exist within the wetlands in the western section of the City and also the southeastern section of the Planning area. Between these extremes, the topography for much of the Planning Area is described as Prairie Terrace. The City’s Comprehensive Land Use Regulation Ordinance (CLURO) establishes a Drainage Overlay District that includes any parcels that are adjacent to or include areas below the five foot mean sea level contour. The Overlay District limits development within this contour, which is shown on **Map 7**.

The 1989 Comprehensive Plan succinctly describes the topography and drainage:

The Prairie Terrace topography of the Greater Mandeville Planning area is subtle, with elevations ranging from twenty-five feet in the vicinity of Interstate 12 to zero feet in the marshlands west of Lewisburg. Within the present City Limits, elevations range from zero feet in the Mariner’s Village area and four feet on the shoreline of Lake Pontchartrain in areas adjacent to the floodwall, to sixteen feet along Highway 22. Except where elevations fall along the banks of creeks and bayous, there are no unbuildable slopes in the City or planning area.

Drainage patterns in the Greater Mandeville Area are defined by Bayou Chinchuba and Bayou Castain, which flow into Lake Pontchartrain, and Bayou Tete L'Ours and Pontchitolawa Creek, which are tributaries of the Tchefuncte River. The boundaries of these basins are defined by ridges, upon which major roads are often constructed. These ridges divide the overland flow of water into adjacent rivers, bayous or creeks, which ultimately flow into Lake Pontchartrain.

The Castain and Chinchuba Basins drain the entire City of Mandeville and approximately half of the Greater Mandeville Area. These basins distribute water directly into Lake Pontchartrain, while the other two basins surround streams that are tributaries of the Tchefuncte River.

- In the Castain Basin, water flows generally to the east of Highway 59, (Figure 2.5) and south from Highway 1088, focusing runoff into Old Mandeville at Bayou Castain and Little Bayou Castain. A disturbance in the natural drainage pattern occurs along Highway 190 East because some of the culverts have been set at elevations that block water which should flow to Bayou Castain.
- The Chinchuba Basin drains areas west of Highway 59 and south of Sharp Road, which is the ridge and dividing point between waters flowing to Chinchuba and the Tete L'Ours basin. The Chinchuba Basin includes Greenleave, Parc du Lac, Lakewood Heights, Golden Glen and Old and New Golden Shores Subdivisions. Since Old Golden Shores is the most southerly subdivisions, the drainage in Chinchuba Basin is focused here and often suffered from flooding. It should be noted that the Tammany Trace (formerly the Gulf, Mobile and Ohio Railroad bed) forms a man-made levee that at times has impeded the westerly flow of water in this drainage basin.
- The Pontchitolawa and Tete L' Ours basins drain the northern section of the planning area, including all areas north of Highway 22 and Sharp Road, which form an approximate east-west ridgeline. Most of the new subdivisions along Sharp Road and the older subdivisions, including Beau Chene, Country Club Estates and Riverwood impact the Tchefuncte River and its associated floodplain because their runoff drains into Bayou Tete L'Ours and Pontchitolawa Creek which are tributaries of the Tchefuncte.

Wetlands and Vegetation

There are significant areas of wetlands within the Mandeville Planning Area as identified by the National Wetlands Inventory published by the U.S. Fish and Wildlife Service. Wetlands are defined as follows:

"lands transitional between terrestrial and aquatic systems where the water table is usually at or near the surface or the land is covered by shallow water. For purposes of this classification wetlands must have one or more of the following three attributes: (1) at least periodically, the land supports

predominantly hydrophytes; (2) the substrate is predominantly undrained hydric soil; and (3) the substrate is nonsoil and is saturated with water or covered by shallow water at some time during the growing season of the year.”⁷

The U.S. Geological Survey has conducted extensive surveys concerning Lake Pontchartrain in the Mandeville region. Environmental issues they have identified within the Planning area include:

- Degradation of habitat due to commercial and residential development;
- Water quality issues due to non-point source runoff;
- Erosion and loss of shoreline;
- Saltwater intrusion via shipping channels and canals; and
- Urban Sprawl.

Of these issues, the greatest concern for the north shore of Lake Pontchartrain is urban sprawl into the wetlands and the unincorporated uplands surrounding the wetland areas. In areas designated as wetlands (**Map 8**), development is severely limited by a number of factors. The main constraining factor to development is silty hydric soils of wetland areas. This type of soil provides “low strength and minimal bearing capacity⁸” a situation which presents major barriers in the construction of roads. Short-term solutions such as lime treatment and cement stabilization are available, albeit at a high cost and relatively low long-term performance. Also, wetland areas of the north shore tend to be in low lying areas that are prone to flooding.

Although wetlands present a constraint to development, they should be considered a resource and a potential form of revenue and utility. Currently, the City is using an innovative form of wastewater disposal that utilizes wetlands vegetation to treat waste water. Effluent from the treatment plant flows into the Cypress and Tupelo swamp of Lower Chinchuba Creek. Nutrients remaining in the treated effluent nourish and build wetlands that will provide some flood protection as well as various recreational and educational opportunities.

Water quality monitoring has been performed by the Lake Pontchartrain Basin Foundation since 2000. The LPBF currently maintains three weekly water monitoring site at in recreational areas near Mandeville.

⁷ From *Classification of Wetlands and Deepwater Habitats of the United States* by Lewis M. Cowardin, U.S. Fish and Wildlife Service.

⁸ From *Identification and Stabilization Methods for Problematic Silt Soils*, Louisiana Department of Transportation and Development and LSU. McManis, Kenneth. 8/31/00



*Wetlands Recharge from City Effluent,
Picture courtesy of WETMAAP, USGS, NASA and Chadron State College.*

Floodplains and Waterways

Nearly all of the City of Mandeville is within the 100 year (class A) floodplain as defined by FEMA (**Map 9**). FEMA defines a 100 year flood as:

a flood that has a 1-percent chance of being equaled or exceeded in any given year.... The 100-year flood, which is the standard used by most Federal and state agencies, is used by the National Flood Insurance Program (NFIP) as the standard for floodplain management and to determine the need for flood insurance. A structure located within a special flood hazard area shown on an NFIP map has a 26 percent chance of suffering flood damage during the term of a 30-year mortgage.⁹

Mortgaged property within areas designated as 100 year floodplain is required to carry flood insurance. New development is required to be elevated above the 100-year floodplain and to meet other design requirements to minimize damage from flooding. Following Hurricane Katrina, FEMA updated floodplain maps, which will cause new and restored homes and businesses closest to the lake to be raised to elevations as high as 17 feet above sea level, causing the need to elevate many structures, depending on their existing ground elevation.



New development must be elevated above the 100 year floodplain.

⁹ From http://www.fema.gov/fhm/fq_term.shtm

Wildlife and Habitat Areas

The Louisiana Department of Wildlife and Fisheries’ Natural Heritage Program compiles data on rare, endangered, or otherwise significant plant and animal species, plant communities, and other natural features. A listing of all significant species found in St. Tammany Parish and information on each species status may be found at the Department’s website. **Exhibit 5** shows those species found in St. Tammany Parish that are federally listed as either an endangered or threatened species, a candidate for federal listing, or have a State protection status.

Exhibit 5: Protected Species in St. Tammany Parish

Scientific Name	Common Name	Status
Acipenser oxyrinchus desotoi	Gulf Sturgeon	Federally Listed Threatened
Alosa alabamae	Alabama Shad	Candidate
Ambystoma tigrinum	Eastern Tiger Salamander	Possession Prohibited
Gopherus polyphemus	Gopher Tortoise	State Threatened
Graptemys oculifera	Ringed Map Turtle	Federally Listed Threatened
Haliaeetus leucocephalus	Bald Eagle	Federally Listed Threatened
Isoetes louisianensis	Louisiana Quillwort	Federally Listed Endangered
Macrolemys temminckii	Alligator Snapping Turtle	Restricted Harvest
Malaclemys terrapin	Diamondback Terrapin	Restricted Harvest
Percina aurora	Pearl Darter	Candidate
Picoides borealis	Red-cockaded Woodpecker	Federally Listed Endangered
Polydon spathula	Paddlefish	Possession Prohibited
Potamilus inflatus	Inflated Heelsplitter	Federally Listed Threatened
Rana sevosia	Dusky Gopher Frog	Federally Listed Endangered
Trichechus manatus	Manatee	Federally Listed Endangered
Ursus americanus luteolus	Louisiana Black Bear	Federally Listed Threatened

SOCIO-ECONOMIC CONDITIONS

Population

Changes in population and the characteristics of the population may have profound impacts on the economic, social and natural environment of the City and Planning area. Population increases generate demands for additional facilities and services. Different age and income segments of the population have different needs, which shape demands for housing, services and infrastructure. For instance, an elderly population creates demand for communal housing types, medical services, passive recreational opportunities and public transportation. However, families with young children generate demands for different housing types, day care facilities, schools, active recreational opportunities and a mix of transportation options. This section summarizes various demographic indicators relevant to the development of the City’s Comprehensive Plan.

As seen in **Exhibit 6**, the City has experienced steady population growth since 1970. While the pace slowed somewhat in the 1980s to an annual growth rate of 1.5 percent, growth accelerated in the 1990s to an annual rate of 4.0 percent, or approximately 340 additional persons per year. These figures correspond to a ten-year growth rate of 48.1 percent. **Exhibit 7** illustrates the growth trend for the City. The 2003 Census population estimate

indicates growth has slightly slowed to an annual rate 3.04 percent between 2000 and 2003. Hurricane Katrina affected the population of Mandeville and the Gulf Coast region by displacing residents and creating difficulties for some households to regain local housing. Accurate current population estimates for Mandeville are unavailable.

Exhibit 6: Population Change

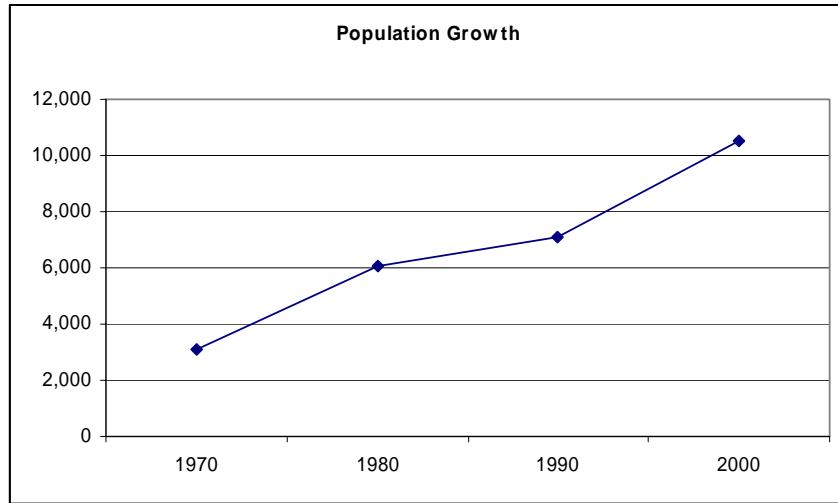
Population	Mandeville	St. Tammany Parish
1970	3,116	63,585
1980	6,076	110,869
1990	7,083	144,508
1980-90 Change Number	1,007	33,639
Percent	16.6%	30.3%
2000	10,489	191,268
1990-2000 Change Number	3,406	46,760
Percent	48.1%	32.4%
2003 Estimate	11,476	207,743
2005 Estimate	11,632	
2006 Special Estimate	-	220,651
May 2006 DHH Estimate¹⁰	-	206,735

Source: U.S. Bureau of Census

While Tammany Parish has also experienced consistent population growth, recent growth in Mandeville has outpaced the Parish. During the 1990's Mandeville's growth outpaced the Parish's annual growth rate of 2.84 percent and the City accounted for 7 percent of the Parish's population growth despite supplying only 5.5 percent of its total population.

¹⁰ May 2006 estimate of the parish population was calculated by the Louisiana Department of Health and Hospitals based on public school enrollments.

Exhibit 7: Mandeville Growth Trend



Age and Race

Exhibit 8 shows the historical and current age composition of the population of the City and Parish. It is evident that the City is following the national trend of an aging population attributed to “baby boomers” beginning to reach retirement age. It should be noted that the upper teenage to lower 20’s population has been held relatively consistent over the last 20 years. This is most likely due to the fact that many persons of this age attend college. Since Mandeville does not have a university, the population in this cohort class will be below national average. **Exhibit 9** illustrates the aging trend for the City between 1990 and 2000. The median age of City residents in 2000 was 37.7 years, which was higher than the national median age of 35.3 years and the State median of 34.0 years.

Exhibit 8: Age of the Population

	Mandeville			St. Tammany		
	1980	1990	2000	1980	1990	2000
0 - 5	11.4%	10.0%	7.7%	11.8%	9.8%	8.6%
6 - 13	14.2%	14.0%	13.2%	14.1%	14.3%	13.1%
14 - 17	7.1%	6.3%	6.5%	6.8%	6.4%	6.7%
18 - 20	3.0%	3.2%	3.5%	3.6%	3.7%	3.7%
21 - 24	4.2%	4.2%	3.8%	5.1%	4.2%	3.7%
25 - 34	16.5%	17.4%	11.3%	17.2%	16.3%	12.0%
35 - 44	17.6%	18.7%	17.7%	16.7%	17.7%	17.8%
45 - 54	10.9%	11.0%	16.8%	10.1%	11.0%	15.5%
55 - 64	7.1%	7.0%	7.7%	7.1%	7.8%	8.8%
65+	8.1%	8.2%	11.9%	7.5%	8.9%	10.0%

Source: U.S. Bureau of Census

Exhibit 9: 1990 - 2000 Age Comparison for Mandeville

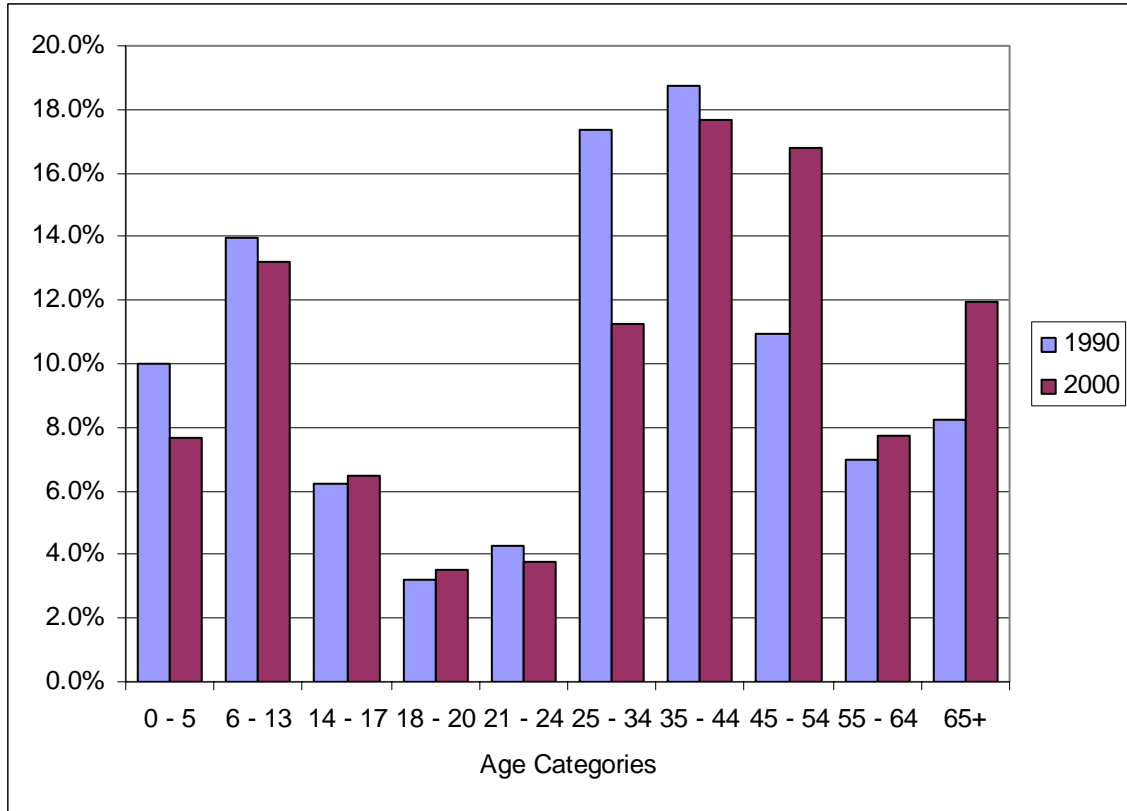


Exhibit 10 provides youth dependency and aged dependency ratios that reflect the number of people in the working age population for every young person and older person who are not in their prime wage earning years. In general terms, these ratios indicate whether there is a significant imbalance between the workforce and those dependent on the workforce for goods and services. This factor must be considered along with other economic indicators to ascertain the health of the economy. In terms of the youth and aged dependency ratios, there is little variation between Mandeville’s, the Parish’s and Nation. It should be expected that as the “baby boomer” generation ages, the aged dependency ratio will rise correspondingly.

Exhibit 10: Dependency Ratios

	Mandeville	St. Tammany Parish	Louisiana
Youth (0 - 20)	30.9%	32.1%	32.2%
Working (21 - 64)	57.2%	57.9%	56.2%
Aged (65+)	11.9%	10.0%	11.6%
Youth Dependency	1.85	1.80	1.74
Aged Dependency	4.81	5.79	4.86

Source: U.S. Bureau of Census

Mandeville is a racially homogeneous community, as over 90% of the City’s population classified themselves as white on the 2000 census (**Exhibit 11**). The percentage of white

persons has changed very little from the 1990 Census to the 2000 Census. Other racial categories also experienced little change in their relative percentage, with the exception of the black category, which, while having grown slightly in number from 1990, has declined from nearly 7% of the population in 1990 to just under 5% in 2000. The same racial pattern can be seen in the Parish, although there is a slightly higher percentage of minorities in the Parish than in the City.

Exhibit 6: Racial Composition

Race/Ethnicity	Mandeville		St. Tammany Parish	
	1990	2000	1990	2000
White	6,486	9,758	126,806	168,607
Black	508	514	15,917	19,620
American Indian, Eskimo, or Aleut	15	72	534	1,744
Asian or Pacific Islander	51	141	755	1,917
Other race	23	97	496	1,888
Native Hawaiian and Other Pacific Islander	N/A	8	N/A	141
Hispanic origin (of any race)	168	255	3,170	4,737

Source: U.S. Bureau of Census

The apparent change (or lack thereof) in the black population can possibly be explained by definitional changes made by the Census Bureau. The 2000 Census added a “more than one race” category (included in “other” in the table below) which enumerates people of multiple racial backgrounds. Also, the wording of the question regarding Hispanic ethnicity changed for 2000 to enable persons to indicate Hispanic ethnicity and a separate racial category. As a result, one could report black and Hispanic as opposed to black or Hispanic.

Employment and Education

As can be seen in **Exhibit 12**, in 2000, of the 8,140 City residents over 16 years of age, two-thirds are in the labor force and just over 97% of those were employed, compared to 95% in 1990. As expected, the workforce has grown similarly to the overall population with an aging trend.

Exhibit 7: Labor Force

Labor Force Status	Mandeville				St. Tammany Parish			
	1990		2000		1990		2000	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Persons 16 years and over	5,065		8,140		104,955		142,988	
In labor force	3,665	72.4%	5,513	67.7%	66,927	63.8%	92,343	64.6%
Civilian labor force	3,630		5,483		66,141		91,565	
Employed	3,444	94.9%	5,327	97.2%	61,735	93.3%	88,044	96.2%
Unemployed	186	5.1%	156	2.8%	4,406	6.7%	3,521	3.8%
Armed Forces	35		30		786		778	
Not in labor force	1,400	27.6%	2,627	32.3%	38,028	36.2%	50,645	35.4%

Source: U.S. Bureau of Census.

Mandeville is primarily a white collar community (**Exhibit 13**) as evidenced by the number of people responding to the 2000 Census describing their occupation as managerial (46.8%), service (14.4%), or sales (27%). Blue collar construction and production occupations made up nearly 12% of the jobs held by residents of the City. In 1987, the City consisted of 70% white collar occupations. Industries (**Exhibit 14**) with a large presence in the City include educational, health and social services (20.9%). Professional, scientific, management, administrative and waste management accounted for 14.8% of jobs in the City while retail trade accounted for 12.4% of jobs by industry in the City. While this mix of occupations corresponds with the predominance of higher education and high income households, it also indicates that there is a limited portion of the workforce to fill local service sector jobs.

Exhibit 8: Occupations

Type of Occupation	Employees	
	Number	Percent
Management, professional, and related occupations	2,492	46.8%
Service occupations	766	14.4%
Sales and office occupations	1,440	27.0%
Farming, fishing, and forestry occupations	0	0.0%
Construction, extraction, and maintenance occupations	334	6.3%
Production, transportation, and material moving occupations	295	5.5%

Source: U.S. Bureau of Census

Exhibit 9: Employment by Industry

Type of Industry	Employees	
	Number	Percent
Agriculture, forestry, fishing and hunting, and mining	135	2.5%
Construction	307	5.8%
Manufacturing	302	5.7%
Wholesale trade	213	4.0%
Retail trade	662	12.4%
Transportation and warehousing, and utilities	232	4.4%
Information	192	3.6%
Finance, insurance, real estate, and rental and leasing	353	6.6%
Professional, scientific, management, administrative, and waste management services	787	14.8%
Educational, health and social services	1,116	20.9%
Arts, entertainment, recreation, accommodation and food services	515	9.7%
Other services (except public administration)	192	3.6%
Public administration	321	6.0%

Source: U.S. Bureau of Census

Exhibit 15 shows that the City has relatively higher educational attainment than the Parish as a whole. Nearly 43% of Mandeville’s adults over age 25 hold a Bachelor or graduate degree, compared to 28.4% for the Parish.

Exhibit 10: Educational Attainment

Educational Attainment	Mandeville			St Tammany Parish		
	1990	2000	2000%	1990	2,000	2000%
Persons 25 years and over	4,403	7,093		89,425	122,959	
Less than 9th grade	223	263	3.7%	7,764	5,855	4.8%
9th to 12th grade, no diploma	285	439	6.2%	12,892	13,980	11.4%
High school graduate	1,078	1,291	18.2%	25,410	32,584	26.5%
Some college, no degree	1,042	1,710	24.1%	19,041	29,852	24.3%
Associate degree	263	359	5.1%	3,689	5,866	4.8%
Bachelor's degree	965	1,952	27.5%	14,067	23,186	18.9%
Graduate or professional degree	547	1,079	15.2%	6,562	11,636	9.5%

Mandeville public school students have consistently scored well in State aptitude tests. The Louisiana Department of Education has awarded all of the four schools a four star performance label out of a maximum of five stars (**Exhibit 16**). The baseline school performance score for each school is a measure of the school’s academic performance, based on achievement tests, attendance, and dropout data. Louisiana schools with a score below 60 are given an Academic Warning or Academically Unacceptable label.

Exhibit 11: 2004 - 2005 School Achievement

School Name	Baseline School Performance Score (2004)	Growth Label (2005)	Performance Label (2005)
Mandeville Elementary School	126.9	Exemplary Academic Growth	Four Stars (★★★★)
Mandeville High School	134.8	Exemplary Academic Growth	Four Stars (★★★★)
Mandeville Junior High School	121.3	No Label Assigned ¹¹	Four Stars (★★★★)
Mandeville Middle School	118.2	Recognized Academic Growth	Four Stars (★★★★)

Source: Louisiana Department of Education, Fall 2005 School Accountability Reports.

In addition, Mandeville is home to four private schools, as shown in **Exhibit 17**. An additional 13 private schools operate in St. Tammany Parish. The Louisiana Department of Education sets standards for the approval of non-public schools, ensuring that these schools meet the standards of the Board of Elementary and Secondary Education.

¹¹ The Louisiana Department of Education does not assign a growth label when a school has a baseline school performance score (SPS) of 100 or greater but does not meet its growth targets in improving the SPS.

Exhibit 12: Private Schools in Mandeville

School Name	Grades Served	2004-05 Student Enrollment	State Status
Cedarwood School	PK -7	184	Approved
Mary, Queen of Peace Catholic School	PK-7	234	Approved
Northshore Options	1-12	48	Approved
Our Lady of the Lake School	PK-7	771	Approved

Source: Louisiana Department of Education.

Housing and Household Income

One of the most basic human needs is shelter. The quantity and quality of housing within a community is directly tied to the economic and physical well being of residents. Different segments of the population place various demands on the housing market. The housing stock should provide a range of housing options that suit the needs of the community.

Average household size has diminished somewhat to 2.46 persons per household in 2000, from 2.67 persons per household in 1990. This decline in household size follows a national trend due to falling mortgage rates and higher home ownership rates.

Exhibit 18 shows the increase in housing units in Mandeville and St. Tammany Parish since 1980. Comparing these tables with population growth indicates that growth in the number of housing units has outpaced population growth. These statistics are further evidence that average household size is on a downward trend. In addition, there are fewer vacant housing units in Mandeville. Single-family residential structures represent the largest segment of housing growth, with the addition of nearly 1,000 single-family structures from 1990 to 2000. Large structures of more than 10 units added over 500 units in 10 years.

Exhibit 13: Housing Unit Comparison

	Mandeville			St. Tammany Parish		
	1980	1990	2000	1980	1990	2000
Total housing units	2,585	3,105	4,669	41,309	57,993	75,398
Occupied housing units	2,063	2,639	4,204	35,691	50,346	69,253
Owner occupied	1,484	1,522	2,536	28,297	38,177	55,719
Renter occupied	579	1,117	1,668	7,394	12,169	13,534
Vacant housing units	470	466	465	4,998	7,647	6,145
For seasonal, recreational, or occasional use	52	57	62	620	1,315	1,191
Units in Structure						
1-unit detached	2,094	1,966	2,803	36,848	41,301	57,216
1-unit attached		123	284		1,412	1,778
2 to 4 units	297	696	623	2,437	3,306	3,566
5 to 9 units	196	188	342	2,024	1,007	1,125
10 or more units		104	655		2,041	2,937
Mobile home, trailer, or other	25	28	0	4,975	8,926	8,776
Median Value	\$ 74,808	\$ 94,500	\$ 156,700	\$ 58,581	\$ 74,900	\$ 123,900
Median Rent	\$ 231	\$ 367	\$ 648	\$ 187	\$ 327	\$ 593

Source: U.S. Bureau of Census

Exhibit 18 also shows that median value of a housing unit climbed 66% between 1990 and 2000 to \$156,700. Median rent also climbed 77%, which may put price pressure on low-income households. The City estimates that median rents are relatively unchanged at \$600 while median home value has jumped dramatically to \$280,000 in the post-Katrina housing market. Median household income also grew between 1990 and 2000, as shown in **Exhibit 19**. The City estimates that median household income has increased approximately 15 percent in the wake of Hurricane Katrina.

Exhibit 14: Median Household Income

	Mandeville			St. Tammany Parish		
	1990	2000	2005 (Estimate)	1990	2000	2005 (Estimate)
Median household income (dollars)	\$33,224	\$52,500	\$60,003	\$30,656	\$47,883	\$55,256
Percent Change	-	58.0%	14.3%	-	56.2%	15.4%

Source: U.S. Census Bureau; 2005 estimates from St. Tammany Parish EDF.

With the values of housing units increasing more rapidly than incomes, housing affordability has become an increasingly important issue. The Department of Housing and Urban Development uses a threshold of 30 percent of household income to determine when housing costs are burdensome. The 30 percent threshold allows for quick calculations of affordability. **Exhibit 20** shows monthly housing budgets set at 30 percent of household income to provide a comparison to median gross rent. In 2000, only very low income households would have had a hard time meeting the median rent. These figures do not show the availability of housing types and prices to meet household needs; however, they

can provide a benchmark for measuring affordability as housing costs increase. Anecdotally, rents and housing costs have soared in the wake of Hurricane Katrina. While wages also have risen in many sectors, maintaining housing affordability for all sectors of the work force appears to be an increasing challenge.

Exhibit 20: Income and Housing Costs*

Year		Median Income	Moderate Income (80% of Median)	Low Income (50% of Median)	Very Low Income (30% of Median)	Median Rent	Monthly Owner Costs for Mortgaged Homes
2000	Household Income	\$52,500	\$42,000	\$26,250	\$15,750	\$648	\$1,224
	Monthly Housing Budget	\$1,313	\$1,050	\$656	\$394		
2005	Household Income	\$60,003	\$48,002	\$30,002	\$18,001	-	-
	Monthly Housing Budget	\$1,500	\$1,200	\$750	\$450		

* Rents and home prices shown in these tables have reportedly risen significantly since Hurricane Katrina hit the Gulf Coast in August of 2005. Data in table 19 should be updated to reflect the resulting changes in housing affordability.

Source: U.S. Bureau of Census.

Housing growth in the City surpassed that of the Parish according to the latest Census. Growth of housing units in the Parish slowed from a 40.4 percent growth rate during the 1980s to a 30 percent growth rate in the 1990s, while housing growth in Mandeville accelerated from a rate of 20 percent in the 1980s to 50 percent in the 1990s (see **Exhibit 21**). While both the Parish and the City experienced slowed growth in rental housing and increased growth in owner-occupied housing during the 1990s as compared to the 1980s, the City’s growth in owner-occupied housing was particularly strong, moving from a 2.6 percent increase in the 1980s to a 66.6 percent increase in the 1990s. The decline in the number of vacant units reflects the dramatic improvement in the economy since 1990. The decrease in the percentage of seasonal and recreational homes reflects the long term trend towards a more permanent population on the north shore of Lake Pontchartrain. The City estimates that 164 housing units were lost to Hurricane Katrina.

Exhibit 15: Percent Change in Housing Units

	Mandeville		St. Tammany Parish	
	80 – 90	90 – 00	80 – 90	90 – 00
Total housing units	20.1%	50.4%	40.4%	30.0%
Occupied housing units	27.9%	59.3%	41.1%	37.6%
Owner occupied	2.6%	66.6%	34.9%	45.9%
Renter occupied	92.9%	49.3%	64.6%	11.2%
Vacant housing units	-1.0%	-0.2%	53.0%	-19.6%
For seasonal, recreational, or occasional use	10.3%	8.8%	112.2%	-9.4%

Source: U.S. Census Bureau

Housing characteristics differ slightly between the City and the larger Planning area. **Exhibit 22** shows that the Planning Area has a higher percentage of owner-occupied housing units and a lower percentage of renter-occupied housing units than the City.

Exhibit 16: City and Planning area Housing Units, 2000

	Mandeville		Planning Area	
Total housing units	4,669		16,031	
Owner-occupied housing units	2,536	54.32%	11,982	74.74%
Renter-occupied housing units	1,668	35.72%	2,905	18.12%
Vacant housing units	465	9.96%	1,144	7.14%
For seasonal, recreational, or occasional use	62	1.33%	-	-

Source: U.S. Census Bureau

Well over half of the City's housing stock is 25 or fewer years old, a figure that is similar to that for St. Tammany Parish, as shown in **Exhibit 23**.

Exhibit 17: Age of Housing Stock

Year Structure Built	Mandeville		St. Tammany Parish	
1999 to March 2000	339	7.2%	3,287	4.4%
1995 to 1998	555	11.8%	11,173	14.8%
1990 to 1994	429	9.1%	9,374	12.4%
1980 to 1989	1,397	29.7%	20,835	27.6%
1970 to 1979	980	20.8%	15,601	20.7%
1960 to 1969	358	7.6%	7,401	9.8%
1940 to 1959	260	5.5%	4,806	6.4%
1939 or earlier	389	8.3%	2,921	3.9%
	4,707		75,398	

Source: U.S. Census Bureau

Retail Sales

Sales tax revenues are projected to comprise 44.7 percent of the City's total revenues in 2006 (ad valorem taxes comprised only 9.7 percent of the budget). After adjusting the budget to exclude fees from revenue funds (e.g. water, sewer, garbage) and fund balances shifted forward from previous years, sales taxes comprise two-thirds of general fund revenues. The City's reliance on sales tax revenues helped motivate the Parish and City to reach agreement on the sharing of sales taxes in potential growth areas.

Tamerica Management Company prepared an economic base analysis of St. Tammany Parish in 2003. The retail sales analysis for the Parish found that retail sales grew 47 percent since 1997, a growth rate that surpassed both New Orleans and Louisiana as a whole. However, retail sales per capita still lagged behind nearby parishes and the State, as shown in **Exhibit 24**.

Exhibit 18: 2001 Sales Tax Per Capita

Geographic Unit	Sales Tax
St. Tammany Parish	\$ 4,586
Orleans Parish	\$ 5,959
St. Charles Parish	\$ 6,378
Ascension Parish	\$ 11,610
Jefferson Parish	\$ 16,783
Louisiana State	\$ 10,571

Source: Tamerica Management Company, Economic Base Analysis for St. Tammany Parish, January, 2003.

The economic base analysis also examined the ways in which distribution of sales tax by categories differed in St. Tammany Parish as opposed to Louisiana and the United States. St. Tammany Parish had a lower proportion of retail sales in motor vehicles than both Louisiana and the U.S. but had a larger proportion of retail sales in general merchandise, health care, gasoline, and food and beverage.

St. Tammany Parish is home to many commuters who travel to other parishes for work. Tamerica’s analysis of the Parish economy found a very strong correlation between the Parish’s tax base and income growth in other parishes. Because of this strong correlation, St. Tammany’s ability to finance public facilities and services depends on economic success in Jefferson and Orleans Parishes. The development of a stronger St. Tammany employment base could reduce this dependency.

INFRASTRUCTURE AND SERVICES

Overview

Community facilities make a statement about the community's vision and standards. This section examines the key elements of community facilities, including the transportation system, utility systems, drainage, parks, and public safety. The City, through its appointed and elected officials, determines the acceptable service levels necessary to achieve and maintain the desired "quality of life".

Transportation

The transportation system affects the quality of life for most residents on a daily basis. The City of Mandeville’s location at the northern end of the Lake Pontchartrain Causeway makes the City a key gateway to St. Tammany Parish. This location has created opportunities and constraints. Proximity to the causeway has generated significant commercial opportunity, as businesses capitalize on pass-through traffic. The proximity of the lake and causeway also contribute to the City’s attractiveness for residential development. Conversely the high volumes of traffic moving through the City result in traffic congestion along state highways and the need for wide expanses of pavement that divide neighborhoods.

Street System. Map 3 illustrates the functional classification streets within the planning area. Streets are classified based on the volume of traffic and their functions as follows:

- **Primary Roads:** these provide the primary arterials for moving high volumes of traffic between communities at relatively high rates of speed (e.g., U.S. Hwy 190 and LA. Hwy 22).
- **Secondary Roads, including:**
 - minor arterials, which provide continuous routes for inter and intra-city travel of moderate to high volumes of traffic at moderate to high speeds (e.g., East Causeway Approach and West Causeway Approach); and
 - collector streets, which move moderate volumes of traffic at low to moderate speeds from the local street system to the primary road system (e.g., Monroe and Girod Streets).
- **Local Streets:** these roads are intended to provide access from primary and secondary roads to individual properties. They are designed to move low volumes of traffic at low speeds.

As mentioned above, the network of streets throughout Mandeville creates some opportunities and challenges. U.S 190, LA 22, East Causeway Approach and West Causeway Approach carry high volumes of traffic that support a broad array of businesses catering to the City's residents and visitors. These high volumes of traffic generate congestion that makes it difficult to travel along, access or cross these roadways. Congestion on these roadways is particularly problematic in recently developed areas of the City (e.g., along West Causeway Approach), where there is poor connectivity between side streets. This lack of connectivity forces all trips onto the highway, which exacerbates traffic congestion.

In January of 2005, Krebs, LaSalle & LeMieux Consultants completed a study of traffic on Old Mandeville. This study concluded that, with the exception of difficulties accessing U.S. 190 and East Causeway Approach, traffic circulation in this part of the City functions at a high level of service (e.g., low traffic congestion). The study did not quantify the amount of additional traffic that could be accommodated from infill or redevelopment of Old Mandeville. This is of particular concern in relation to the redevelopment of the Pre-Stressed Concrete site, which currently is limited to access from Monroe Street.

Meyer Engineering is studying road improvement needs for the portions of the planning area designated as Annexation Areas 1 and 2 (see **Map 1**) in the Sales Tax Agreement between the City and Parish. This study will identify needed roadway improvements that the City will face as these are developed and annexed. Preliminary findings from the study indicate that:

- The overall condition of streets in the annexation areas is “average (good) to above average.”
- Annexation area 2 includes 3,500 linear feet of stone/aggregate surfaced streets and 700 linear feet of unpaved streets that will need to be improved if annexed.

Bike/Pedestrian Facilities. Since the completion of the Mandeville Bicycle Route Master Plan in 1993, the City has aggressively sought to remedy the historic lack of bicycle and pedestrian facilities. Narrow rights of way and pavement widths preclude the establishment of bicycle lanes along most streets. This limits the City to the designation of bicycle routes along local streets, the creation of separate bike trails (such as the Tammany Trace), and

efforts to educate drivers and bicyclists about safely sharing roadways. The City and State have increased the availability of sidewalks along primary and secondary roads in recent years, including sidewalks along Girod and Monroe Streets. Additional sidewalks should continue to be constructed as the State improves its routes and as swales along local and collector streets are replaced with curb and gutter cross-sections. Additionally, the City should explore opportunities to provide bike/pedestrian connections between poorly connected subdivisions.



Drainage swales preclude the installation of sidewalks or bike lanes along some streets.

Water and Sewer Utilities

The City of Mandeville provides water and sewer service throughout the city limits. The City's innovative wastewater treatment plant biologically treats wastes and discharges treated effluent into a wetlands area that ultimately drains into Bayou Chinchuba and Lake Pontchartrain. Services in the balance of the study area are provided through a combination of utility districts, private wells and septic systems. Meyer Engineering is assessing existing water and sewer facilities as part of the previously mentioned study of infrastructure needs throughout the city and in its designated annexation areas.

Preliminary findings of this study indicate that:

- Many of the private septic systems are failing,
- Sewage treatment facilities will be unlikely to meet increasingly stringent effluent discharge standards. These problems may be addressed through a wastewater consolidation program currently being evaluated by the Parish.
- Aging wastewater systems are likely to suffer from high rates of inflow and infiltration.
- Approximately \$6 million in capital improvements are needed to meet fire protection and potable water demands, including two new wells and a 750,000 gallon elevated water storage tank.
- The City should reevaluate its impact fees for new connections to the City's system.

Drainage Facilities

Stormwater runoff from the undeveloped northern portions of the planning area must be conveyed through the City to Lake Pontchartrain. St. Tammany Parish is conducting a regional drainage study that encompasses the four basins in the planning area. Preliminary results of the annexation area study being conducted by Meyer Engineering for the City indicate that:

- Much of the runoff from the area north of U.S. Hwy. 190 is carried to Lake Pontchartrain or one of the four major natural waterways (Bayou Chinchuba, Bayou Castain, Little Bayou Castain and Ravine aux Couquilles) through ditches and other conveyances along city streets.

- Upstream development will continue to increase drainage problems through the City.
- In addition to improvements to conveyances through the City, regional detention basins will be needed to manage increased runoff from upstream development.
- Funding for drainage improvements should be sought from a variety of sources.

Parks

Mandeville is surrounded by an abundance of parks and open spaces, including parks owned and operated by the City, Parish, and State, and a wildlife management area.

City parks facilities include neighborhood parks, playgrounds, community parks, and trails. Neighborhood playgrounds include:

- Lamarque Street Playground;
- Lafayette Street Playground; and
- Jackson Avenue Playground.

Sunset Point Park, operated by the City and leased from the State, offers space for fishing and picnicking. It includes a fishing pier and was renovated in 2005.

In addition to these parks, the City maintains a Community Center, a 6,000 square foot facility in the former Post Office. The Community Center contains a lounge, an exercise room, and meeting space that is used by senior clubs and other activities.

The Mandeville Trailhead Cultural and Interpretive Center provides space for special events and offers educational and environmental opportunities, including a Community Market every Saturday. The Trailhead building and grounds are maintained by the City, which also oversees programming and operations. The Trailhead is located along the Tammany Trace, a rail-to-trail conversion that connects several St. Tammany cities, including Mandeville.

The City’s level of service for parks includes the acreage of parks and square footage of other facilities, as shown in **Exhibit 25**.

Exhibit 19: Parks Levels of Service

Item	Existing Units	Existing Level of Service
Parks	33.3 acres	3.17 acres per 1,000 residents
Trails	10 miles	0.95 miles per 1,000 residents
Facilities	7,856 sq. ft.	748.98 sq.ft. per 1,000 residents

Source: Planning Works calculation.

The greater Mandeville area is also served by Recreation District #1, a separate taxing entity that owns and operates Pelican Park and the Castain Center, a 46,000 square foot multi-purpose building. Recreation District #1 was created by St. Tammany Parish but operates separately with a seven member governing board. Pelican Park covers 230 acres with 12

soccer and football fields, 10 baseball and softball fields, and 2 gyms with 9 indoor basketball and volleyball courts. The Recreation District offers organized sports leagues for children and adults.

Adjacent to Mandeville is the Fontainebleau State Park, a 2,800 acre park that includes campsites, a swimming pool with a bathhouse, beaches, open spaces, and the ruins of a plantation sugar mill. The mill was built in 1829 by Bernard de Marigny de Mandeville, the founder of the City. The Tammany Trace trail runs through the park.

Pelican Park attracts approximately 10,000 visitors every weekend, with an annual average of over 1 million, and is currently undergoing a \$6 million expansion. Phase III, which expects to have a build-out in August 2007, includes plans to build complexes and infrastructure for three additional baseball and softball game fields, two soccer and football game fields and a skate board park.

Police

The Mandeville Police Department provides community-oriented policing services, including: patrol, detectives, DARE and School Resource Officer programs, and other community-based initiatives. Police operations are funded by the City, but the Department's budget is supplemented by state and federal grants. The Police Department operates five divisions – Investigations, Patrol, Communications, Support Services, and Records.

The number of incidents handled by the Department has increased over 18 percent since 2000. **Exhibit 26** summarizes the number of incidents handled by the City over that time period.

Exhibit 20: Yearly Activity, 2000-2004

Calls for Service	2000	2001	2002	2003	2004
Felony Arrests	156	213	180	223	279
Misdemeanor Arrests	816	751	777	1,021	1,088
Traffic Accidents	774	1,003	1,041	1,127	1,135
Citations	2,714	2,589	3,292	3,052	3,082
Driving While Intoxicated	106	88	88	140	136
Alarms	1,568	1,621	1,859	1,983	1,810
Total Cases	8,373	8,196	8,752	9,099	9,885

Source: Mandeville Police Department, 2004 Statistical Report.

The Police Department currently employs 35 sworn officers and 15 non-commissioned officers. The Department's operations are headquartered at the Mandeville Police Complex with an additional station on Jefferson Street. As the department continues to grow and handle increasing calls for service, facilities space needs will also grow. The Department has identified an existing need for office space for investigators and anticipates future needs for additional space for patrol officers, interview rooms, and restrooms.

Equipment needs are particularly important with regard to patrol cars. Patrol cars are one of the most expensive pieces of equipment owned by the Department and they experience extreme stress from normal use. The Department currently owns 51 total vehicles, including

22 patrol cars and 5 special operations vehicles. Other capital equipment used by the Department includes communications equipment, including 40 radios.

Levels of service (LOS) provided by the Department are shown in **Exhibit 27**. The LOS is based on the U.S. Census Bureau’s estimated 2003 City population of 11,476.

Exhibit 21: Police Levels of Service

Item	Existing Units	Level of Service
Personnel	50 persons	4.77 officers/capita
Building Space	7,000 square feet	667.37 sq.ft./capita
Calls for Service	9,885 calls	197.7 calls/officer

Source: Planning Works calculation.

Fire

St. Tammany Parish Fire Protection District #4 provides fire protection, emergency medical services and technical rescue services to the City of Mandeville and the planning area. The Fire Protection District is not a part of the City government; it is a separate entity with its own governing board. The District coordinates its services with the 13 other Districts serving St. Tammany Parish. In 2004, the District responded to 3,714 total calls for service, an increase of nearly 140 percent over the past decade. A majority of calls are for emergency medical services (see **Exhibit 28**).

Exhibit 22: Yearly Activity, 1994 & 2004

Calls for Service	2004	1994	Percent Change
Fires	229	203	12.8%
Overpressure, Ruptures	15	7	114.3%
Emergency Medical	2,591	601	331.1%
Rescues	37	104	-64.4%
Hazardous Conditions	130	129	0.8%
Service Calls	191	199	-4.5%
Good Intent Calls	239	181	32.0%
System Malfunctions	169	89	89.9%
False Calls	94	36	161.1%
Natural Disaster & Other	19	0	-
Total Responses	3,714	1,549	139.8%

Source: St. Tammany Parish Fire Protection District #4.

The Fire Protection District has a total of 87 fire combat personnel and 4 administrative staff. These personnel operate from four existing fire stations, as shown in **Map 10**. The District’s administrative offices are located in the central station on Girod Street. The District also has a training facility.

LAND USE & GROWTH TRENDS

All of the conditions previously described influence the ways that land is used. Environmental conditions determine which areas are capable of supporting development activity. Socio-economic conditions determine what type of development is necessary and can be supported by the market. Physical conditions and community facilities support development by providing essential services and facilities. **Map 11** shows the existing land uses in the planning area.

Residential uses are the primary land use in the City. Residential uses in Mandeville are predominately low-density, with some isolated pockets of duplexes and multi-family residential uses throughout the Old Mandeville area and near Highway 22.

Non-residential uses in Mandeville are concentrated along the major transportation corridors of Highways 22 and 190, East Causeway Approach, North Causeway Approach and West Causeway Approach. Many of these commercial uses are highway oriented in nature, with neighborhood commercial concentrated in the southeast portion of the City along Highway 190. Office uses are interspersed in these areas.

Old Mandeville provides much of the unique character of the City. This area is characterized by a mix of uses, with residential parcels side-by-side with commercial uses such as restaurants and offices. Building on the increased development around the Mandeville Trailhead and the streetscape investments along Girod Street, there will be increased pressure for expanded commercial development that must be balanced with retention of vital residential neighborhoods. This issue will be particularly important along Lakeshore Drive, where high property values will continue to increase pressures to expand the areas subject to B-3 zoning.

The land use patterns of Mandeville continue into St. Tammany Parish. Most non-residential uses in the Parish are concentrated along major transportation corridors, with large areas of residential uses filling in the area between corridors.

Exhibit 29 shows the number of acres used in various land uses in Mandeville and **Exhibit 30** shows land use by acres in the planning area outside the City boundaries. While the land use categories for each area are slightly different, some comparisons may be made. As the tables show, residential uses are the predominately type of use in both the City and the surrounding Planning area. The City is largely built-out, as only 5 percent of land is vacant, while the surrounding Planning area offers over 8,500 acres of vacant land.

Exhibit 23: Existing Land Uses, Mandeville

Land Use	Acres	Percentage
Single Family Residential	2,523.5	67.9%
Duplex	25.8	1.5%
Multi-Family Residential	54.2	0.7%
Office Residential	93.5	0.3%
Neighborhood Business	75.1	2.5%
Central Business	101.8	2.0%
Highway Business	309.9	8.3%
PUD	9.7	2.6%
Institutional	108.1	2.9%
Industrial	96.2	2.7%
Open Space	130.9	3.5%
Vacant	190.4	5.1%
Total	3,719.1	100.0%

Source: St. Tammany Parish Tax Assessor.

Exhibit 30: Existing Land Uses, Planning Area

Land Use	Acres	Percentage
Agriculture	2.5	0.0%
Single Family Residential	9,762.8	41.0%
Multi-family Residential	52.8	0.2%
Neighborhood Business	219.3	0.9%
Commercial	260.1	1.1%
Institutional	395.3	1.7%
Industrial	25.9	0.1%
Landfill	101.4	0.4%
Open Space	4,400.7	18.5%
Vacant	8,589.3	36.1%
Total	23,810.2	100.0%

Source: St. Tammany Parish Planning Department.

Exhibits 31 and 30 show the zoning categories into which land has been divided in the City and Planning Area. Zoning in the Planning Area is the responsibility of St. Tammany Parish.

Exhibit 24: Existing Zoning Acreage, Mandeville

Land Use	Acres	Percentage
Single Family Residential	2,352.2	63.2%
Small Lot Residential	63.6	1.7%
Two-Family Residential	25.8	0.7%
Multi-Family Residential	54.0	1.5%
Neighborhood Commercial	79.3	2.1%
Highway Business	313.2	8.4%
Old Mandeville Business	98.5	2.6%
Town Center	5.0	0.1%
Office/Residential	93.5	2.5%
Planned Marina	50.8	1.4%
Institutional	108.1	2.9%
Planned District	248.2	6.7%
Industrial	96.2	2.6%
Open Space	130.9	3.5%
Total	3,719.1	100.0%

Source: St. Tammany Parish Tax Assessor.

Exhibit 25: Existing Zoning, Planning Area

Zoning District	Acres	Percentage
Suburban Agricultural	7,937.6	36.0%
Large-lot Residential	2,226.1	10.1%
Single-Family Residential	4,927.1	22.4%
Two-Family Residential	36.2	0.2%
Multi-Family Residential	631.0	2.9%
Offices	57.2	0.3%
Neighborhood Commercial	101.8	0.5%
Highway Commercial	766.5	3.5%
Planned Commercial Center	28.0	0.1%
Institutional	348.7	1.6%
Light Industrial	3.5	0.0%
Intermediate Industrial	231.5	1.1%
PUD	213.8	1.0%
Recreational/Conservation	4,513.4	20.5%
Total	22,022.4	100.0%

Source: St. Tammany Parish Planning Department.

Building Permits

This Census provides construction statistics by City on new privately-owned residential housing units authorized by building permits. Information provided includes number of buildings, units, and construction cost for monthly new privately-owned residential building permits, updated monthly. This information is the primary factor of annual population estimates generated by the Census. The number of building permits reported from April, 2000 to June, 2006 is shown in **Exhibit 32**.

Exhibit 26: Building Permits Reported April 2000 – June 2006

Housing Type	Structures	Units	Construction Cost
Single Family	469	469	\$ 104,041,001
Two Family	18	36	\$ 2,640,000
Three and Four Family	17	56	\$ 5,477,973
Five or More Family	29	279	\$ 15,600,836
Total	533	840	\$ 127,759,810

Source: U.S. Census Bureau.

The majority of permits for new housing were issued in 2000 and 2001, as indicated in **Exhibit 33**. Since 2000, new construction has added over \$127 million to the local economy. This data does not include areas outside the city and within the Planning Area.

Exhibit 27: Number of Building Permits Issued by Year

Year	Units	Construction Cost
2000	164	\$ 14,912,979
2001	239	\$ 22,315,376
2002	72	\$ 16,628,001
2003	95	\$ 19,139,916
2004	97	\$ 19,395,085
2005	81	\$ 15,677,522
Total	667	\$ 92,391,357

Source: U.S. Census Bureau.

The City did not issue any permits for new housing construction in the immediate aftermath of Hurricane Katrina, but new construction began again in January 2006, as shown in **Exhibit 34**.

Exhibit 28: Building Permits Issued, 2006

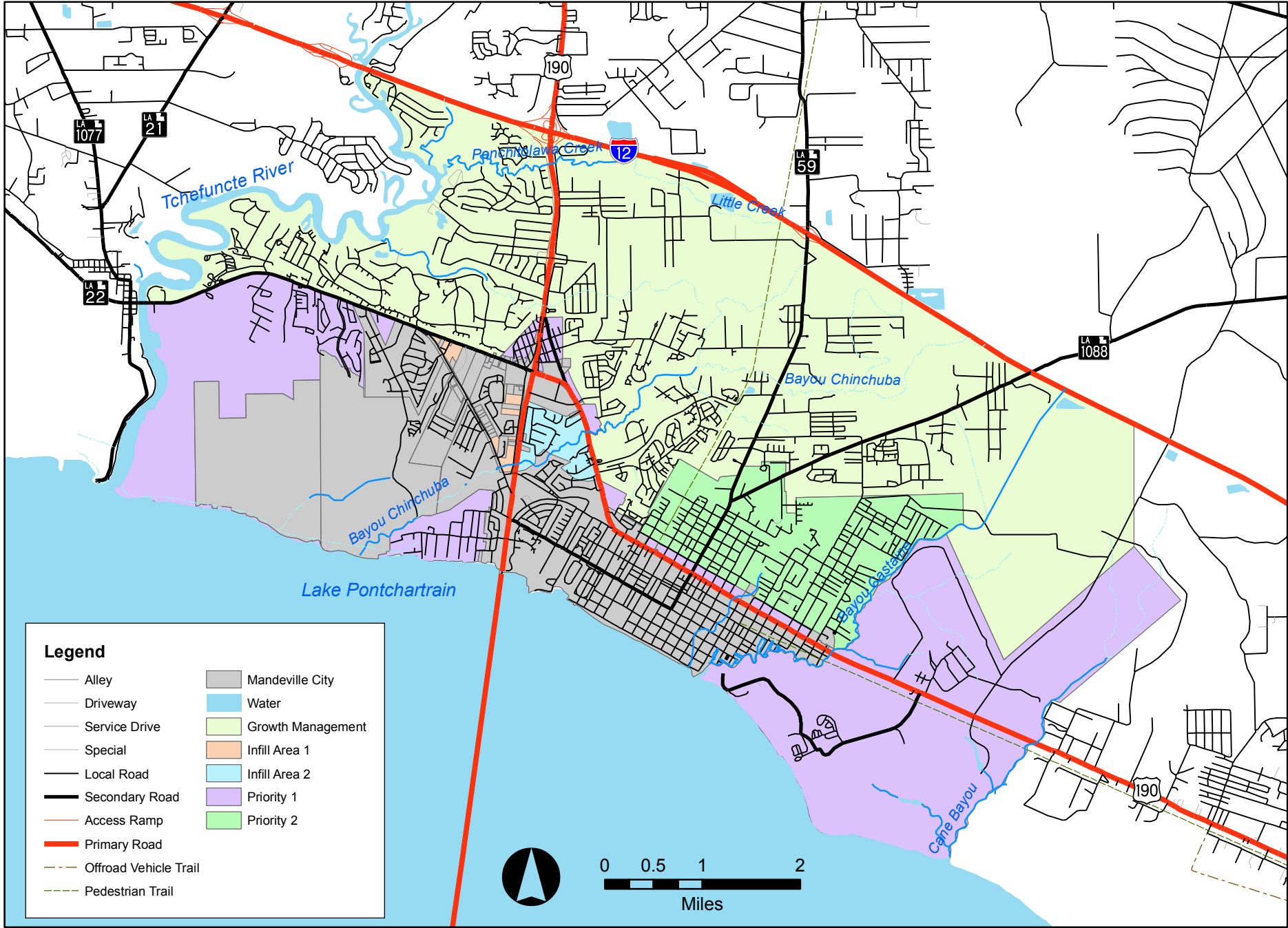
Month	January	February	March	April	May	June
Single-family Units	2	9	8	9	15	17
Duplex Units	-	-	-	-	-	8
Units in 3+ Unit Buildings	-	-	-	-	17	0
Total Housing Units	2	9	8	9	32	25

Source: State of the Cities Data System, HUD.

Population Projection

The St. Tammany Parish Economic Development Group has projected a 2009 population for the City. They foresee a slight slowdown in population growth rate, from the current 3.04% rate to 2.63%. They project the 2009 population at 13,414.

Map 1 - Planning Area

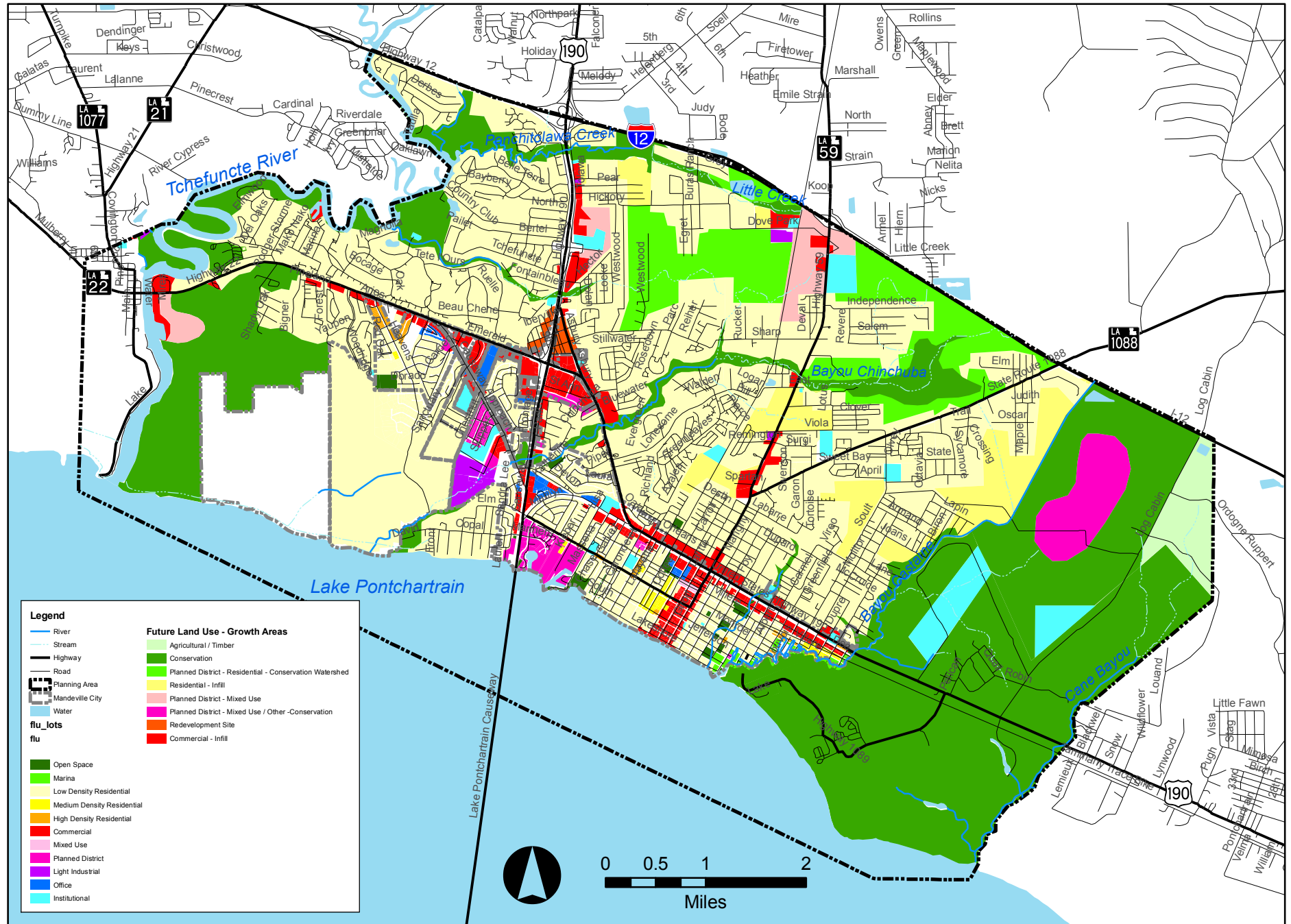


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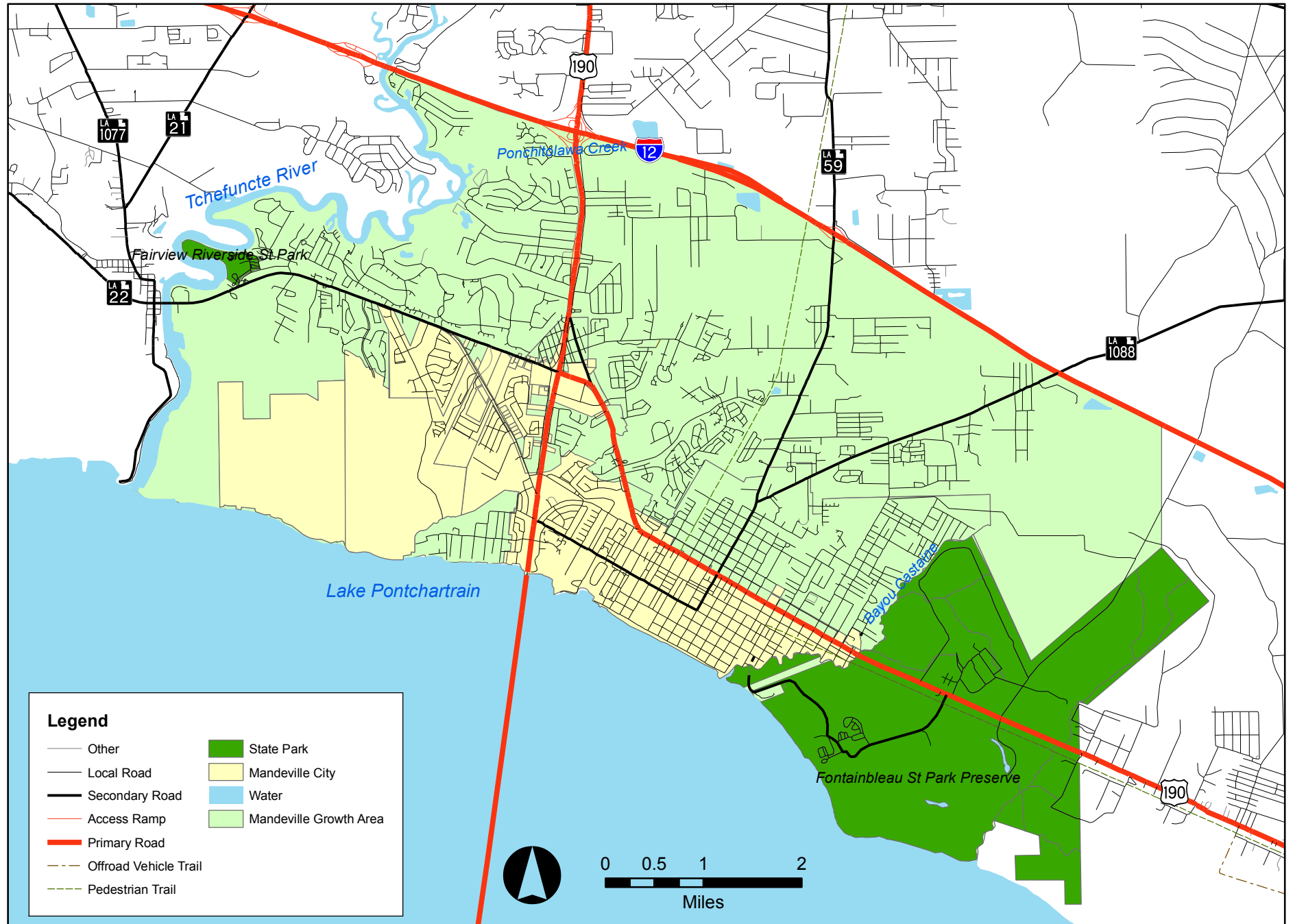
- Alley
- Driveway
- Service Drive
- Special
- Local Road
- Secondary Road
- Access Ramp
- Primary Road
- Offroad Vehicle Trail
- Pedestrian Trail
- Mandeville City
- Water
- Growth Management
- Infill Area 1
- Infill Area 2
- Priority 1
- Priority 2



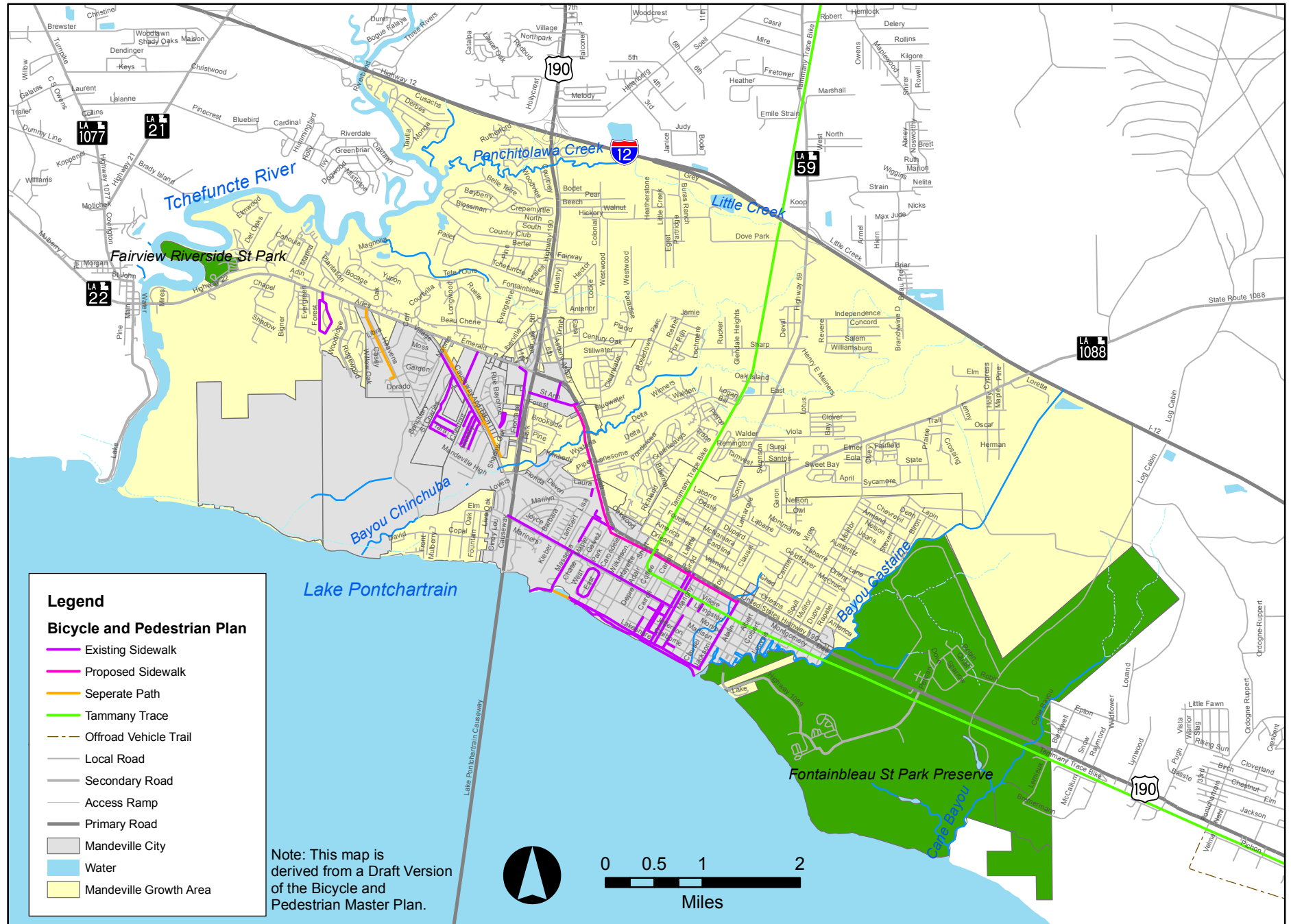
Map 2 - Future Land Use



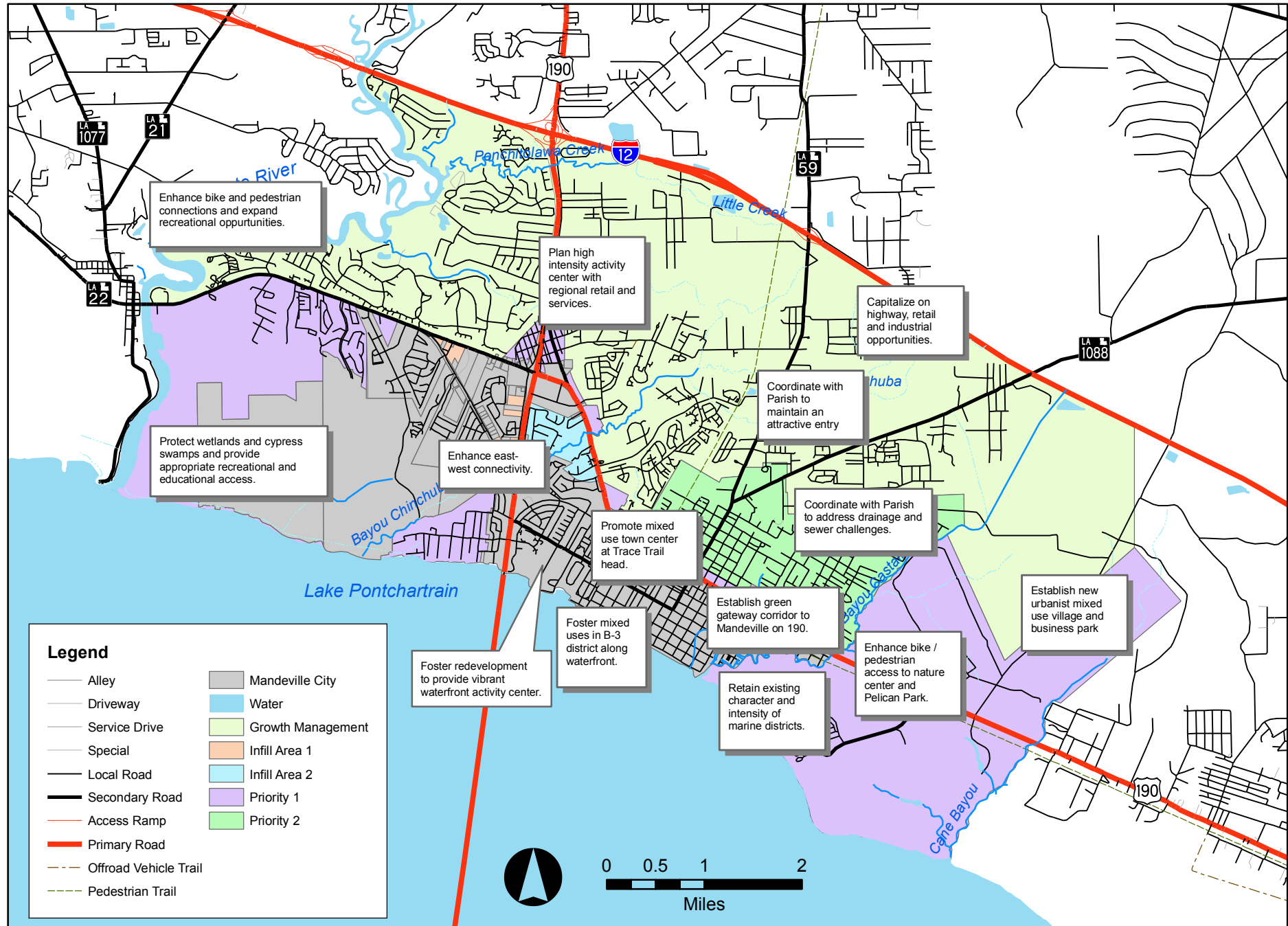
Map 3 - Functional Street Classification



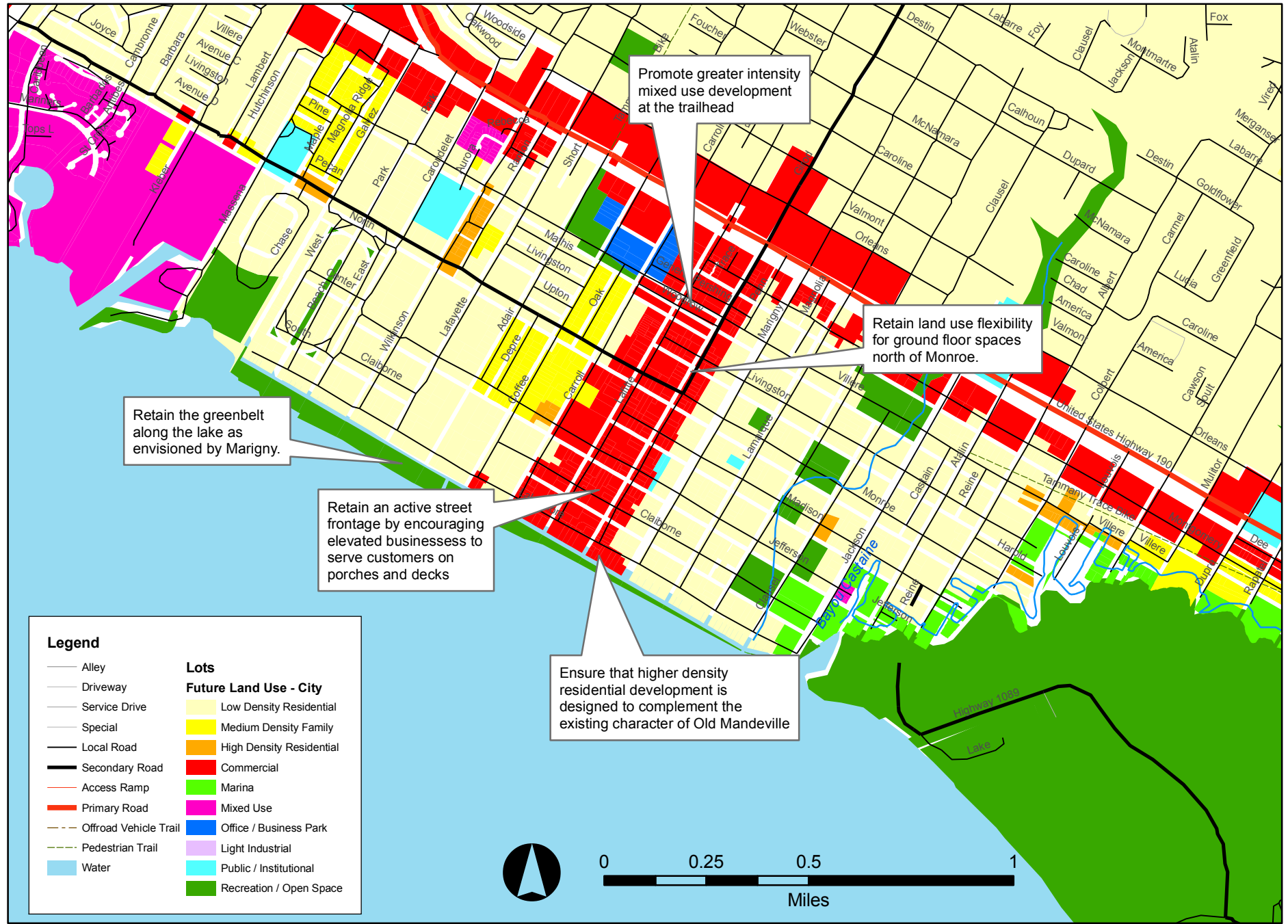
Map 4 - Bicycle and Pedestrian Master Plan



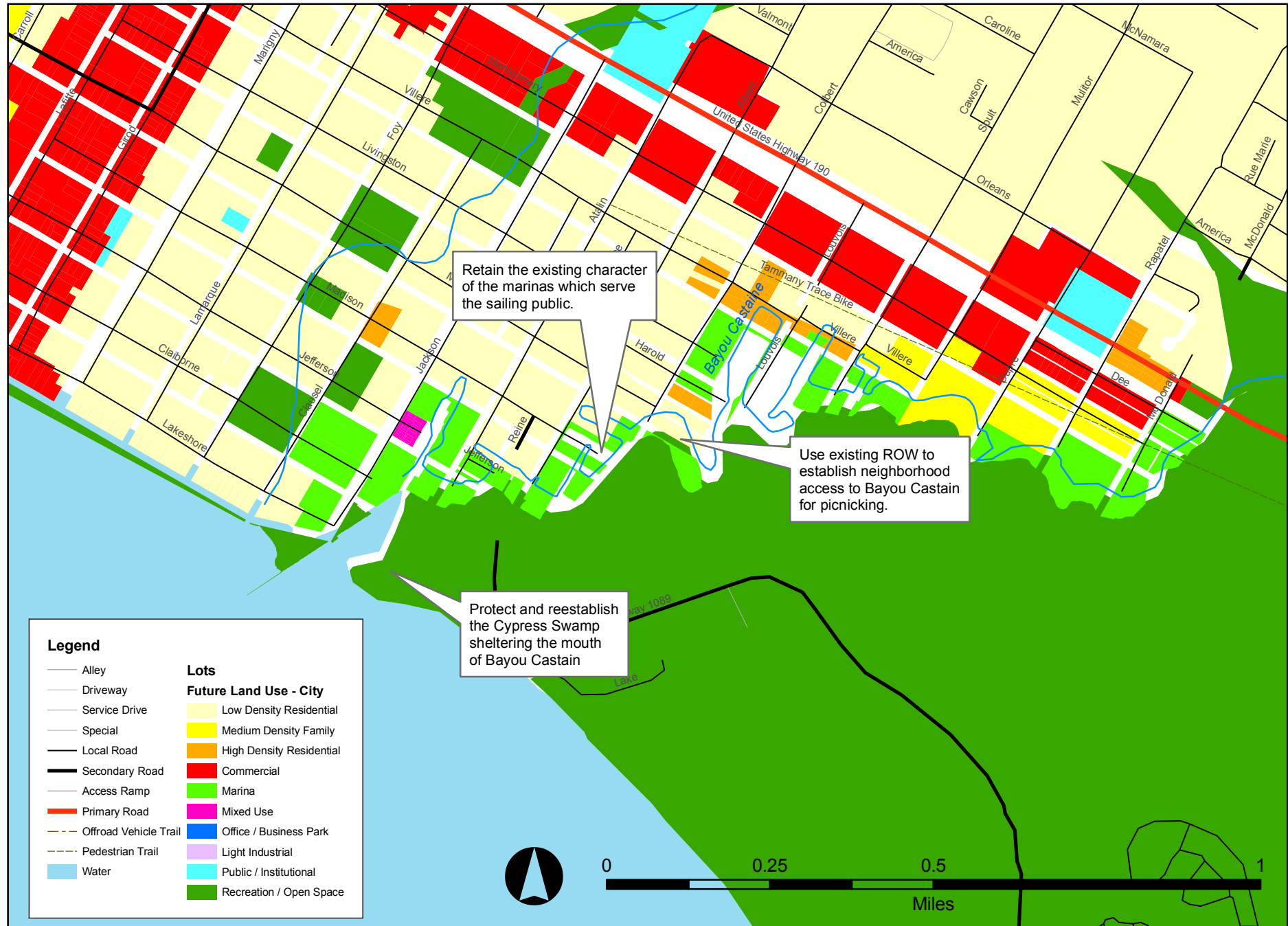
Map 5 - City Wide Issues



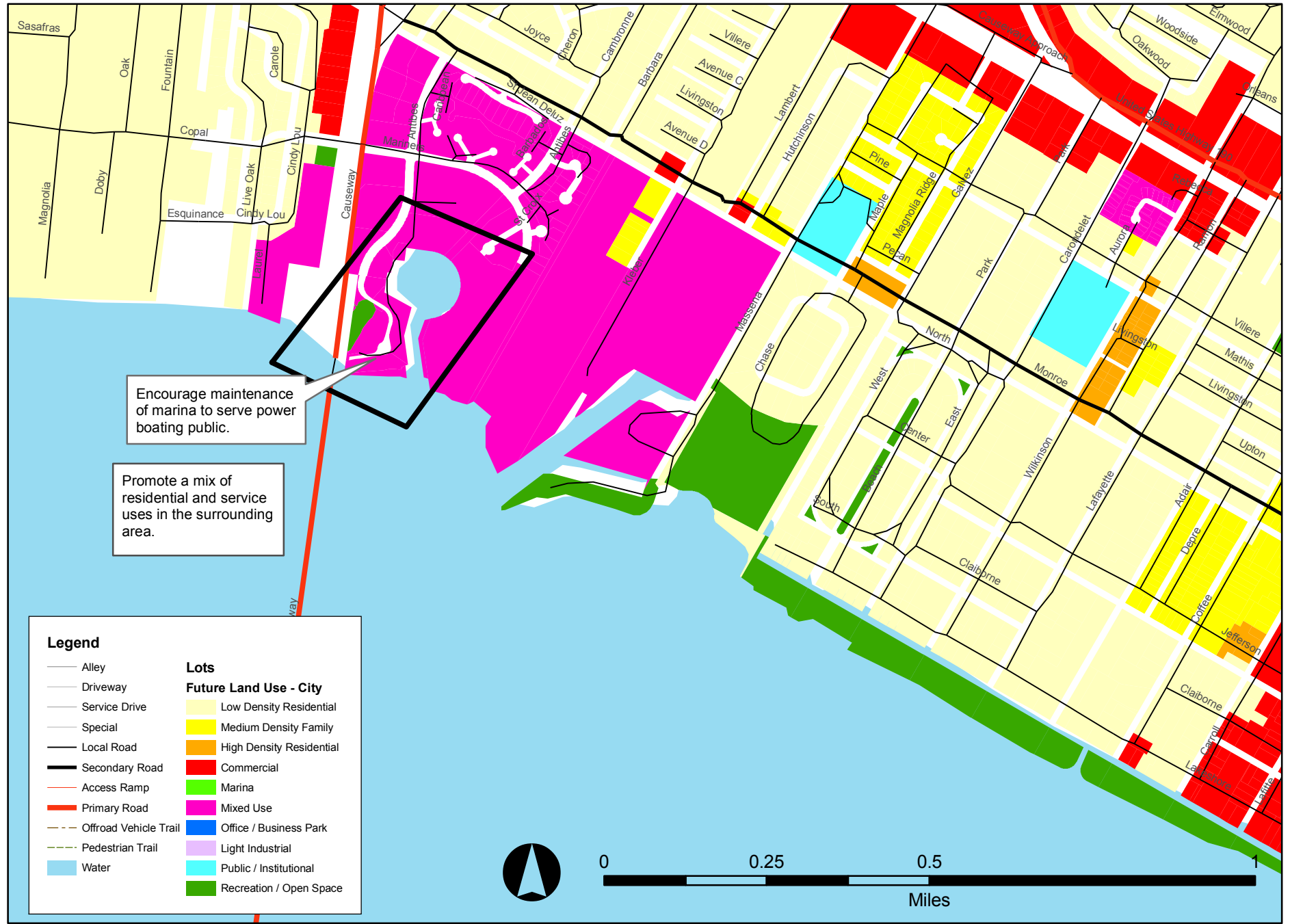
Map 5a - Old Mandeville Issues



Map 5b - East Marinas Issues



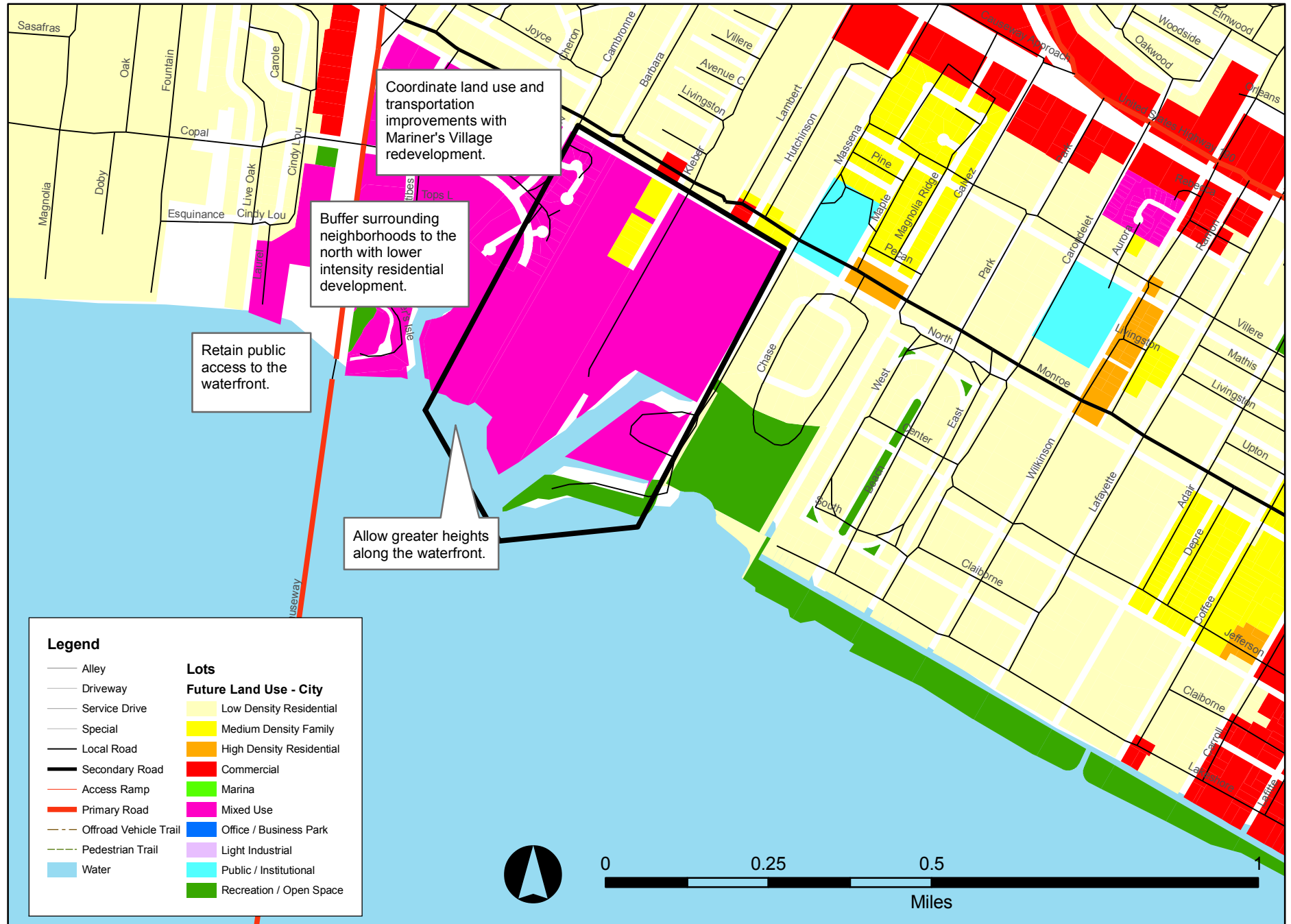
Map 5c - West Marina Issues



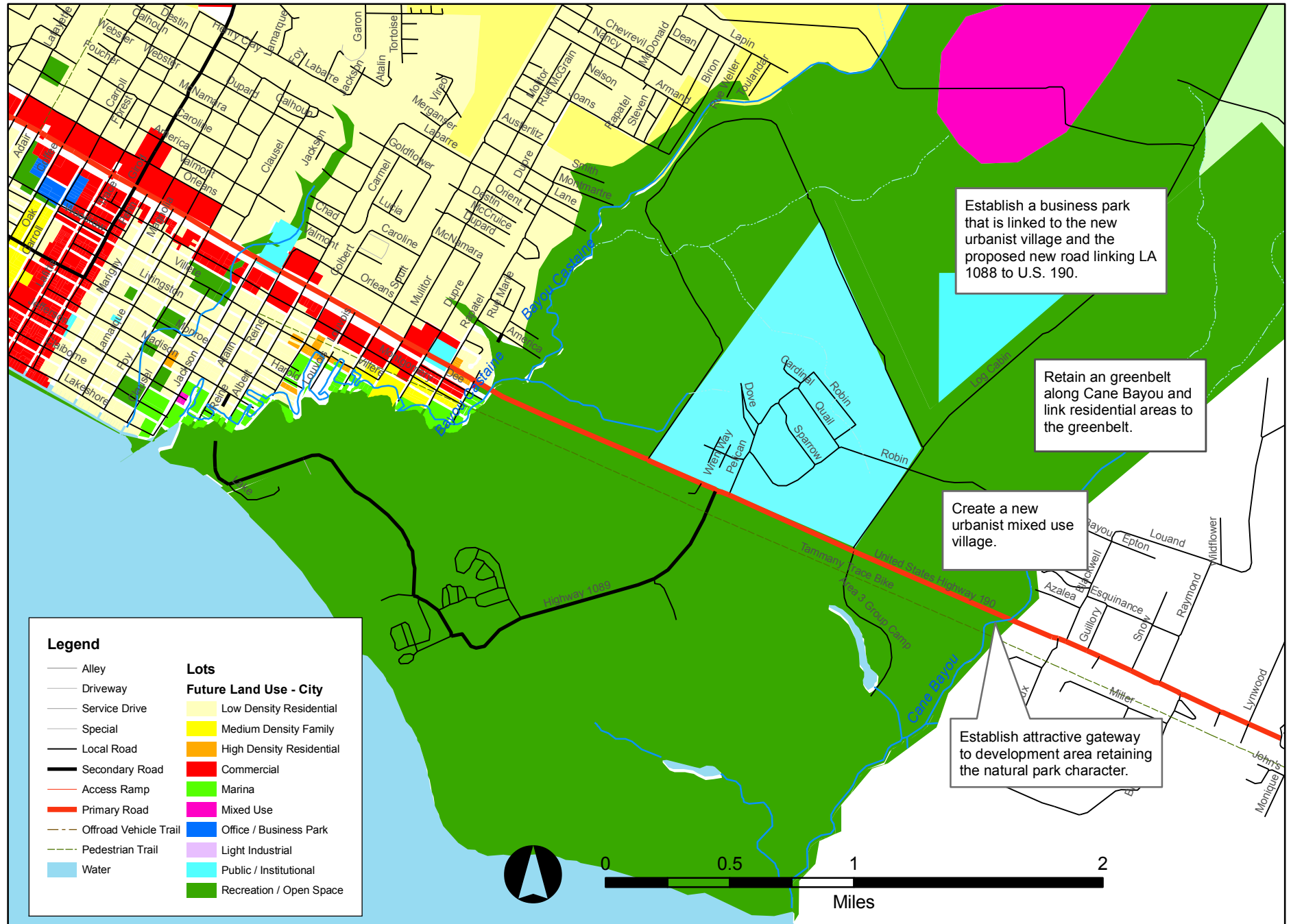
Legend

— Alley	Lots
— Driveway	Future Land Use - City
— Service Drive	Low Density Residential
— Special	Medium Density Family
— Local Road	High Density Residential
— Secondary Road	Commercial
— Access Ramp	Marina
— Primary Road	Mixed Use
— Offroad Vehicle Trail	Office / Business Park
— Pedestrian Trail	Light Industrial
Water	Public / Institutional
	Recreation / Open Space

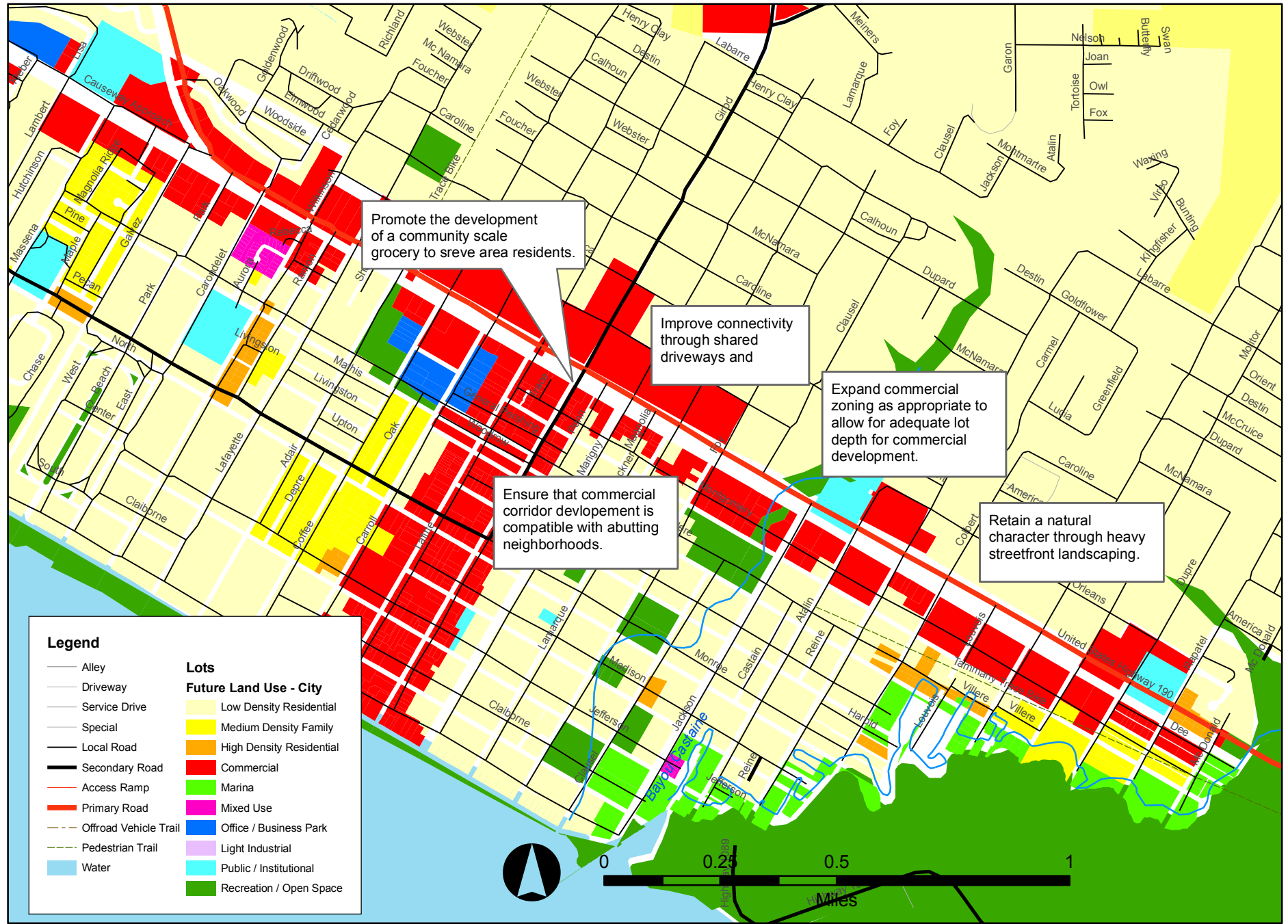
Map 5d - Pre-Stressed Concrete Area Issues



Map 5e - State Hospital Property Issues



Map 5f - 190 East Issues

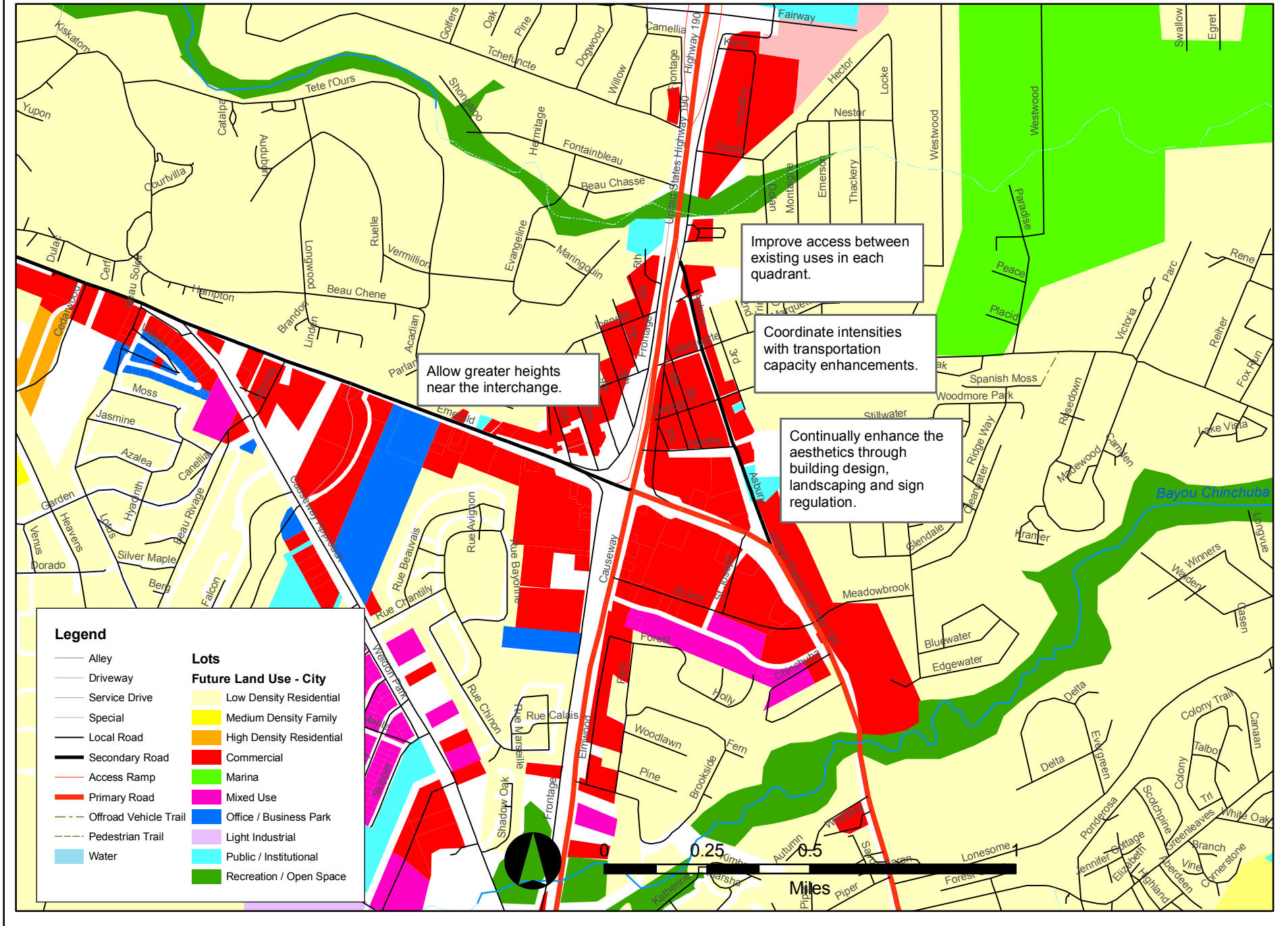


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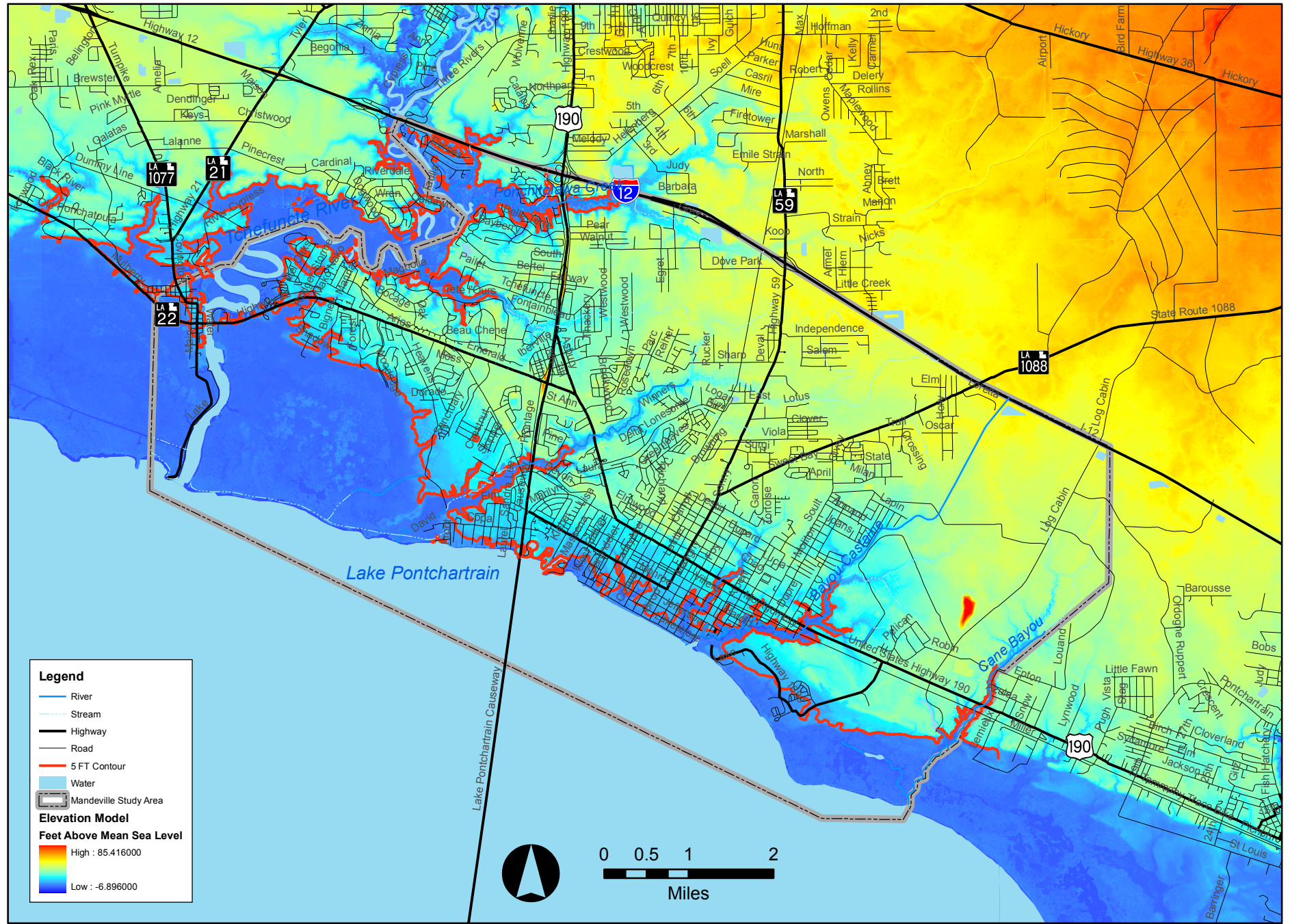
— Alley	Lots
— Driveway	Future Land Use - City
— Service Drive	Low Density Residential
— Special	Medium Density Family
— Local Road	High Density Residential
— Secondary Road	Commercial
— Access Ramp	Marina
— Primary Road	Mixed Use
— Offroad Vehicle Trail	Office / Business Park
— Pedestrian Trail	Light Industrial
Water	Public / Institutional
	Recreation / Open Space



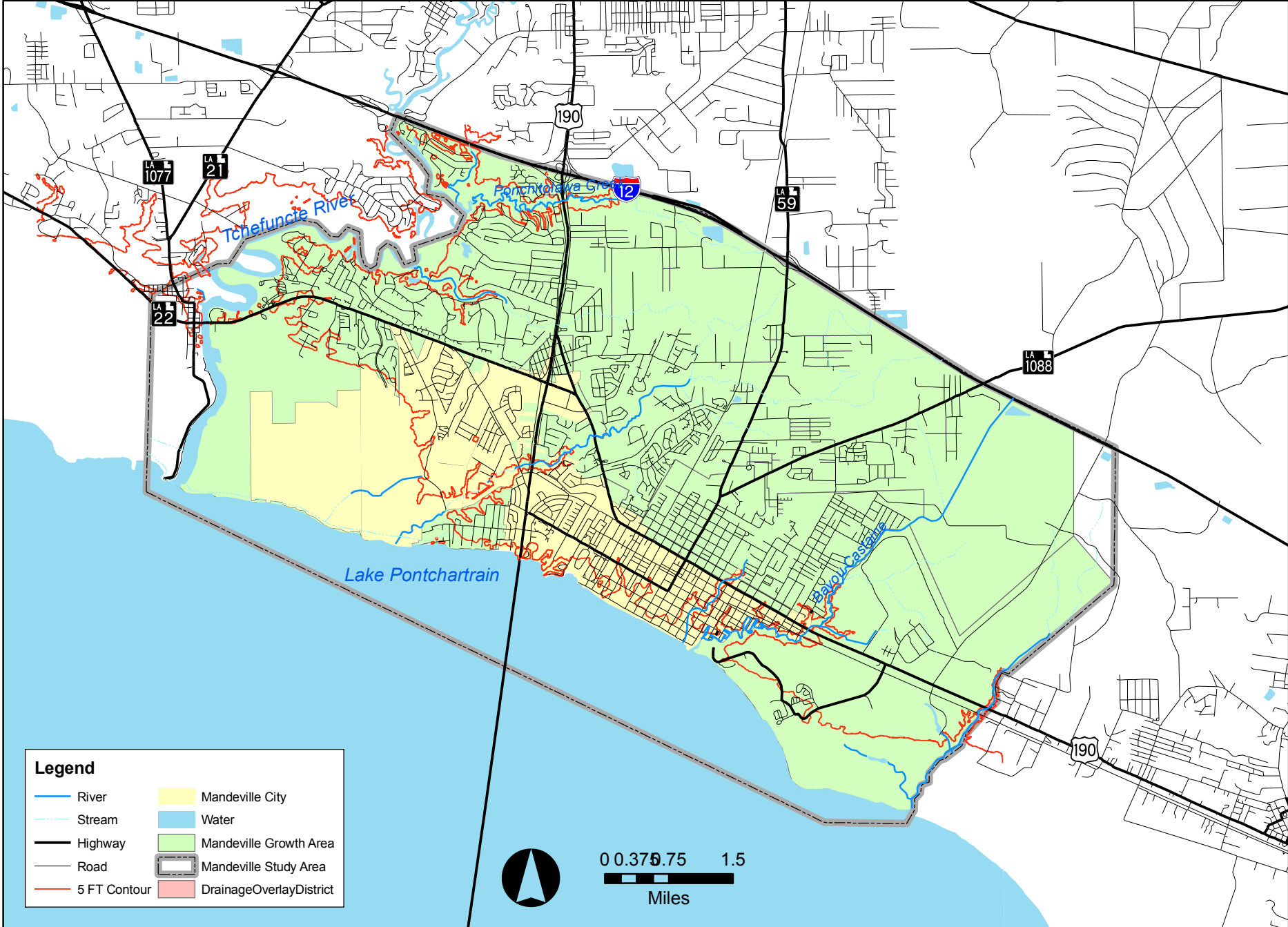
Map 5g - Four Corners Area Issues



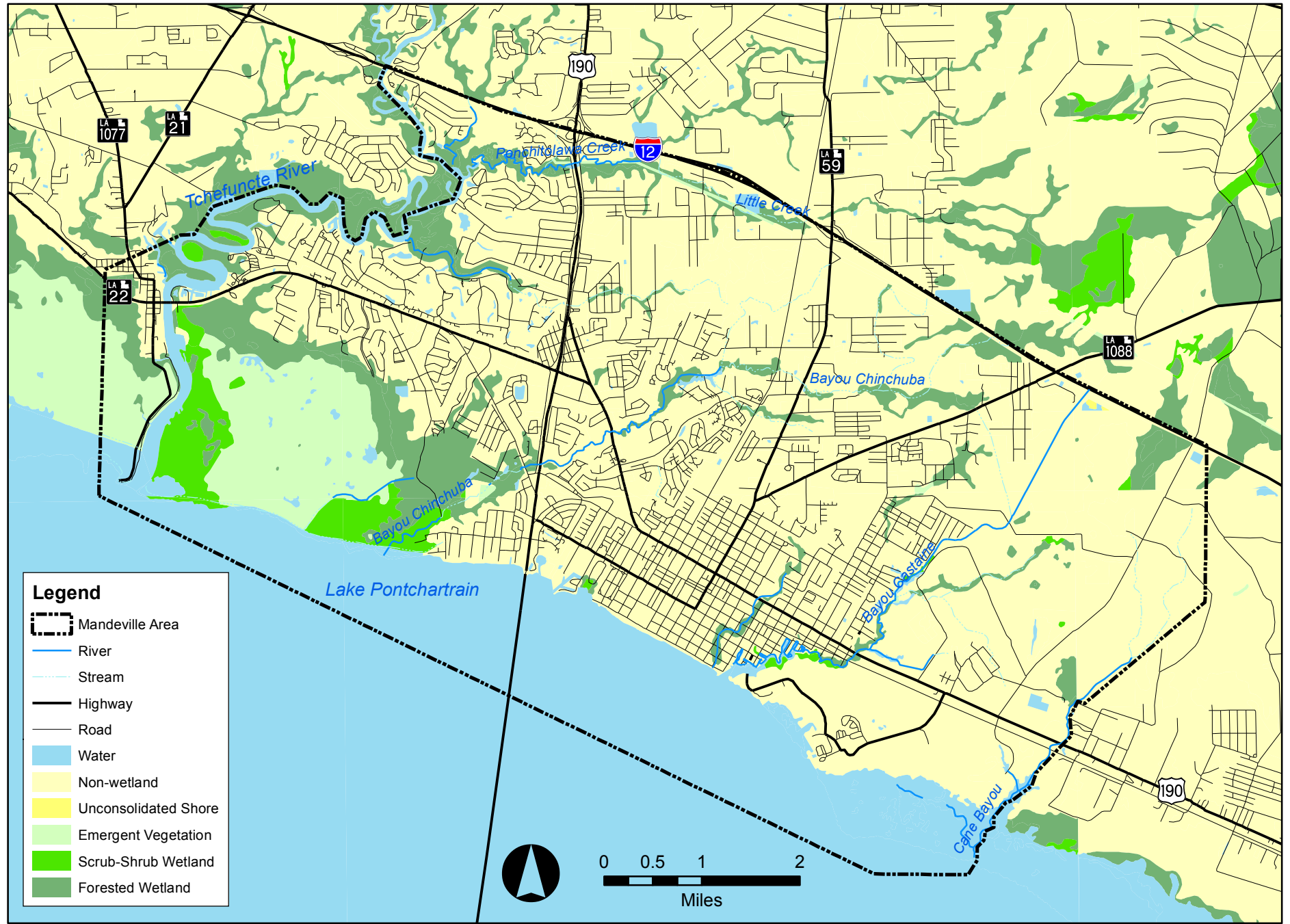
Map 6 - Topography



Map 7 - Drainage Overlay District



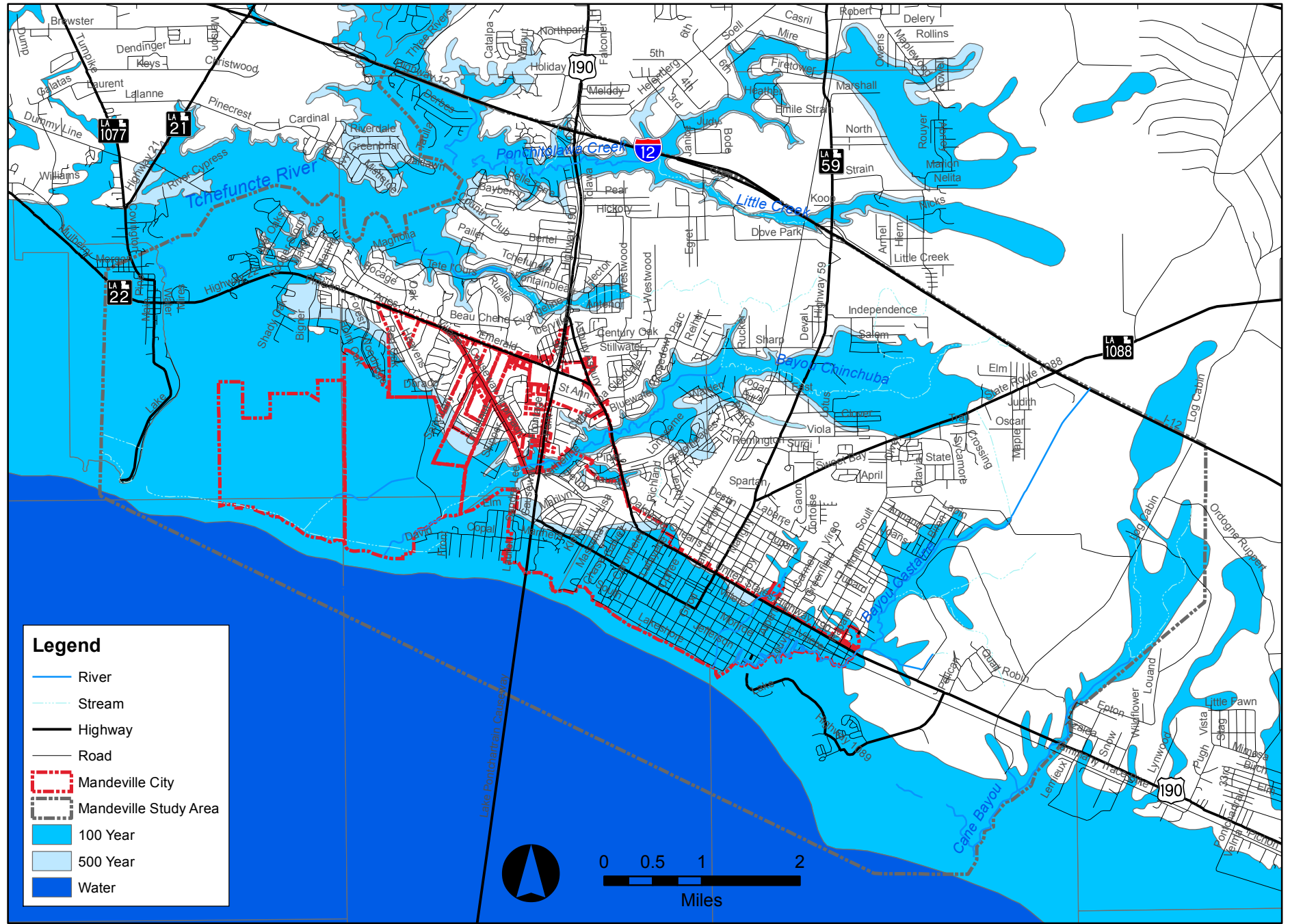
Map 8 - Wetlands



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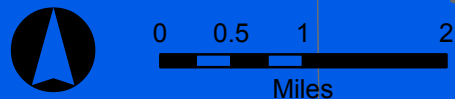
- Mandeville Area
- River
- Stream
- Highway
- Road
- Water
- Non-wetland
- Unconsolidated Shore
- Emergent Vegetation
- Scrub-Shrub Wetland
- Forested Wetland

Map 9 - Floodplain



Legend

- River
- Stream
- Highway
- Road
- Mandeville City
- Mandeville Study Area
- 100 Year
- 500 Year
- Water



Map 11 - Existing Land Use

