

**Mandeville Thrives 2045**



Comprehensive Plan



DESIRE LINE

# Mandeville Thrives 2045 Appendices

**Appendix A: Full Community Profile**

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# Appendix A

## Full Community Profile

# Mandeville Thrives 2045



Comprehensive Plan

## Mandeville Community Profile

*October 2024 - February 2025*



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## Executive Summary

### Regional context

Local development trends in the 2020s have been characterized by an increased cost of living, rising inflation, and residents who are on the move to limit exposure to future flood risk. This shifting population has created unique challenges on the Northshore, including increased traffic congestion, limited housing options, increased flood risk, changing community characteristics, and stress on the provision of public services and infrastructure. The future of cities like Mandeville will be central to the story of how coastal Louisiana adapts to rising economic, cultural, environmental, housing, infrastructure, and transportation challenges.

*This Comprehensive Plan update is consistent with regional plans and strategies including the St. Tammany Parish Multi-Jurisdictional Hazard Mitigation Plan, St. Tammany, Tangipahoa, and St. John the Baptist Parish Safe Streets for All Action Plan, the Parish Multi-Modal Transportation Plan, the Parishwide 2023-2027 CDBG-ENT Community Needs Assessment, Parish Coastal Resilience Study, ongoing US Army Corps of Engineers (USACE) efforts, and other plans and studies underway.*

### Local Leadership and Public Collaboration

Fortunately for the residents and businesses in Mandeville, the City is equipped with strong local leadership and an experienced and capable Planning team. Additionally, Mandeville hosts a very engaged public invested in the future of the City, who recognize that strategic redevelopment opportunities can increase the quality of life for everyone in the community. With this update to Mandeville's Comprehensive Plan, the community and local administration worked to align implementation of recently completed plans, demonstrate progress towards City goals across the region, and maintain a positive and trusted relationship with the public through focused and transparent efforts and targeted strategies recommended in the years to come.

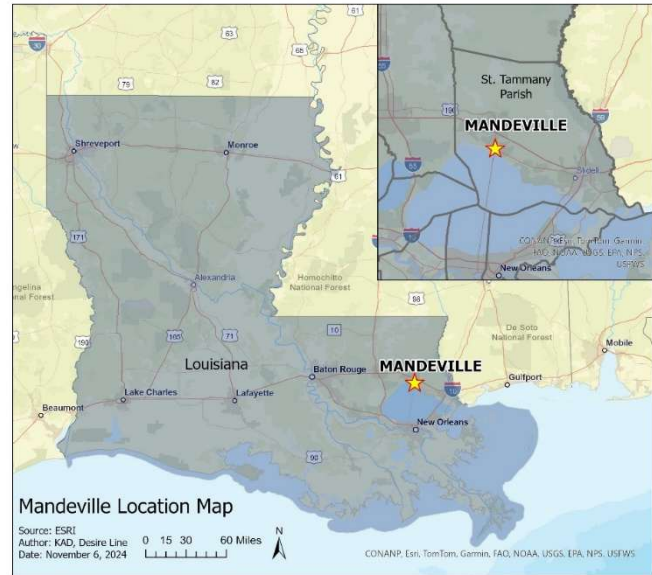
## I. History and Background

### Native American History

Mandeville is located along the northern shore of Lake Pontchartrain, on high ground created during the last Ice Age. The first native tribes to live in what is now known as Mandeville, and surrounding areas, date back over 2,500 years. The oldest evidence of inhabitants is pottery fragments from the Tchefuncte People dating back to 500 BC. The Acolapissa arrived around 1705 but were forced to move westward by European settlement and diseases. The Choctaws



resided in the area beginning in the 1700s, but many were forced to Oklahoma.<sup>1</sup> The Native Americans' culture, practices, and connection with the land aided in the success of many later settlers from Europe, Asia, and Africa. They shared expertise in medicinal plants, flood patterns, seafood harvesting and agriculture, and ways to thrive in the local landscape.<sup>2</sup> Louisiana is home to four Federally recognized and 11 State Recognized Tribes. While Native American culture and history continues to have a tremendous impact to the region, there are no State or Federally Recognized Tribes in St. Tammany Parish.<sup>3</sup>



### **The Settlement of Mandeville**

The City of Mandeville was founded in 1834 by Bernard Xavier de Marigny de Mandeville, a man from a wealthy family.<sup>4</sup> The family was prominent in the colonization of Louisiana, including the development of New Orleans. Marigny de Mandeville acquired approximately 5,000 acres on the north shore of Lake Pontchartrain. Properties in Mandeville were sold through public auctions in New Orleans and sales moved quickly, often resulting in the construction of summer homes. Mandeville offered an escape from heat, pollution, and disease (Yellow fever) in New Orleans.

Many historic homes still exist in the Old Mandeville Historic District today. An economic downturn in 1837 and the Civil War (1861-1865) created difficult times within Mandeville, but the City rebounded economically and in population after the war. This recovery included the provision of goods and services for the people living in and visiting Mandeville. A prominent cultural experience was music and dancing, including the Dew Drop Social and Benevolent Hall, a society for the African American community to raise money through dances and events

<sup>1</sup> Native Peoples interpretive marker; Fontainebleau State Park.

<sup>2</sup> *American Indians in Louisiana*, National Park Service.

<sup>3</sup> *Indian Affairs*, Louisiana Office of the Governor, <https://gov.louisiana.gov/page/indian-affairs>.

<sup>4</sup> History At A Glance: Mandeville: Summer Resort Town, St. Tammany Parish Library Blog.

for members in need.<sup>5</sup> The Dew Drop (430 Lamarque Street) and Ruby's Roadhouse (840 Lamarque Street) have been in continuous operation since the 1920s.<sup>6</sup>

The need for a Lakefront Seawall is documented from the early 1900s onward. In the early days of Mandeville, timber pilings were utilized in an attempt to prevent erosion, but the wave action of Lake Pontchartrain quickly impacted the timber wall's integrity. In 1937, the Works Progress Administration (WPA) assigned 150 men to construct a concrete sea wall. As portions of the wall failed over time, major seawall renovations took place in the 1970s and 1990s.<sup>7</sup>



*Seawall construction in 1938. (credit: Louisiana Digital Library)*

The first spans of the Causeway Bridge were constructed in 1956 and significantly eased the travel between the New Orleans metro area and the Northshore, dramatically increasing the suburban development of Mandeville. The northbound spans were constructed in 1969, thereby providing two lanes in both directions of travel.<sup>8</sup> Before construction of the Causeway, steamboat and railroads were the prominent means of transportation between New Orleans and Mandeville.



*A steamboat in Mandeville, 1915. (credit: Louisiana Digital Library)*



*The Causeway looking south, 2024.*

<sup>5</sup> *History*, <https://www.cityofmandeville.com/community/page/history>

<sup>6</sup> *History At A Glance: Mandeville: Summer Resort Town*, St. Tammany Parish Library Blog.

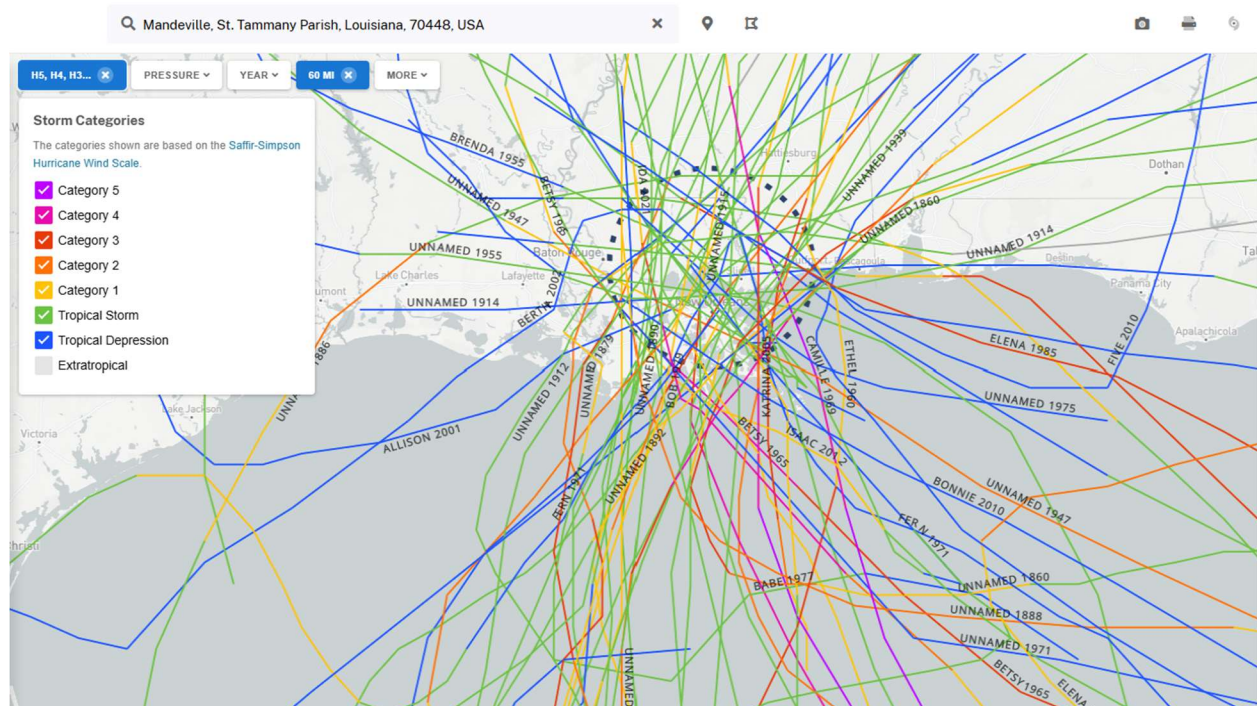
<sup>7</sup> *Mandeville's Lakefront Seawall - The Early Days*, <https://tammanyfamily.blogspot.com/2016/07/mandevilles-lakefront-seawall-early-days.html>

<sup>8</sup> <https://thecauseway.us/about-the-bridge/>

## Living With Storms

Mandeville's history and development is closely tied to the City's relationship with water, from being founded on the north shore of Lake Pontchartrain to raised structures in flood prone areas, from the Causeway and seawall to the many bayous and waterways impacting development patterns. Storms, particularly hurricanes, have greatly impacted Mandeville's history. In the National Oceanic and Atmospheric Administration's (NOAA) more than 150 years of hurricane track data, 64 storms (ranging from tropical depression to Category 5 hurricanes) have tracked within a 60-mile buffer of Mandeville.<sup>9</sup> In 1979, Mandeville became part of the Federal Emergency Management Agency's (FEMA) National Flood Insurance Program (NFIP), and it's first Flood Insurance Rate Map (FIRM) was adopted in 1983. In 1992, the City began participating in FEMA's Community Rating System (CRS), and by 2023 Mandeville was rated Class 5 (among the highest ratings in the state).

Of the 64 storms within a 60-mile radius, 15 have occurred since 2000. Hurricane Katrina made landfall on August 29, 2005, and its impacts created a "new normal" in planning, mitigation, and development for Mandeville and the larger region. In 2005 (Katrina), 2012 (Issac), and 2021 (Ida), Mandeville saw storm surges greater than 9 feet, but at each event the number of flood insurance claims and damage costs were reduced through continuous, intentional mitigation and structure elevation efforts.



NOAA data showing storm tracks within a 60-mile buffer of Mandeville.

<sup>9</sup> NOAA Historical Hurricane Tracks, <https://oceanservice.noaa.gov/news/historical-hurricanes/>.



## II. Demographics

### Population

A review of Census information dating back to 1900 demonstrates steady population growth in the City of Mandeville, wherein it has grown from 1,029 people in 1900 to 13,192 in 2023. The only decrease in population identified by the Decennial Census was during the 1920's. In parallel with parishwide, regional, state, and national growth patterns, the City's population began to increase more rapidly after 1970 and has continued to increase since. For example, St. Tammany Parish's population increased from 13,335 in 1900 to 275,583 in 2023, with an increase in population between 1960-1980 and another sharp increase beginning in 1990 through today.<sup>101112131415</sup>

TOTAL POPULATION				
YEAR	United States	Louisiana	St. Tammany	Mandeville
2022	331,097,593	4,640,546	275,583	13,194
2020	326,569,308	4,664,616	264,570	13,192
2010	303,965,272	4,429,940	233,740	11,560
2000	281,421,906	4,468,976	191,268	10,489
1990	248,709,873	4,219,973	114,508	7,083
1980	226,505,000	4,205,900	110,869	6,076
1970	203,235,000	3,644,637	63,585	2,571
1960	179,323,175	3,257,022	38,643	1,740
1950	154,233,234	2,683,516	26,988	1,368
1940	150,622,754	2,363,880	23,624	1,326
1930	138,439,069	2,101,593	20,929	1,069
1920	117,859,495	1,798,509	20,645	1,130
1910	92,228,496	1,656,388	18,917	1,166
1900	76,212,168	1,381,625	13,335	1,029
Source: U.S. Census Bureau <sup>101112131415</sup>				

<sup>10</sup> U.S. Census Bureau. (1920). *Population of Counties, Incorporated Places, and Minor Civil Divisions*. U.S. Department of Commerce. Retrieved October 2, 2024, from <https://www2.census.gov/library/publications/decennial/1920/volume-1/41084484v1ch2.pdf>

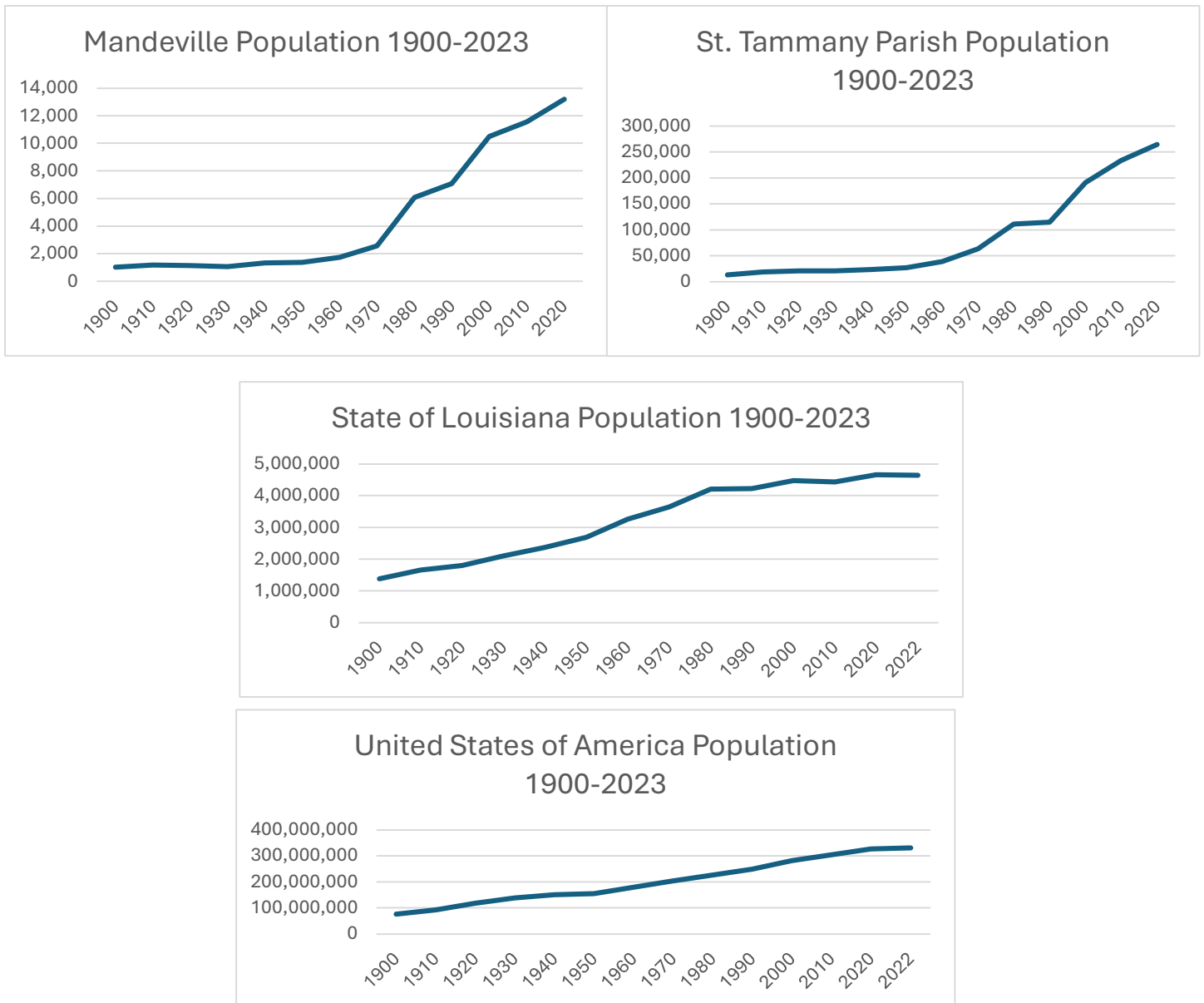
<sup>11</sup> U.S. Census Bureau. (1980). *Number of Inhabitants Louisiana*. U.S. Department of Commerce. Retrieved October 2, 2024, from [https://www2.census.gov/library/publications/decennial/1980/volume-1/louisiana/1980a\\_laabc-01.pdf](https://www2.census.gov/library/publications/decennial/1980/volume-1/louisiana/1980a_laabc-01.pdf)

<sup>12</sup> U.S. Census Bureau. (1990). *General Population Characteristics Louisiana*. U.S. Department of Commerce. Retrieved October 2, 2024, from <https://www2.census.gov/library/publications/decennial/1990/cp-1/cp-1-20.pdf>

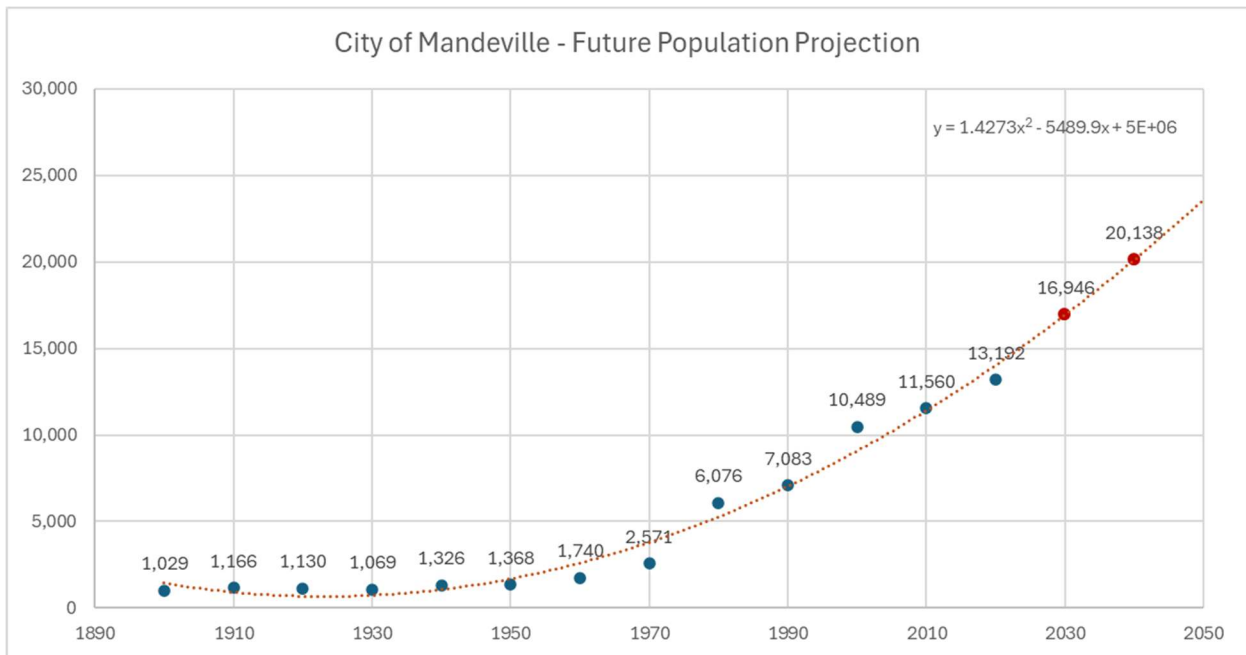
<sup>13</sup> U.S. Census Bureau. (2000). *Louisiana: 2000*. U.S. Department of Commerce. Retrieved October 2, 2024, from <https://www2.census.gov/library/publications/2003/dec/phc-2-20.pdf>

<sup>14</sup> U.S. Census Bureau. (2010). *SELECTED CHARACTERISTICS OF THE TOTAL AND NATIVE POPULATIONS IN THE UNITED STATES. American Community Survey, ACS 5-Year Estimates Subject Tables, Table S0601*. Retrieved October 2, 2024, from [https://data.census.gov/table/ACSST5Y2010.S0601?q=race&g=050XX00US22103\\_160XX00US2248225&moe=false](https://data.census.gov/table/ACSST5Y2010.S0601?q=race&g=050XX00US22103_160XX00US2248225&moe=false).

<sup>15</sup> U.S. Census Bureau. (2022). *Selected Characteristics of the Total and Native Populations in the United States. American Community Survey, ACS 5-Year Estimates Subject Tables, Table S0601*. Retrieved October 2, 2024, from [https://data.census.gov/table/ACSST5Y2022.S0601?q=race&g=050XX00US22103\\_160XX00US2248225&moe=false](https://data.census.gov/table/ACSST5Y2022.S0601?q=race&g=050XX00US22103_160XX00US2248225&moe=false).



Utilizing this historical census data, a population projection was created to approximate Mandeville’s population in 2030 (16,946) and 2040 (20,138). This population projection was created utilizing a polynomial trendline with the population in the year 1960 as the median. This trendline assumes that current conditions driving population growth remain stable and avoid any event which could cause a significant deviation from the norm resulting in a sharp increase or decrease in population level. *Note: projections about future population should always be considered estimates and not certainties; historic data includes unique circumstances unlikely to be similarly repeated such as the opening of the Lake Pontchartrain Causeway.*



## Age

A community's population and how it is distributed across age groups tells a unique story about a place: whether large or small families are growing, whether large or small aging populations will need additional care and support, and whether school aged children will require the same level of resources from one grade to the next. The City of Mandeville's population is compared to parish population trends herein through the lens of "population pyramids" that utilize 2022 data.<sup>16</sup>

Mandeville's population pyramid shows males aged 15-19 (4.80%) and 55-59 (6.48%) as the highest percentages of the overall male 2022 population (shown in blue). Females (shown in orange) of the ages 10-14 (5.60%) and 55-59 (5.15%) represent the largest percentages of the female population in 2022.

The shape of population pyramids helps to identify different population conditions and outliers. A typical "pyramid shape" represents younger children at the bottom as the largest group of the population, with each age group successively becoming smaller as members of the population slowly die. In the traditional "pyramid" the smallest population is the oldest and at the top of the pyramid. For the most part, a "block, square, or column shape" demonstrates a relatively stable population with nearly equal population groups across all ages, with an

<sup>16</sup> U.S. Census Bureau. (2022). Age and Sex. *American Community Survey, ACS 5-Year Estimates Subject Tables, Table S0101*. Retrieved October 2, 2024, from [https://data.census.gov/table/ACSST5Y2022.S0101?q=population&g=050XX00US22103\\_160XX00US2248225](https://data.census.gov/table/ACSST5Y2022.S0101?q=population&g=050XX00US22103_160XX00US2248225).



expected taper at the top. Mandeville’s population pyramid shape most closely represents a pillar or column, where there is more equal distribution between children and adults. Generally, this represents a stable population.<sup>17</sup> Of note, and in keeping with national trends, women appear to live longer than men in the City.

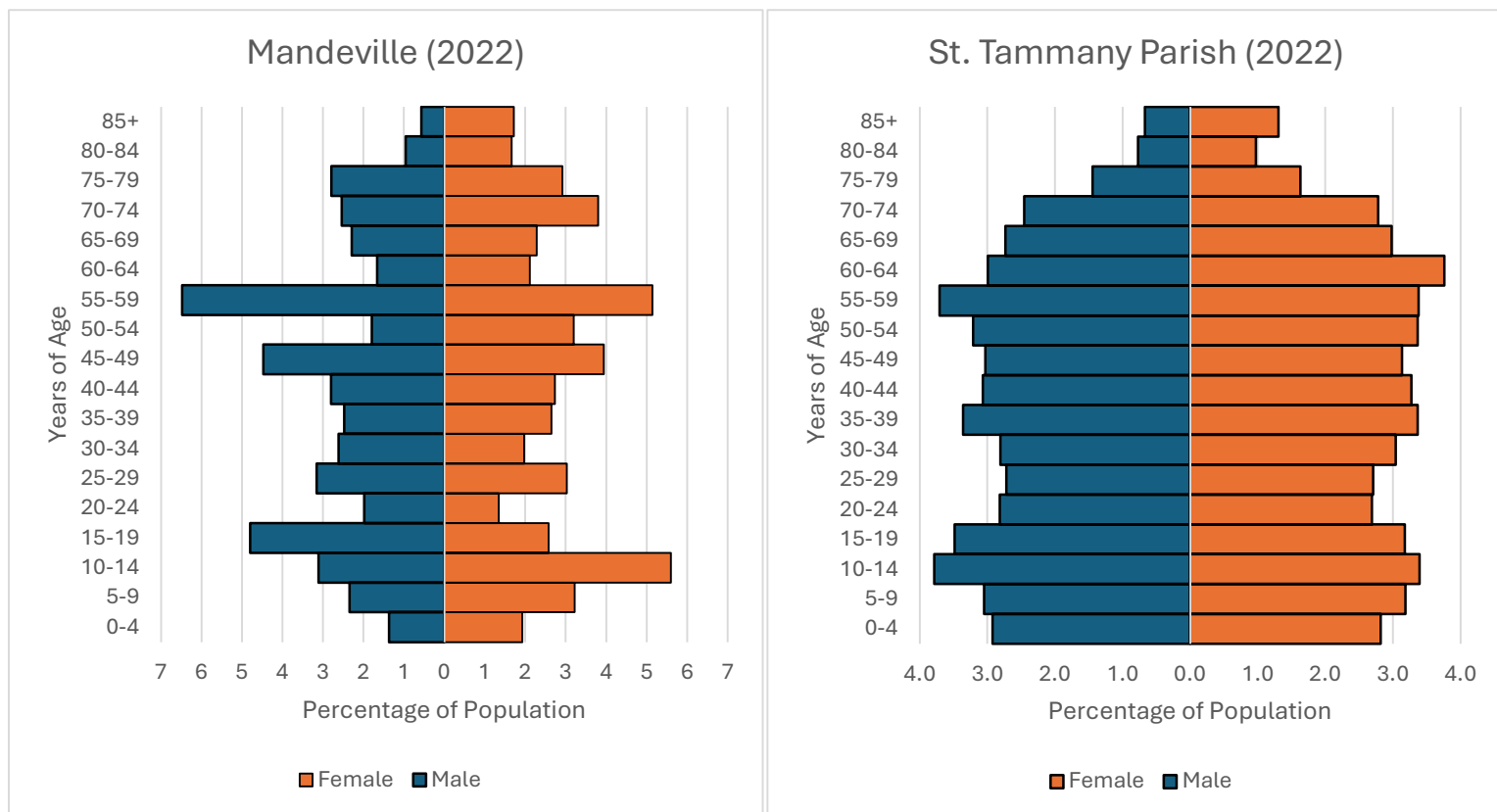
Unique to Mandeville, there is a large cohort of men and women aged 55-59 that the City should plan to acknowledge will continue to age and may benefit from specific support in their retirement, supportive healthcare services, and housing options. Along these same lines, men’s and women’s groups or volunteer opportunities may also support their continued connection and value to the community as they age.

There is also a large cohort of teenage men (aged 15-19) and pre-teen and teenage girls aged 10-14; followed by smaller cohort of younger school aged children (ages 0-4 and 5-9), which suggests the growth of smaller (vs. larger) families in the City over the last 10 years, and that educational demands and services will experience a notable expansion and constriction over the course of school grades in the next 10-19 years. Working with public and private education systems to manage local expectations, services, and preparing budgets to reflect these shifts will help ensure all families and students receive a high-quality education and that local resources are expended wisely across all grades. Furthermore, better understanding the drop in the number of school-aged children and its potential impact on long-term City planning will be an important consideration in this comprehensive planning process.

AGE & GENDER DISTRIBUTION IN ST. TAMMANY PARISH & CITY OF MANDEVILLE (2022)												
	Parish						Mandeville					
	Total	%	Male	%	Female	%	Total	%	Male	%	Female	%
0-4	15,284	5.7%	7,784	2.9%	7,500	2.8%	434	3.3%	180	1.4%	254	1.9%
5-9	16,604	6.2%	8,118	3.0%	8,486	3.2%	734	5.6%	309	2.3%	425	3.2%
10-14	19,106	7.2%	10,075	3.8%	9,031	3.4%	1,149	8.7%	410	3.1%	739	5.6%
15-19	17,726	6.7%	9,274	3.5%	8,452	3.2%	973	7.4%	633	4.8%	340	2.6%
20-24	14,655	5.5%	7,501	2.8%	7,154	2.7%	439	3.3%	261	2.0%	178	1.3%
25-29	14,441	5.4%	7,234	2.7%	7,207	2.7%	815	6.2%	416	3.2%	399	3.0%
30-34	15,570	5.8%	7,471	2.8%	8,099	3.0%	605	4.6%	345	2.6%	260	2.0%
35-39	17,905	6.7%	8,945	3.4%	8,960	3.4%	675	5.1%	326	2.5%	349	2.6%
40-44	16,885	6.3%	8,169	3.1%	8,716	3.3%	730	5.5%	369	2.8%	361	2.7%
45-49	16,418	6.2%	8,069	3.0%	8,349	3.1%	1,110	8.4%	590	4.5%	520	3.9%
50-54	17,506	6.6%	8,546	3.2%	8,960	3.4%	658	5.0%	236	1.8%	422	3.2%
55-59	18,857	7.1%	9,862	3.7%	8,995	3.4%	1,534	11.6%	855	6.5%	679	5.1%
60-64	17,968	6.8%	7,960	3.0%	10,008	3.8%	498	3.8%	219	1.7%	279	2.1%

<sup>17</sup> <https://apl.wisc.edu/shared/tad/pop-pyramids>

65-69	15,209	5.7%	7,272	2.7%	7,937	3.0%	603	4.6%	302	2.3%	301	2.3%
70-74	13,949	5.2%	6,537	2.5%	7,412	2.8%	836	6.3%	334	2.5%	502	3.8%
75-79	8,187	3.1%	3,840	1.4%	4,347	1.6%	753	5.7%	368	2.8%	385	2.9%
80-84	4,644	1.7%	2,051	0.8%	2,593	1.0%	346	2.6%	126	1.0%	220	1.7%
85+	5,254	2.0%	1,778	0.7%	3,476	1.3%	302	2.3%	75	0.6%	227	1.7%
<b>Total</b>	<b>266,168</b>	<b>100%</b>	<b>130,486</b>	<b>49.0%</b>	<b>135,682</b>	<b>51.0%</b>	<b>13,194</b>	<b>100%</b>	<b>6,354</b>	<b>48.2%</b>	<b>6,840</b>	<b>51.8%</b>
Source: 2022 ACS 5 Year Estimates												



## Race and Ethnicity

As of 2022, Mandeville's racial makeup is largely White (89.56%), followed by relatively small distributions of Mixed-Race (4.09%), Asian (3.78%), and Black or African American (2.21%); and very small members of the population identifying as Other (0.30%), American Indian or Alaskan Native (0.06%), and Native Hawaiian or Pacific Islander (0.00%). In 2022, less than 5% (4.23%) of the population is of Hispanic Origin.

Upon closer review of race and ethnicity trends from 2000<sup>18</sup>, 2010<sup>19</sup>, 2020<sup>20</sup>, and 2022<sup>21</sup>, the White population has continued to grow each year, while the overall population has also continued to grow. While White has remained the largest racial demographic over time—maintaining rates between 82.58% and 92.15% over the years—a noticeable increase in the Mixed-Race population in 2020 (from 198 people in 2010 to 1,152 in 2020) and then a drop in 2022 (from 1,152 to 539) illustrates a similar trend over the years where increases in ethnicities are short-lived as members decide to live for a short-time in the City and then move on, with the exception of the Asian population who have seen a steady, yet small, increase in population over the years. This could be an indication of a number of factors that could prevent increased diversity in the years to come, such as limited housing options that support economic growth and prosperity over time and/or challenges associated with cultural assimilation.

RACE IN MANDEVILLE	2000		2010		2020		2022	
	Estimate	%	Estimate	%	Estimate	%	Estimate	%
White	9,666	92.15%	10,468	90.55%	10,894	82.58%	11,817	89.56%
Black or African American	502	4.79%	509	4.40%	568	4.31%	292	2.21%
American Indian or Alaskan Native	33	0.31%	36	0.31%	48	0.36%	8	0.06%
Asian	122	1.16%	223	1.93%	305	2.31%	499	3.78%
Native Hawaiian or Pacific Islander	6	0.06%	1	0.01%	6	0.05%	0	0.00%
Other	62	0.59%	125	1.08%	219	1.66%	39	0.30%
Mixed-Race	98	0.93%	198	1.71%	1,152	8.73%	539	4.09%
Total	10,489	100%	11,560	100%	13,192	100%	13,194	100%
Hispanic Origin	101	0.96%	951	8.23%	357	2.71%	558	4.23%

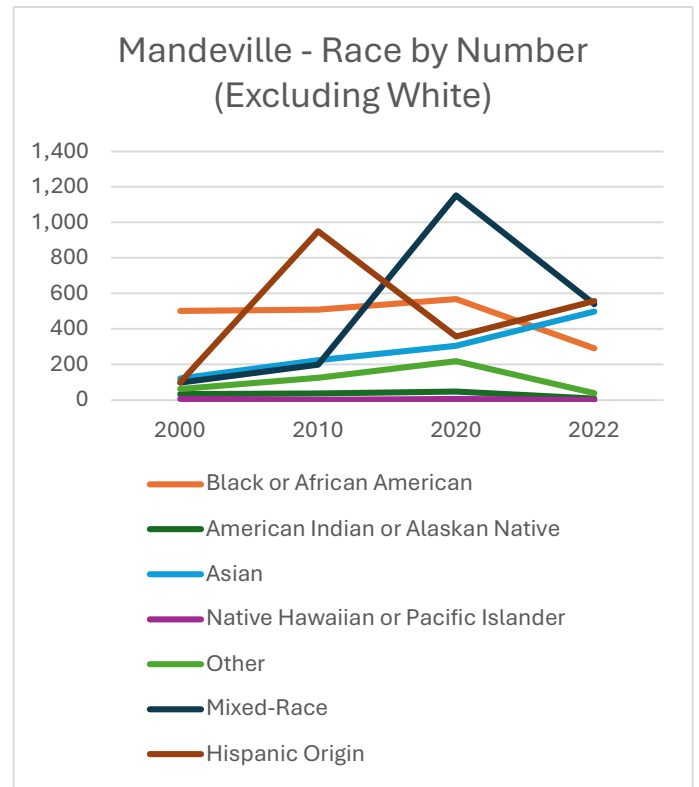
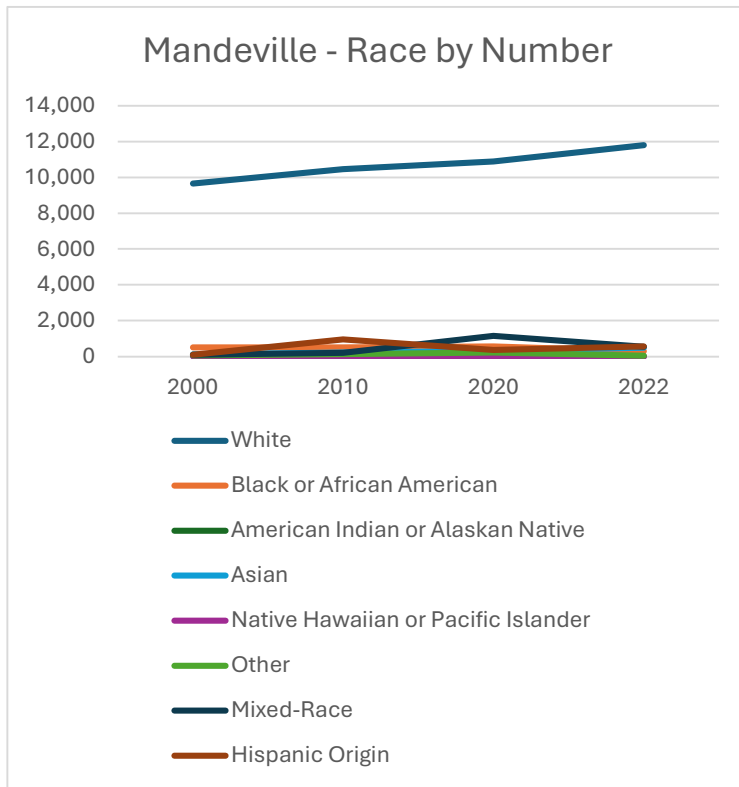
<sup>18</sup> U.S. Census Bureau. (2000). Profile of General Demographic Characteristics: 2000. *Decennial Census, DEC Summary File 2 Demographic Profile, Table DP1*. Retrieved October 2, 2024, from [https://data.census.gov/table/DECENNIALDPSF22000.DP1?q=DP1&g=050XX00US22103\\_160XX00US2248225](https://data.census.gov/table/DECENNIALDPSF22000.DP1?q=DP1&g=050XX00US22103_160XX00US2248225).

<sup>19</sup> U.S. Census Bureau. (2010). ACS DEMOGRAPHIC AND HOUSING ESTIMATES. *American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP05*. Retrieved October 2, 2024, from [https://data.census.gov/table/ACSDP5Y2010.DP05?q=demographic&g=050XX00US22103\\_160XX00US2248225](https://data.census.gov/table/ACSDP5Y2010.DP05?q=demographic&g=050XX00US22103_160XX00US2248225).

<sup>20</sup> U.S. Census Bureau. (2020). ACS DEMOGRAPHIC AND HOUSING ESTIMATES. *American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP05*. Retrieved October 2, 2024, from [https://data.census.gov/table/ACSDP5Y2020.DP05?q=demographic&g=050XX00US22103\\_160XX00US2248225](https://data.census.gov/table/ACSDP5Y2020.DP05?q=demographic&g=050XX00US22103_160XX00US2248225).

<sup>21</sup> U.S. Census Bureau. (2022). ACS Demographic and Housing Estimates. *American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP05*. Retrieved October 2, 2024, from [https://data.census.gov/table/ACSDP5Y2022.DP05?q=demographic&g=050XX00US22103\\_160XX00US2248225](https://data.census.gov/table/ACSDP5Y2022.DP05?q=demographic&g=050XX00US22103_160XX00US2248225).





## Income and Poverty

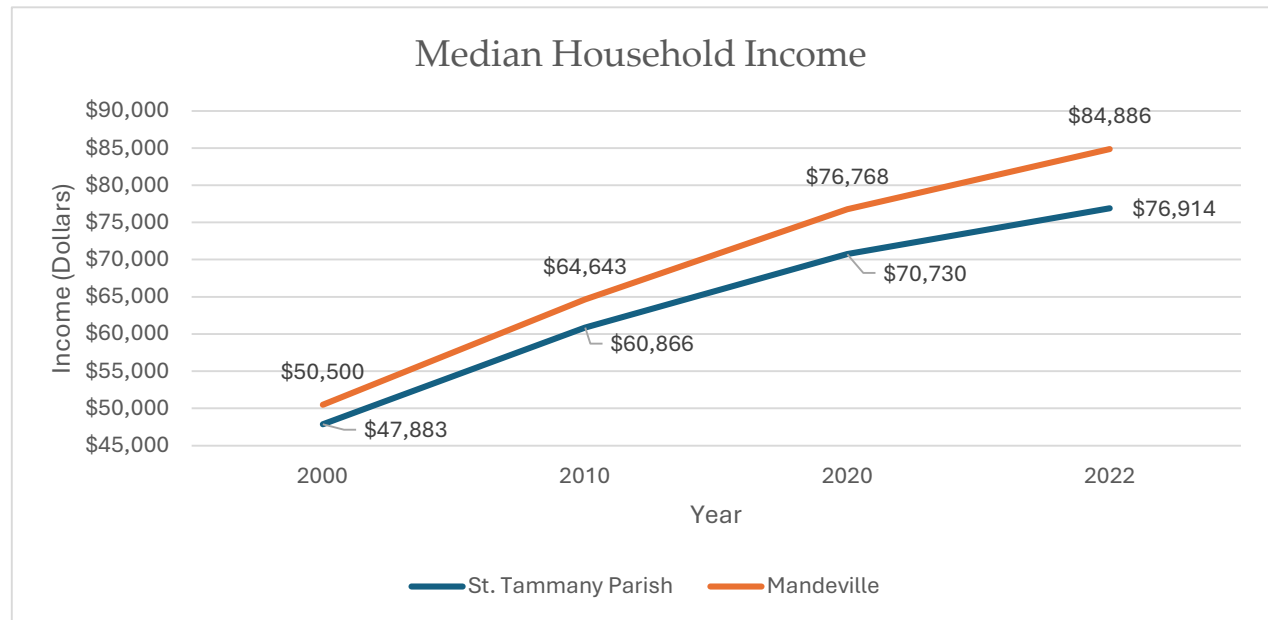
*Median household income* refers to the midpoint (not to be confused with the average) of income for households in a community, where half of the households earn more, and the other half of households earn less. It includes all members of the household who are 15 years and older and is a key contributor to financial health.

The 2022 median household income was \$84,866 for Mandeville, \$76,914 for the Parish, and \$57,853 for the State of Louisiana<sup>22</sup>. Mandeville's median household income is \$27,013 greater than the State in the 2022 data. The table below shows the median household income and percent change for both the City and the Parish between 2000 , 2010 , 2020 , and 2022 . Within this timeframe, the greatest percentage increase in income was between 2000 and 2010. At each of these intervals, Mandeville's percentage increase was greater than that of the Parish, suggesting that—while the Parish population is becoming steadily wealthier—so too is the City of Mandeville's population, and that wealth in the City is outpacing the Parish at an increasing rate.

<sup>22</sup> U.S. Census Bureau. (2022). Income in the Past 12 Months (in 2022 Inflation-Adjusted Dollars). *American Community Survey, ACS 5-Year Estimates Subject Tables, Table S1901*. Retrieved October 2, 2024, from <https://data.census.gov/table/ACSST5Y2022.S1901?g=040XX00US22>.

In 2022, the percent of the population below the poverty level was 9.9% for Mandeville and 11.7% for the Parish.<sup>23</sup> This similarity with Parish conditions is important because with increasing wealth, addressing social challenges associated with poverty, inflation, affordable housing, and the wealth gap will be shared by both the Parish and the City. To this effect, coordinated efforts in the years to come related to these matters are more likely to produce broader and more impactful outcomes for all.

INCOME	St. Tammany Parish				Mandeville			
	2000	2010	2020	2022	2000	2010	2020	2022
Median Household Income (Dollars)	\$47,883	\$60,866	\$70,730	\$76,914	\$50,500	\$64,643	\$76,768	\$84,886
% Change	-	27.11%	16.21%	8.74%	-	28.01%	18.76%	10.57%



## **Educational Attainment**

Median Household income data (previously discussed) is closely related to educational attainment. *Educational attainment* refers to the highest level of education that an individual has completed.<sup>24</sup> The below table and charts outline various levels of educational attainment for

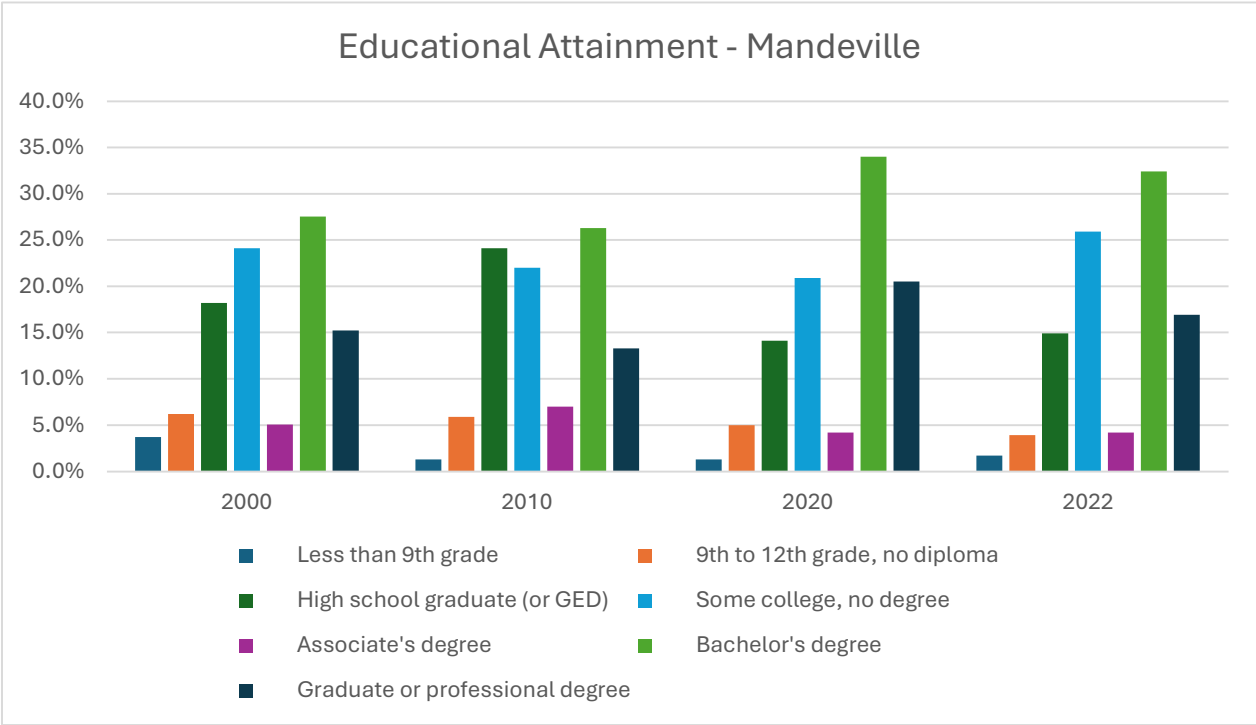
<sup>23</sup> U.S. Census Bureau. (2022). Poverty Status in the Past 12 Months. *American Community Survey, ACS 5-Year Estimates Subject Tables, Table S1701*. Retrieved October 2, 2024, from [https://data.census.gov/table/ACSST5Y2022.S1701?q=Poverty&g=050XX00US22103\\_160XX00US2248225](https://data.census.gov/table/ACSST5Y2022.S1701?q=Poverty&g=050XX00US22103_160XX00US2248225).

<sup>24</sup> <https://www.census.gov/topics/education/educational-attainment.html>

both Mandeville and St. Tammany Parish in 2000<sup>25</sup>, 2010<sup>26</sup>, 2020, and 2022<sup>27</sup>. According to information from the U.S. Bureau of Labor Statistics, “the more you learn, the more you earn.”<sup>28</sup>

According to 2022 data for the population 25 years and older in Mandeville, 79.4% have attained more than a high school graduate degree (i.e.; have some college, but no degree (25.9%), an Associate’s degree (4.2%), Bachelor’s degree (32.4%), and Graduate or professional degree (16.9%)).

By comparison, 67.3% of the Parish has attained more than a high school graduate degree, 12.1% less than Mandeville. Mandeville’s higher educational attainment levels also appear to be due to an increase in those with the highest educational attainment in 2022 (i.e.; Bachelors (34% vs. 22.2% in 2022) and Graduate degrees (20.5% vs. 12.0% in 2022)).



	St. Tammany Parish	Mandeville
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<sup>25</sup> U.S. Census Bureau. (2000). Profile of General Demographic Characteristics: 2000. *Decennial Census, DEC Summary File 2 Demographic Profile, Table DP1*. Retrieved October 2, 2024, from [https://data.census.gov/table/DECENNIALDPSF22000.DP1?q=DP1&g=050XX00US22103\\_160XX00US2248225](https://data.census.gov/table/DECENNIALDPSF22000.DP1?q=DP1&g=050XX00US22103_160XX00US2248225).

<sup>26</sup> U.S. Census Bureau. (2010). EDUCATIONAL ATTAINMENT. *American Community Survey, ACS 5-Year Estimates Subject Tables, Table S1501*. Retrieved October 2, 2024, from [https://data.census.gov/table/ACSST5Y2010.S1501?q=EDUCATION&g=050XX00US22103\\_160XX00US2248225](https://data.census.gov/table/ACSST5Y2010.S1501?q=EDUCATION&g=050XX00US22103_160XX00US2248225).

<sup>27</sup> U.S. Census Bureau. (2022). Educational Attainment. *American Community Survey, ACS 5-Year Estimates Subject Tables, Table S1501*. Retrieved October 2, 2024, from [https://data.census.gov/table/ACSST5Y2022.S1501?q=EDUCATION&g=050XX00US22103\\_160XX00US2248225](https://data.census.gov/table/ACSST5Y2022.S1501?q=EDUCATION&g=050XX00US22103_160XX00US2248225).

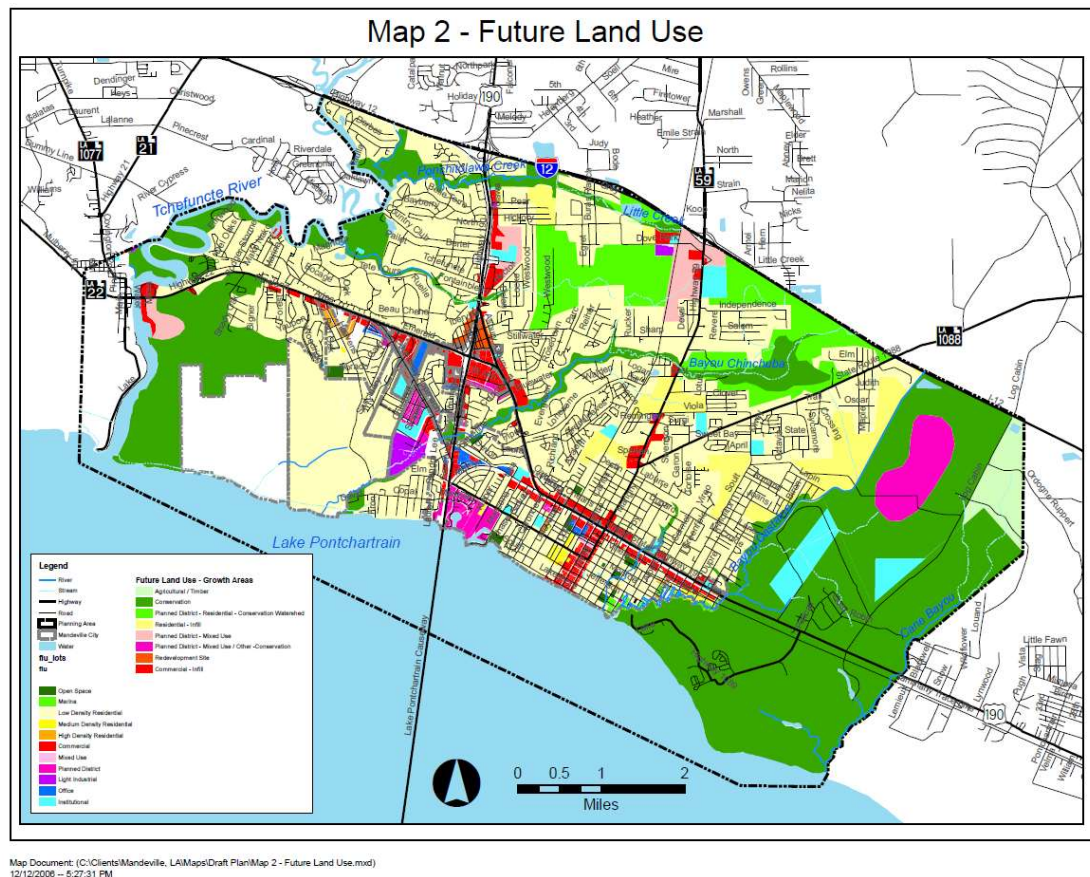
<sup>28</sup> Elka Torpey, "Measuring the value of education," Career Outlook, U.S. Bureau of Labor Statistics, April 2018.



EDUCATIONAL ATTAINMENT	2000	2010	2020	2022		2000	2010	2020	2022	
	%	%	%	Estimate	%	%	%	%	Estimate	%
Population 25 years and over	122,959	152,704	177,190	182,793	100%	2,909	8,152	8,559	9,465	100%
Less than 9th grade	4.8%	3.9%	3.2%	5,550	3.0%	3.7%	1.3%	1.3%	161	1.7%
9th to 12th grade, no diploma	11.4%	8.2%	6.3%	10,437	5.7%	6.2%	5.9%	5.0%	369	3.9%
High school graduate (or GED)	26.5%	27.6%	25.2%	43,794	24.0%	18.2%	24.1%	14.1%	1,408	14.9%
Some college, no degree	24.3%	24.2%	23.6%	42,755	23.4%	24.1%	22.0%	20.9%	2,456	25.9%
Associate's degree	4.8%	6.1%	7.4%	13,744	7.5%	5.1%	7.0%	4.2%	399	4.2%
Bachelor's degree	18.9%	20.5%	<b>22.2%</b>	42,984	23.5%	27.5%	26.3%	<b>34.0%</b>	3,068	32.4%
Graduate or professional degree	9.5%	9.5%	<b>12.0%</b>	23,529	12.9%	15.2%	13.3%	<b>20.5%</b>	1,604	16.9%

### III. Land Use and Zoning

#### Review of Future Land Use Map and Recommendations from 2007 Comprehensive Plan



*Future Land Use Map taken directly from the 2007 Comprehensive Plan.*

In 2007, the City of Mandeville adopted its Comprehensive Plan and its accompanying Future Land Use Map (FLUM). The FLUM is an advisory tool used to guide land use decisions in furtherance of the City’s vision for future growth, including placement of future housing, employment, social activities, and protection of natural areas. City staff refer to the FLUM when considering changes to zoning classifications, budgeting for future projects, and policies impacting land use. Land use classifications used in the FLUM (shown in the table below) were updated in 2015 when the City adopted the Comprehensive Land Use Regulations Ordinance (CLURO).

<b>Future Land Use Category (2007 Plan)</b>	<b>Density/Intensity</b>	<b>Potentially Acceptable Zoning Categories</b>	<b>Typical Uses</b>
<b>Low Density Residential</b>	0 to 6 dwellings per acre	R-1, R-1X, PD	Detached Single-Family Residence, Cluster Residential
<b>Medium Density Residential</b>	6 to 12 dwellings per acre	R-1X, R-2, MH, PD	Detached, Single Family Residence, Duplex, Other Attached Dwellings
<b>High Density Residential</b>	12 to 24 dwellings per acre	R-3, O/R, PD	Attached Dwellings, Congregate Living, Community Residential, Limited Support Retail
<b>Commercial</b>	Intensity based on location and zoning	B-1, B-2, B-3, B-4, PD	Retail, Office, Service, Attached Dwellings
<b>Marina</b>	0 to 12 dwellings per acre	PM-1, PM-1, PD	Detached and Attached Residences, Docks, Marine Fuel Sales, Limited Retail, Boat Repair
<b>Mixed Use</b>	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
<b>Office/Business Park</b>	Intensity based on location and zoning	B-2, O/R, PD (add new Business Park zoning district)	Office, Office/Warehouse, Limited Retail
<b>Light Industrial</b>		M-1	Heavy Commercial and Light Industrial Uses with Limited Outdoor Activity and Storage
<b>Public/Institutional</b>	Intensity based on location and zoning	I	Libraries, Public Offices, Places of Worship
<b>Recreation/Open Space</b>		O	Parks, Open Space, Golf Courses

## Consistency with the FLUM

When the City of Mandeville adopted the Comprehensive Plan and FLUM, it included future land use goals. Located below are the area-specific future land use goals, and the known progress that has been made over the last 17 years.

Old Mandeville	
Goal	Progress
Promote greater intensity mixed use development at the Trailhead.	Public support of the Mandeville Trailhead with regular programming such as the Farmer's Market concerts, and installation of a children splash fountain supports continued private business investment and induces pedestrian and bicycle traffic into Old Mandeville from the Tammany Trace.
Retain land use flexibility for ground floor spaces north of Monroe St.	Limited implementation to date.
Retain the greenbelt along the lake as envisioned by Marigny.	The Lakefront Park has been preserved as green space.
Retain active street frontage by encouraging elevated businesses to serve customers on porches and decks.	Adoption of the Historic Preservation District Guidelines has encouraged business elevation and resulted in a variety of outdoor seating opportunities.
Ensure that higher intensity residential development is designed to complement the existing character of Old Mandeville.	Adoption of the B-3 Area Plan addressing zoning in Old Mandeville has supported contextually relevant development.

East Marina	
Goal	Progress
Retain the existing character of the marinas which serve the sailing public.	A significant number of parcels fronting Bayou Castine are now zoned PM-1 and must follow standards for marina/marina-associated uses.
Use the existing right of way to establish neighborhood access to Bayou Castine for picnicking.	Limited implementation to date.
Protect and reestablish the Cypress Swamp sheltering the mouth of Bayou Castine.	Limited implementation to date.

West Marina	
Goal	Progress
Encourage maintenance of marina to serve power boating public.	Limited implementation to date; current planning efforts are evaluating future recommendations related to this Goal.
Promote a mix of residential and service uses in the surrounding area.	Limited implementation to date; current planning efforts are evaluating future recommendations related to this Goal.

Pre-Stressed Concrete Area	
Goal	Progress
To facilitate the development of a vibrant, walkable, mixed-use, waterfront development that provides strong fiscal benefits for the City.	Multiple plans have been proposed for this site; limited implementation to date.
Buffer surrounding neighborhoods to the north with lower intensity residential development.	Almost all lots north of the site are zoned R-1; seven lots are zoned R-2, and three lots are zoned B-1.
Retain public access to the waterfront.	Limited implementation to date; current planning efforts are evaluating future recommendations related to this Goal.
Allow greater heights along the waterfront.	This area is zoned PD, which allows for flexible site planning that departs from the strict enforcement of current codes and ordinances.

190 East	
Goal	Progress
Promote the development of a community scale grocery to serve area residents.	On April 9, Queyma Food Market opened at 2660 Florida St.
Improve connectivity through shared driveways.	Efforts ongoing as development occurs.
Expand commercial zoning as appropriate to allow for adequate lot depth for commercial development.	Some previously zoned B-1 are now zoned O, thus showing a loss of commercial space. Many of the lots still zoned B-1 are still vacant. A detailed analysis of commercial uses and vacant buildings is a part of ongoing planning efforts.
Retain a natural character through heavy street front landscaping.	Roadside landscaping was installed along Hwy 190 in 2023.



Ensure that commercial corridor development is compatible with abutting neighborhoods.	Development regulations have promoted increased harmony between commercial development and adjacent neighborhoods.
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Four Corners	
Goal	Progress
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.	Public and private investment over the past 17 years has supported the growth of the Four Corners area. Anchored by numerous local businesses and national brands, the center serves both Mandeville and surrounding residents, representing a significant economic driver.

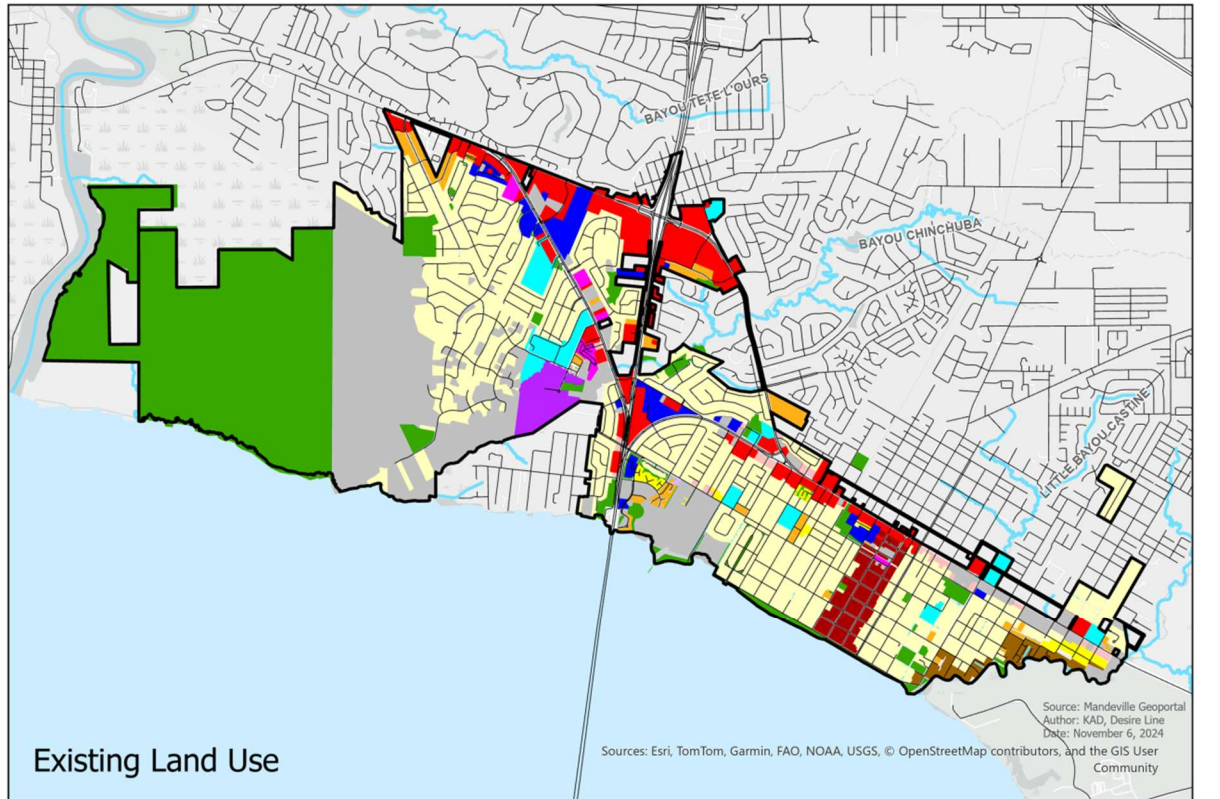
### **Current Land Use**

“Land use” as applied in this Section describes how areas of land are *currently* used, i.e. what type of activities are on site, how they operate, and how they contribute to the character and economy of the City. The aim of this analysis is to provide a realistic “snapshot” of existing development across the City and to help guide updates to the Future Land Use Map and limit the creation of non-conforming uses in the future. Existing land uses also help to establish development *patterns*, which tell a story about how the City has developed to date. This section will explore the City’s land use patterns and current uses. Note that this analysis is *not* related to zoning, which regulates what land uses may be permitted on a site and how those land uses are developed. It is focused on what land use is currently developed on site.

To this effect, single family residential and open space are the two most prominent land uses, and the maps and tables below outline in greater detail all the current land uses within Mandeville.

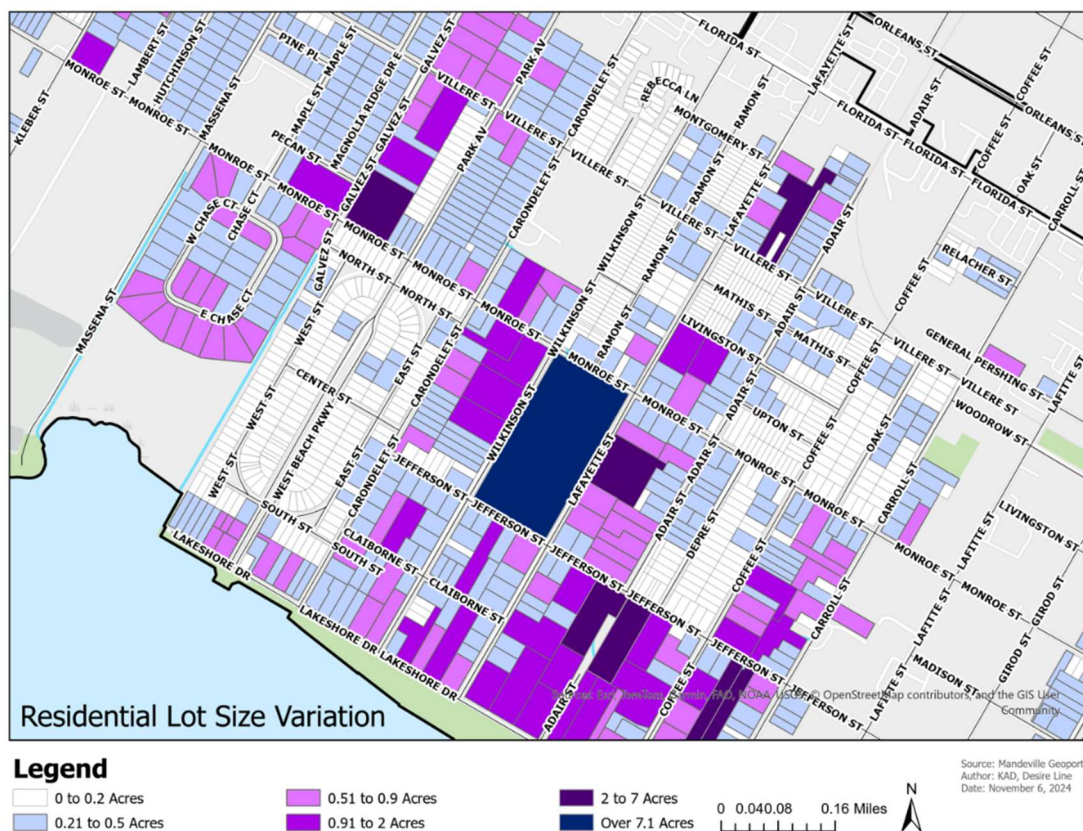
### **Existing Land Development Patterns and Uses**

The City of Mandeville has a land area of 7 square miles, including 6,072 lots. Most of the existing land development is residential (76.57% of uses, or 4,650 lots) and mainly consists of single family, duplex, and multi-family residential uses; 848 parcels (or 13.96% of uses) are commercial or industrial development. Existing commercial businesses are generally local businesses or small-scale stores such as restaurants, coffee shops, and specialty stores. Other existing uses include mixed uses (combined residential/commercial and combined residential/office), institutional, open space, specialty, and utility uses. In addition to current uses, there are an additional 218 vacant lots (954.5 acres) available for future development.

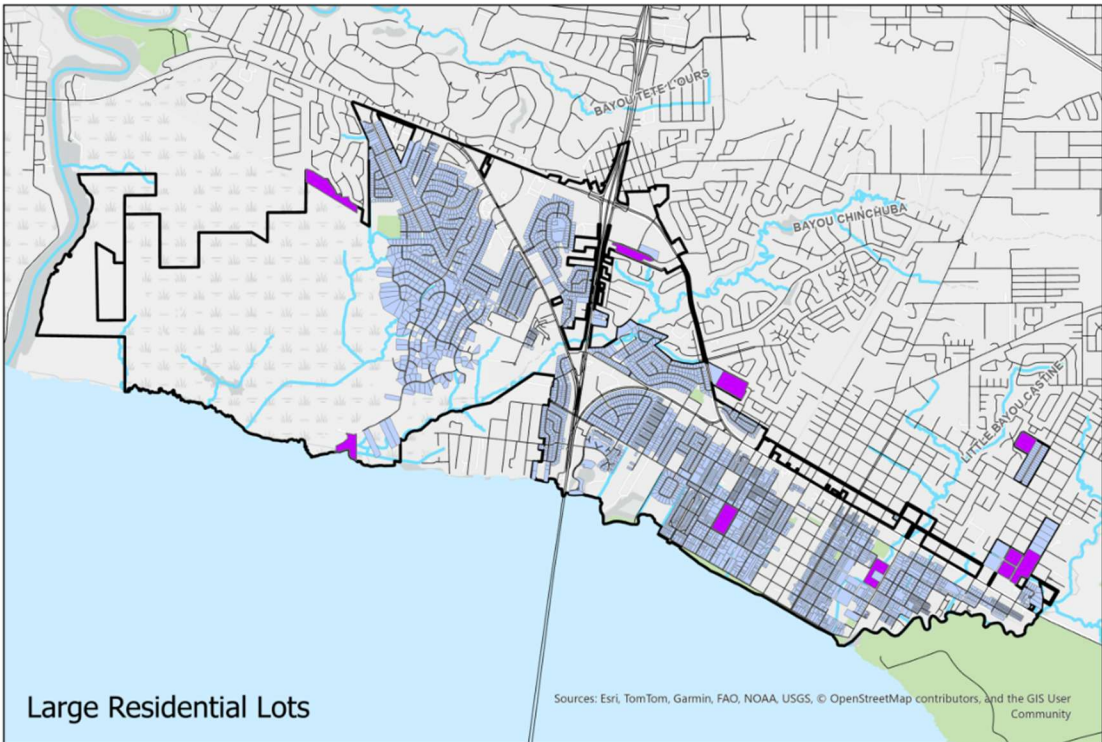


Current Land Use	Acres		Lots	
	#	%	#	%
Single Family Residential	1,650.0	31.13%	4,184	68.91%
Duplex	31.5	0.59%	179	2.94%
Multi-Family Residential	128.8	2.43%	287	4.72%
Office Residential	126.2	2.38%	112	1.84%
Neighborhood Business	48.4	0.91%	162	2.67%
Central Business	102.7	1.94%	352	5.80%
Highway Business	353.4	6.67%	329	5.41%
PUD	24.8	0.47%	6	0.09%
Institutional	123.5	2.33%	34	0.56%
Industrial	79.4	1.50%	5	0.08%
Open Space	1,621.2	30.58%	135	2.22%
Vacant	954.5	18.01%	218	3.59%
Utility	0.6	0.01%	1	0.01%
Special Use	55.6	1.05%	68	1.12%
<b>Total</b>	<b>5,300.7</b>	<b>100%</b>	<b>6,072</b>	<b>100%</b>

In Mandeville, lot sizes vary widely: while some large lots remain undeveloped, residential lots typically range from around 0.2 acres to approximately 7 acres. Of note, there are 9 total “outlier” residential lots with over 7 acres in area. The maps below provide more context for the typical variation found in lot sizes within and across City blocks (between 0.2 and 2 acres), as well as the variation in lot sizes City-wide.







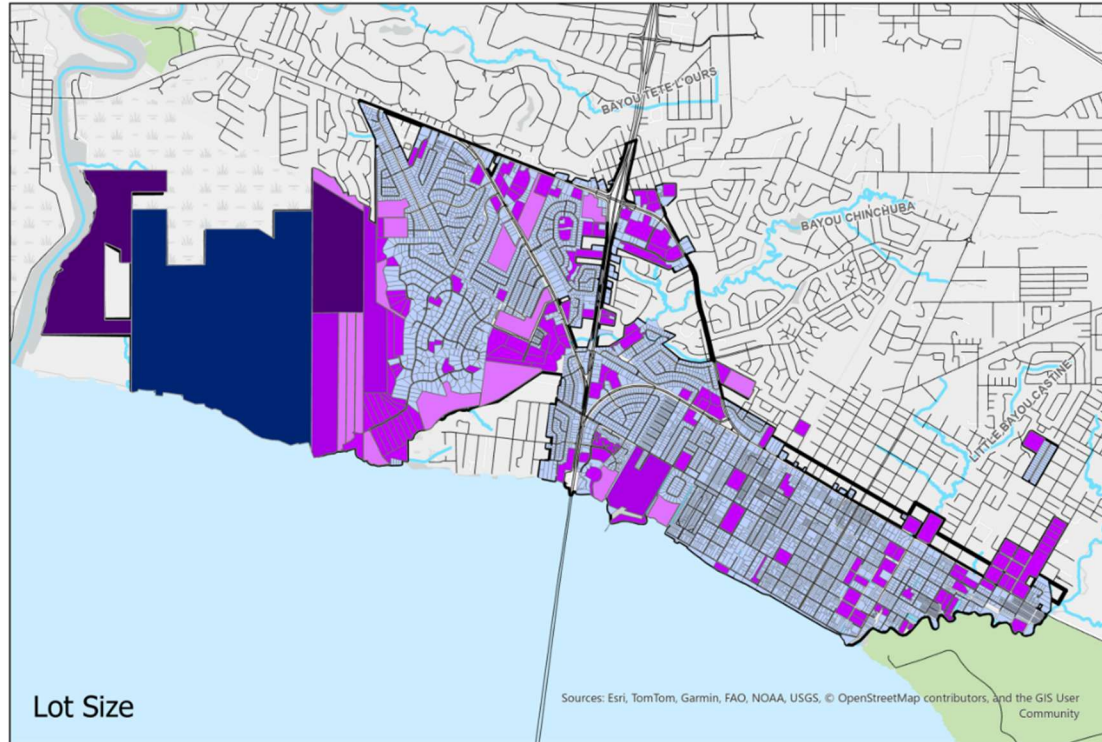
### Legend

- 0 to 7 Acres
- 7.1 to 25 Acres

0 0.25 0.5 1 Miles



Source: Mandeville Geoportal  
Author: KAD, Desire Line  
Date: November 6, 2024



### Legend

- 0 to 2.7 Acres
- 2.7 to 14.9 Acres
- 15 to 49.9 Acres
- 50 to 118.9 Acres
- 119 to 285 Acres
- 285.1 to 1,080 Acres

0 0.25 0.5 1 Miles

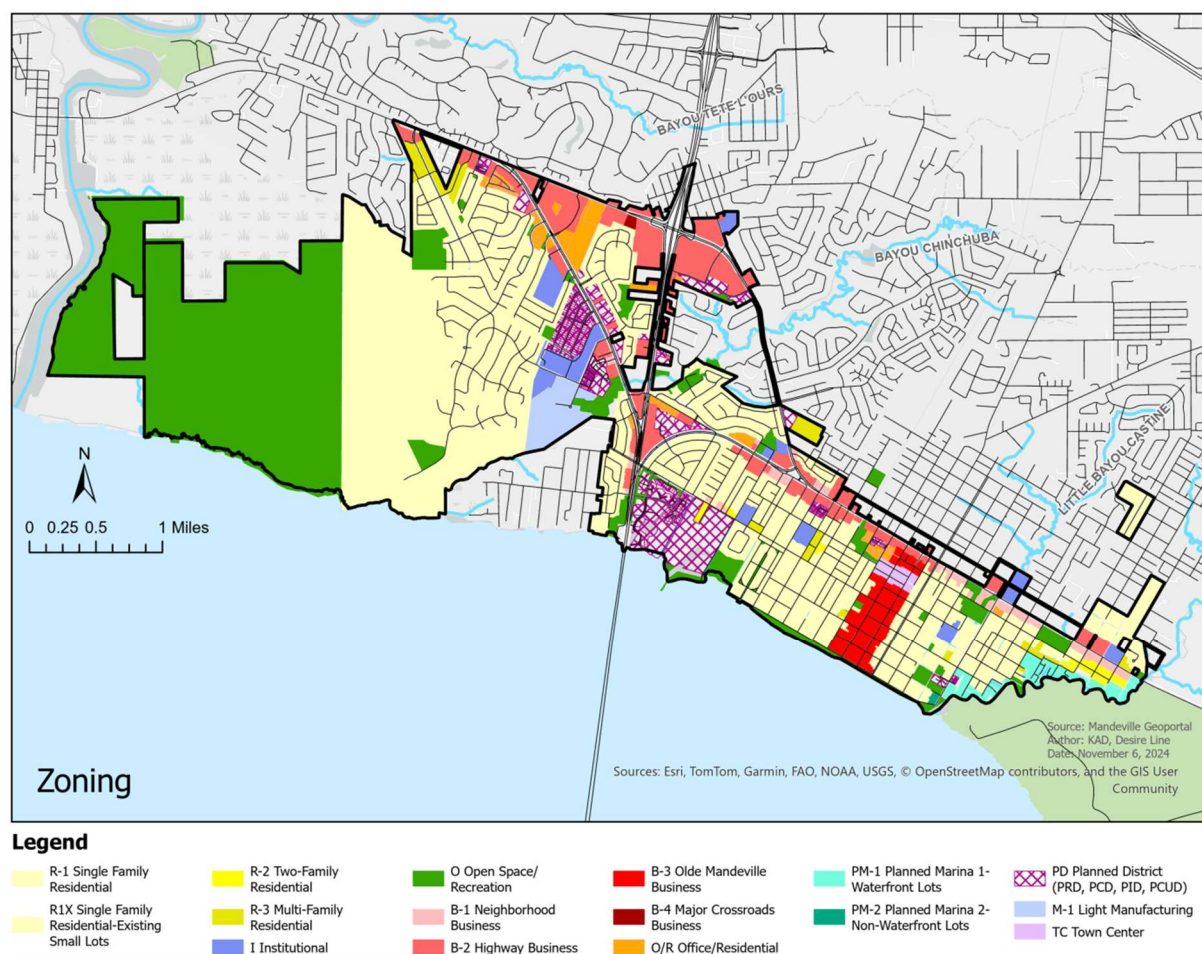


Source: Mandeville Geoportal  
Author: KAD, Desire Line  
Date: November 6, 2024

## Zoning

“Zoning” refers to a land management process that involves mapping land into areas or districts, where—within such zoning districts—minimum standards for each building and site’s design, placement, and use are specified to promote predictable and compatible land development and redevelopment over time. Individual zoning districts are mapped on specific properties and set rules and regulations about how that property may be used and developed. These rules are outlined in Mandeville’s Comprehensive Land Use Regulations Ordinance (CLURO) with individual sections dedicated to each zoning district.

The following map and table provide a broad overview of the City’s current zoning districts, total land area mapped for each district, and mapped district locations in the City of Mandeville. Additional analysis for each zoning district is also provided to better assess the City’s current land management practices and the effect of these practices on the built environment.<sup>29</sup>



<sup>29</sup> City of Mandeville, (2024), *Planning & Zoning GIS Data*. Retrieved October 2, 2024, from <https://experience.arcgis.com/experience/17212ea2b6bb45d683e51633d2f2dab6/>

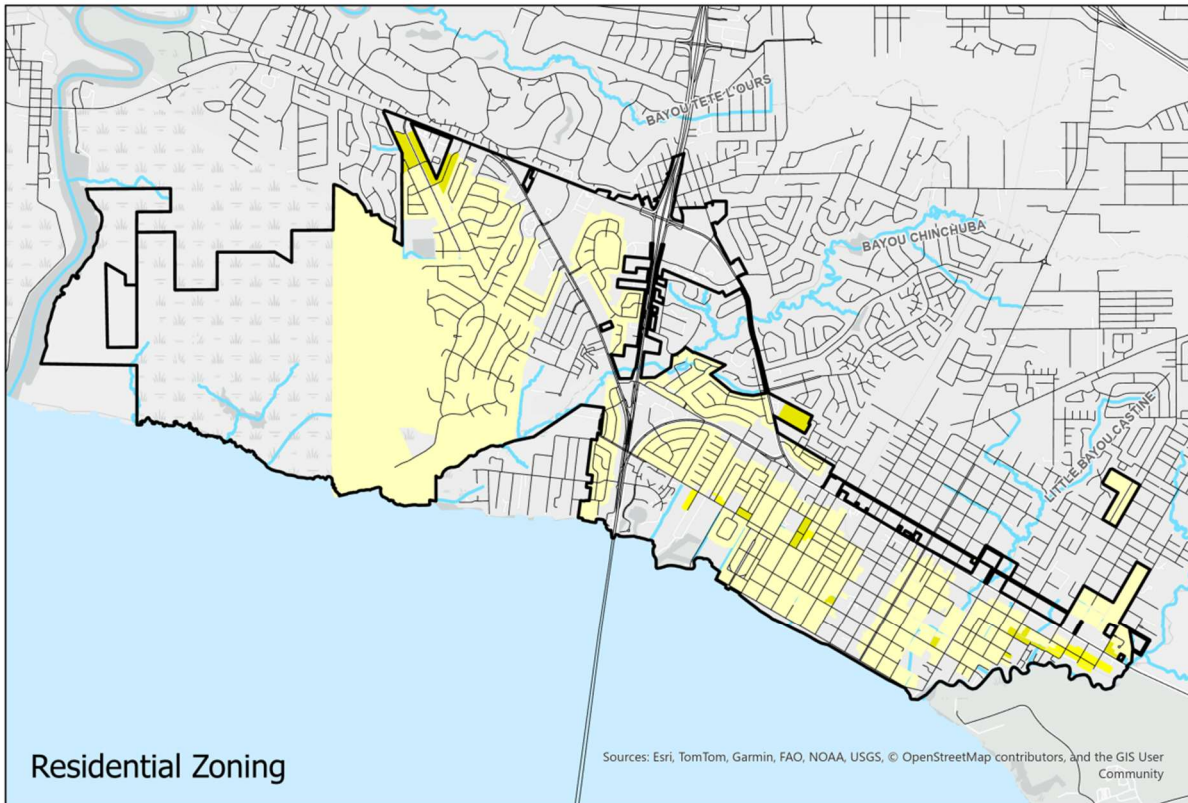


<b>Zoning Class*</b>	<b>Zoning District Name</b>	<b>Acres #</b>	<b>Acres %</b>	<b>Lots #</b>	<b>Lots %</b>
<b>R-1</b>	Single-Family Residential	2,315.8	43.71%	3,664	60.34%
<b>R1X</b>	Single-Family Residential-Existing Small Lots	89.8	1.69%	439	7.23%
<b>R-2</b>	Two-Family Residential	21.6	0.41%	144	2.37%
<b>R-3</b>	Multi-Family Residential	70.9	1.34%	178	2.93%
<b>MH</b>	Mobile Homes	0.0	0.00%	0	0.00%
<b>I</b>	Institutional	123.5	2.33%	34	0.56%
<b>O</b>	Open Space/Recreation	1,605.6	30.31%	129	2.12%
<b>B-1</b>	Neighborhood Business	48.4	0.91%	162	2.67%
<b>B-2</b>	Highway Business	353.2	6.67%	326	5.37%
<b>B-3</b>	Old Mandeville Business	93.1	1.76%	323	5.32%
<b>B-4</b>	Major Crossroads Business	3.3	0.06%	1	0.02%
<b>O/R</b>	Office/Residential	102.0	1.92%	98	1.61%
<b>PM-1</b>	Planned Marina 1 - Waterfront Lots	63.9	1.21%	114	1.88%
<b>PM-2</b>	Planned Marina 2 - Non-waterfront Lots	2.1	0.04%	5	0.08%
<b>PD</b>	Planned District (PRD, PCD, PID, PCUD)	310.7	5.86%	405	6.67%
<b>M-1</b>	Light Manufacturing	79.4	1.50%	5	0.08%
<b>M-2</b>	General Manufacturing	0.0	0.00%	0	0.00%
<b>TC</b>	Town Center	14.5	0.27%	43	0.71%
<b>Total</b>		<b>5,297.8</b>	<b>100.00%</b>	<b>6070</b>	<b>100%</b>
*Please note that total acreage and total parcels between zoned land and current land uses is slightly different due to the GIS dataset including "Water" as a zoning category. This was removed due to it not technically being a zoning district. There are a total of 2 parcels zoned "Water," so total parcels equal 6,072.					

## Zoning: Residential Development

Most of the existing development in Mandeville is zoned residential (4,425 lots, or 72.87% of total lots). Though the majority of lots in Mandeville are zoned residential, they encompass less than half of the City (2,498.1 acres or 47.15% of total acreage). The following table analyzes the acreage and lots within Mandeville's residential districts and is followed by descriptions of each.

<b>Zoning Class*</b>	<b>Zoning District Name</b>	<b>Acres #</b>	<b>Acres %</b>	<b>Lots #</b>	<b>Lots %</b>
<b>R-1</b>	Single-Family Residential	2,315.8	92.7%	3,664	82.8%
<b>R1X</b>	Single-Family Residential-Existing Small Lots	89.8	3.6%	439	9.92%
<b>R-2</b>	Two-Family Residential	21.6	0.84%	144	3.25%
<b>R-3</b>	Multi-Family Residential	70.9	2.83%	178	4.02%
	<b>Total (Residential)</b>	<b>2,498.1</b>	<b>100%</b>	<b>4,425</b>	<b>100%</b>
*MH Mobile Home District not listed because no lots are zoned MH					



Source: Mandeville Geoportal  
 Author: KAD, Desire Line  
 Date: November 6, 2024

### Legend

- |  |   |
|--|---|
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #ffffcc; border: 1px solid black; margin-right: 5px;"></span> R-1 Single Family Residential                     | <span style="display: inline-block; width: 15px; height: 10px; background-color: #ffff00; border: 1px solid black; margin-right: 5px;"></span> R-2 Two-Family Residential   |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #ffff99; border: 1px solid black; margin-right: 5px;"></span> R1X Single Family Residential-Existing Small Lots | <span style="display: inline-block; width: 15px; height: 10px; background-color: #ffcc00; border: 1px solid black; margin-right: 5px;"></span> R-3 Multi-Family Residential |

0 0.25 0.5 1 Miles  
 N

### R-1 Single-Family Residential District

The R-1 Single-Family Residential District has a total of 3,364 parcels (82.8% of all residential district lots). The R-1 District is used to provide low-intensity residential neighborhoods with detached single-family dwellings and accompanying accessory uses and community-oriented recreation and service facilities. Parcels zoned R-1 can be found across the City, with the highest concentrations along Lakeshore Drive and to the east of the West Causeway Approach.

### R-1X Single Family Residential-Existing Small Lots District

The R-1X Single Family Existing Residential District has a total of 439 parcels (9.92% of all residential district lots). The R-1X District permits single-family detached homes on parcels less than 90 feet wide, subdivided before current land use regulations were enacted, aligning density with the prevailing development pattern in the area. Parcels zoned R-1X are zoned in small clusters around the City.

**R-2 Two-Family Residential District**

The R-2 Two-Family Residential District has a total of 144 parcels (3.25% of residential district lots). The R-2 District provides an area for moderate density single-family residential uses and duplex uses. The highest concentration of R-2 parcels is located in the eastern area of the City, next to Fontainebleau State Park.

**R-3 Multi-Family Residential District**

The R-3 Multi-Family Residential District has a total of 178 parcels (4.02% of residential district parcels). The R-3 District provides moderate to high-density residential development including town houses, condos, and multi-family structures ranging in type from triplexes to apartment buildings. R-3 parcels are located mainly throughout the northern border of the City.

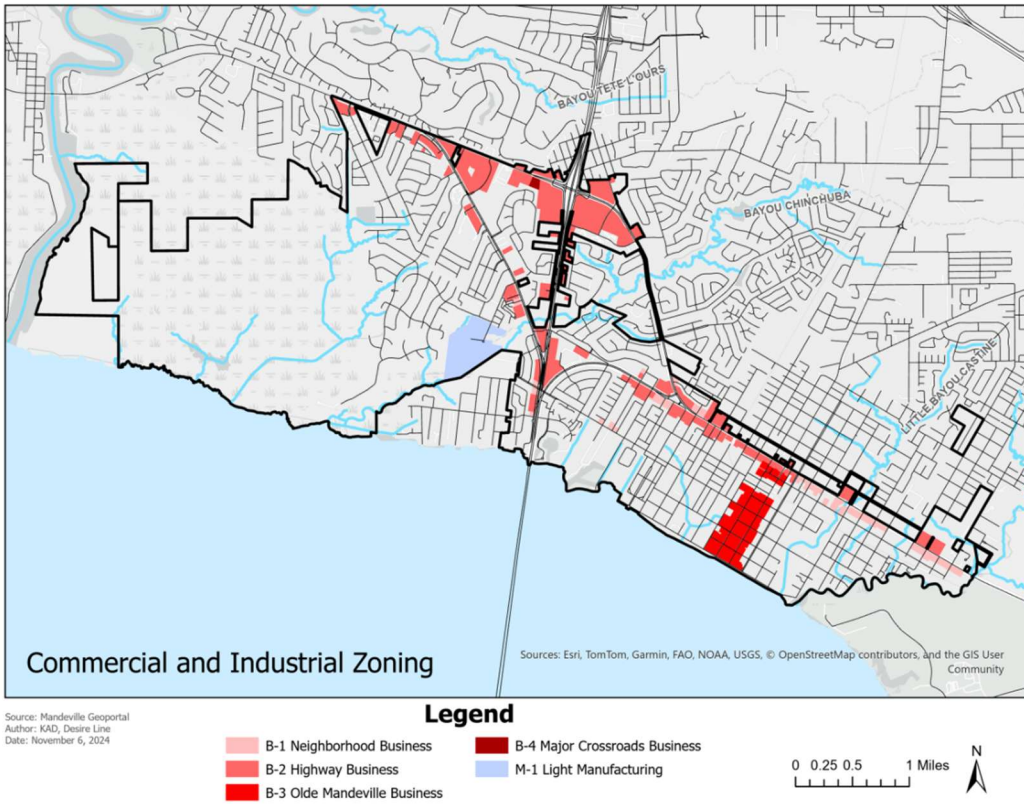
While most residential development is located within residential districts, a Conditional Use Permit (obtained through the Zoning Commission) or Special Use Permit (obtained through City Council) can be approved for residential uses in the following districts:

- B-3 Old Mandeville Business District
- O/R Office/Residential District
- PM-1 Planned Marina 1 – Waterfront Lots
- PM-2 Planned Marina 2 – Non-waterfront Lots
- PD Planned District

**Zoning: Commercial and Industrial Development**

In total there are four Business Districts, and one Industrial District currently mapped in the City limits, totaling 13.46% of total lots and spanning 577.4 acres (10.9% of total acreage). The table below compares the acreage and lot size of commercial and industrial districts, followed by a more detailed description. *Additional analysis of commercial space, including number of spaces and current occupancy, can be found in the Economic Development Section of the plan.*

<b>Zoning Class*</b>	<b>Zoning District Name</b>	<b>Acres #</b>	<b>Acres %</b>	<b>Lots #</b>	<b>Lots %</b>
<b>B-1</b>	Neighborhood Business	48.4	8.38%	162	19.82%
<b>B-2</b>	Highway Business	353.2	61.17%	326	39.9%
<b>B-3</b>	Old Mandeville Business	93.1	16.12%	323	39.53%
<b>B-4</b>	Major Crossroads Business	3.3	0.57%	1	0.122%
<b>M-1</b>	Light Manufacturing	79.4	13.75%	5	0.61%
<b>Total (Commercial and Industrial)</b>		<b>577.4</b>	<b>100%</b>	<b>817</b>	<b>100%</b>
*M-2 General Manufacturing not listed because no lots are zoned M-2					



### **B-1 Neighborhood Business District**

The B-1 Neighborhood Business District has a total of 162 parcels (19.82% of business district lots). The B-1 District is intended for small-scale (under 3,000 sq. ft.) service and retail establishments to support adjacent residential neighborhoods. Parcels zoned B-1 are mainly concentrated along the south side of Highway 190.

### **B-2 Highway Business District**

The B-2 Highway Business District has a total of 326 parcels (39.9% of business district lots). The B-2 District is intended for office space, retail, and service establishments for the needs of the community as a whole. Parcels zoned B-2 are found lining both sides of Highway 190, North and West Causeway Approach, and Highway 22.

### **B-3 Old Mandeville Business District**

The B-3 Old Mandeville Business District has a total of 323 parcels (39.53% of total business district lots). The B-3 District combines a mix of small-scale residential, civic, commercial, service, and office establishments that are relatively compatible with residential uses within and abutting the district. All parcels zoned B-3 are bounded by Lakeshore Dr. (South), Highway 190 (North), Marigny Ave. (East), and Carroll St. (West).



### **B-4 Major Crossroads Business District**

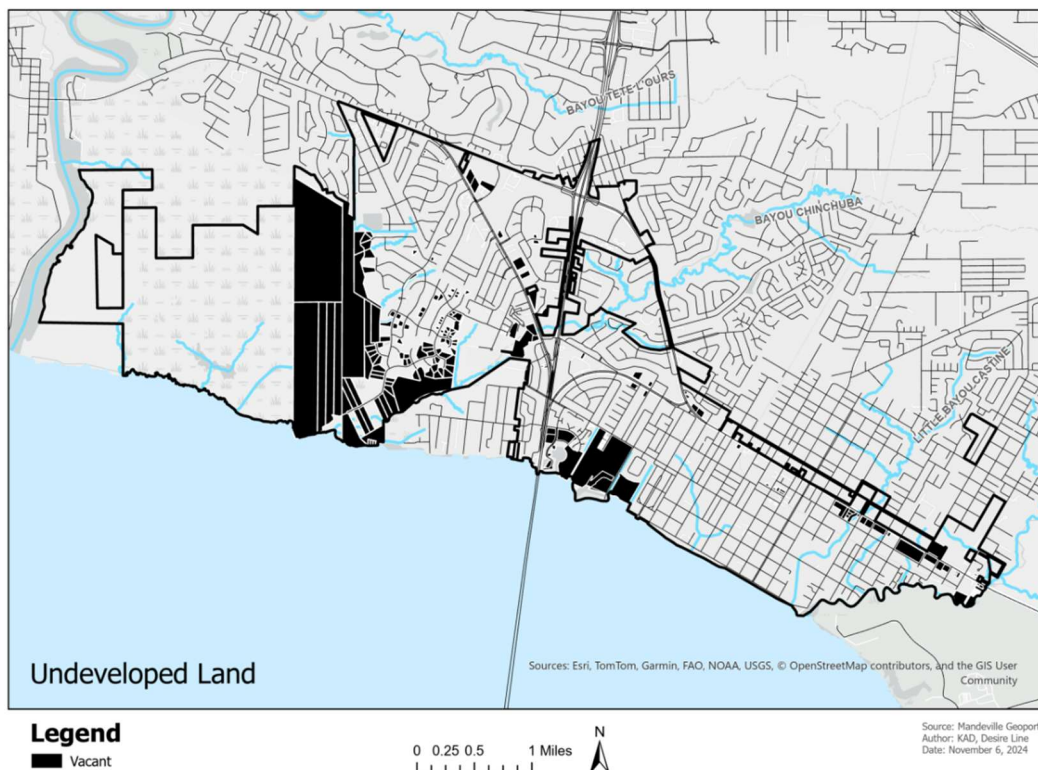
The Major Crossroads Business District has a total of one parcel. This parcel is located off Highway 22, next to the crossroads of Highway 190 and N. Causeway Blvd. This parcel contains Azalea Square—a shopping mall with a mixture of retail, service, and wellness establishments.

### **M-1 Light Manufacturing District**

Existing industrial uses are zoned M-1 Light Manufacturing District and consist of two marine services companies and the City of Mandeville Water and Public Works Departments.

## **Undeveloped Land**

In total, the City of Mandeville has 218 undeveloped lots.<sup>30</sup> Much of the undeveloped land in Mandeville is in the western area of the City, located next to the Madisonville/Mandeville Marsh. These undeveloped lots are zoned R-1 Single Family Residential and are located in the FEMA Flood Zone VE, meaning the area is categorized as high-risk, requires flood insurance (if utilizing an FDIC backed mortgage), and must meet more stringent elevation and building standards. *Note: the undeveloped land described in this section does not include land designated as open space.*



<sup>30</sup> City of Mandeville, (2024), *Planning & Zoning GIS Data*. Retrieved October 2, 2024, from <https://experience.arcgis.com/experience/17212ea2b6bb45d683e51633d2f2dab6/>





<b>1% Annual Chance of Flooding (High Risk)</b>	High-risk areas, also known as Special Flood Hazard Areas (SFHA), have at least a 1% annual chance of flooding, often referred to as the "Base Flood" or "100-year flood." These areas require mandatory flood insurance for properties with federally backed mortgages, as well as higher building standards. These building standards can include, but are not limited to, elevating homes above Base Flood Elevation (BFE) and limiting construction on fill. Elevation is labeled in feet on the above map, under the Flood Zone classification and provides a base for which structures must be elevated above.
<b>Zone AE</b>	<b>Zone AE</b> is designated as a SFHA due to proximity to floodplains, rivers, lakes, and other bodies of water. Structures located in AE flood zones have a 1% risk of flooding annually, so they must meet specific building regulations and purchase flood insurance if utilizing a federally backed mortgage.
<b>Zone VE</b>	<b>Zone VE</b> is designated as a SFHA due to its high risk of flooding from storm surge and fast-moving water. Structures located in the VE flood zones have a 1% risk of flooding annually, so they must meet specific building regulations and purchase flood insurance if utilizing a federally backed mortgage.
<b>0.2% Annual Chance of Flooding (Moderate to Low Risk)</b>	Moderate- to low-risk areas are outside the 1% annual floodplain (100-year flood zone), but still have a reduced risk of flooding. These are areas where the annual chance of flooding is 0.2% or lower (500-year flood zone), meaning they are expected to flood once every 500 years on average.
<b>Minimal Chance of Flooding Zone X</b>	Areas outside the 0.2% annual chance floodplain represent minimal flood risk. These regions are generally considered to have little-to-no flood risk under current conditions, though flood insurance is still available and encouraged due to potential, albeit minimal, risk. While building restrictions may be minimal in these zones, responsible development practices, like elevating structures or reinforcing foundations, can help minimize future flood risks.

### **Growth Management Area and Annexation**

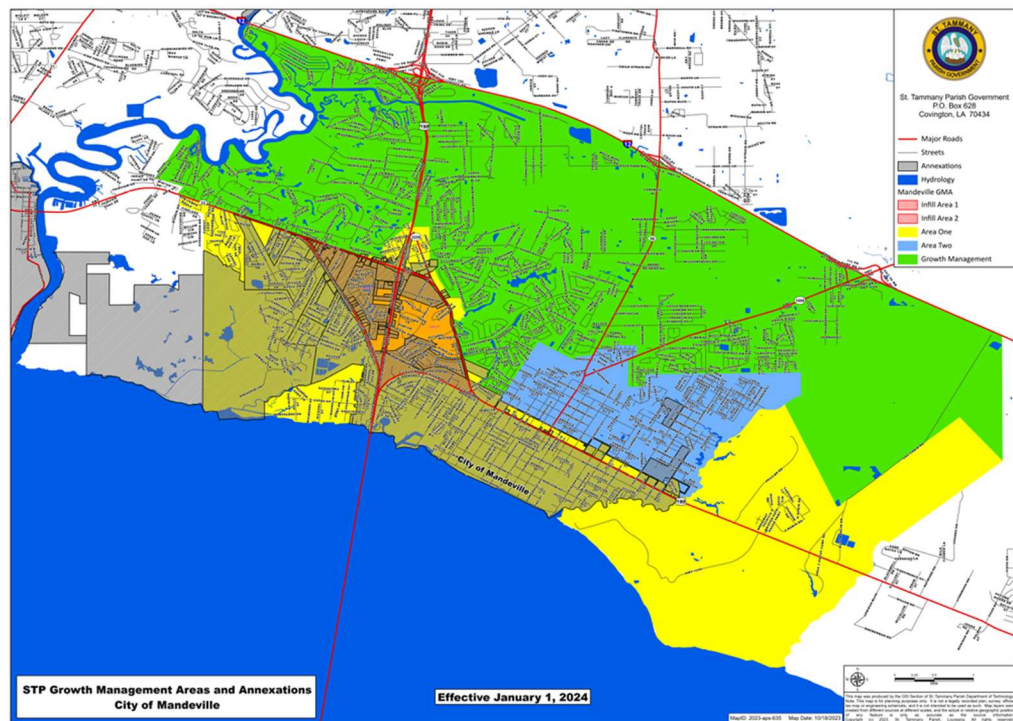
Annexation is the most common means by which a city expands its boundaries and absorbs more land area into the jurisdiction. There are potential positives and negatives to annexation which depend upon the local needs, land development patterns, and political will. Annexation of land can provide more efficient services, increase population and tax base, and extend the control and regulatory oversight of adjacent land use. It can also be a controversial and

politically contentious process depending upon the local climate and views of those owning land in the areas considered for annexation.<sup>31</sup>

Many areas surrounding Mandeville's City limits have been developed by neighboring jurisdictions, leaving limited opportunities for city annexation. An intergovernmental agreement between Mandeville, St. Tammany Parish Government, and St. Tammany Parish Sales Tax District Number 3 (STD#3) defines areas of growth management, annexation, and revenue sharing. This analysis focuses on the land use components of the existing agreement, and more information about the sales tax revenue sharing is explored in the Economic Development section of the plan.

Generally, the agreement's annexation procedure outlines that Mandeville may annex property shown in the below map in Area One (yellow) and Area Two (blue), and Mandeville shall not annex property in the Growth Management Area (green).

*The growth management and annexations map as provided in the agreement (right).*



Where:

*Area One* (shown in yellow on the map) is immovable property around Mandeville that is subject to annexation by Mandeville and that is within the boundaries of STD#3. Area One also includes two infill areas, shown in red hash marks, that are referred to as Infill Area One

<sup>31</sup> American Planning Association, Planning Advisory Service Quick Notes 67: Annexation.

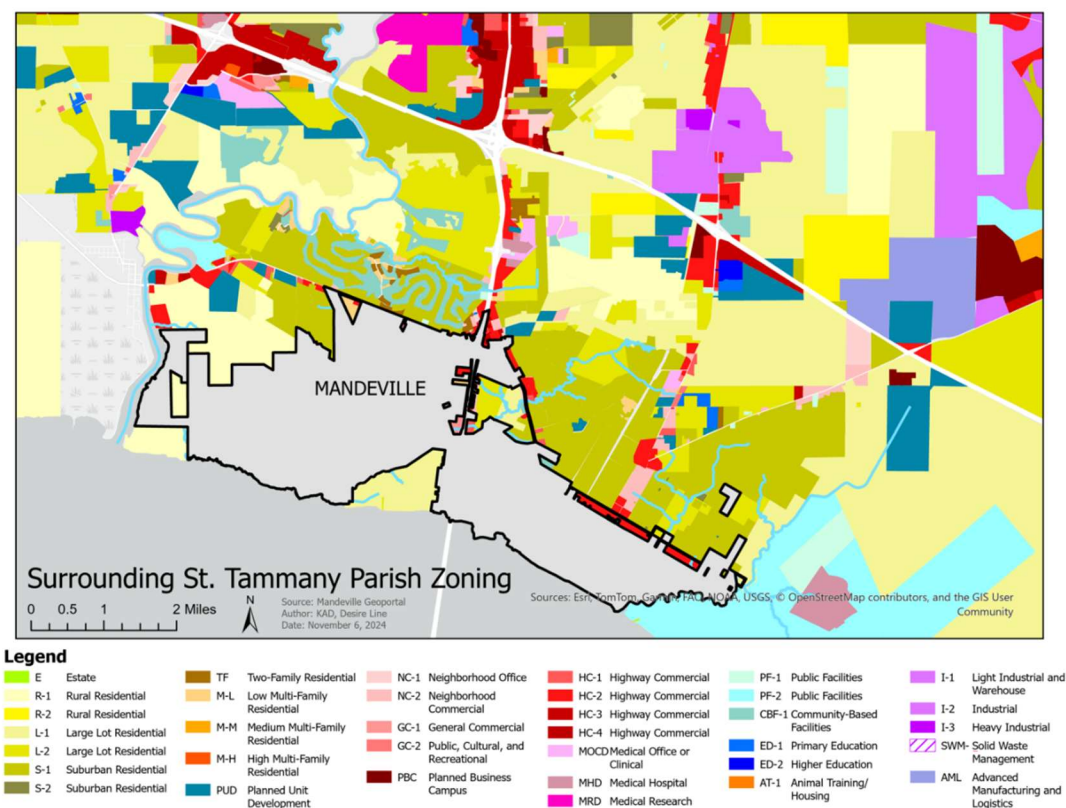
(bound by N Causeway Blvd, W Causeway Approach, and Hwy 22) and Infill Area Two (bound by N Causeway Blvd, E Causeway Approach, and Hwy 190).

*Area Two* (shown in blue on the map) is immovable property around Mandeville that is subject to annexation by Mandeville and that is within the boundaries of STD#3.

The *Growth Management Area* (shown in green on map) is defined as immovable property within the boundaries of STD#3 that the City of Mandeville does not intend to annex but which has a significant economic impact on the City.

For land use and zoning, the Parish and Mandeville may mutually agree to develop regulatory ordinances to manage growth areas including project design, drainage, traffic, transportation, infrastructure, and more.<sup>32</sup> A map showing the Mandeville City boundaries and surrounding St. Tammany Parish is below to provide land use context for current zoning and future land use decisions

Map of  
Mandeville city  
boundaries and  
surrounding  
Parish zoning  
(right).



<sup>32</sup> Growth Management, Annexation, and Revenue Sharing Agreement Between St. Tammany Parish Government, Sales Tax District No. 3, and The City Of Mandeville.



## IV. Neighborhoods and Housing

### Generally

Mandeville's many neighborhoods and housing types contribute to community character, sense of place, and quality of life. According to the City of Mandeville Interactive GIS Map<sup>33</sup>, there are more than 50 subdivisions in the City. The City's Zoning Map and Comprehensive Land Use Regulations Ordinance (CLURO) guide the location of residential areas, types of housing (such as number of units), and development aesthetic permitted within these areas. Land use regulations, such as lot size, setbacks from property lines, height, and number of units allowed, can also impact the cost of housing construction and housing in general.

Some subdivisions are further managed by individual Homeowner's Associations, or HOAs, in addition to being subject to local land use standards and regulations. Within a subject subdivision, HOAs can set their own rules and guidelines for development, minimum standards for home maintenance, collect fees, maintain common areas, and more. When a subdivision is originally approved for development, these conditions are set and transferred to property owners as part of their act of sale, noted as additional covenants and agreements between the HOA and the property owner. There are 24 HOAs within the Mandeville City limits.

The proliferation of HOAs across the region and Louisiana has created neighborhood autonomy and a unique sense of place for residents, but also set a variety of infrastructure and maintenance standards that can become increasingly challenging to address over time. Due to the private nature of HOAs, they are subject to fluctuations in management and enforcement, and—when private leadership or finances are lacking—service provision within the subdivision can become stressed or fall below City standards. **It is important to note that the City has no jurisdiction or authority to enforce or maintain HOA rules, agreements, or regulations.** For this reason, the Comprehensive Plan is notably limited in its ability to address long-standing issues with existing HOAs but may support changes to how new or future HOAs may be approved to lessen management complications in the future.

### Housing Units

The City of Mandeville contains about 5,500 occupied housing units. The largest number of these units were constructed between 1980-1999 (46.7%). Of the total housing units, 2.8% or 155

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<sup>33</sup><https://experience.arcgis.com/experience/17212ea2b6bb45d683e51633d2f2dab6/>



units were constructed in 1939 or earlier.<sup>34</sup> The Old Mandeville area of the City is home to many older and historic homes that contribute to the character of the area.



*Condominiums near Mandeville High School (left) and a Lakefront single-family home (right)*

The below table describes the estimates and percentages for the age of occupied housing stock in Mandeville and St. Tammany Parish (for reference), which shows the Parish also experienced a comparable “housing boom” between 1980-1999. Of note, many people regionally and statewide have supposed much of the growth on the Northshore and in Mandeville to be a result of migration patterns after Hurricane Katrina in 2005. Based on a review of housing construction data, it appears the 19.1% growth between 2000 and 2009 was not dissimilar to the housing construction environment leading up to the housing boom from 1980-1999, where a similar 19.8% growth in housing stock was experienced from 1960-1979. This rise and fall in housing construction in the City could be a result of a number of factors, including a continued lack of developable area after 1999, and similar storms occurring on the Southshore prompting a migration to the Northshore between 1960-1979 (i.e. Hurricane Besty which made landfall in Grand Isle on August 27, 1965). Regardless of the factors, it is commonly accepted that new development within the City is naturally constrained by a pre-existing built environment, and—as a result—construction activities have largely shifted to reconstruction of existing structures vs. new housing development.

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<sup>34</sup> U.S. Census Bureau. (2022). Physical Housing Characteristics for Occupied Housing Units. *American Community Survey, ACS 5-Year Estimates Subject Tables, Table S2504*. Retrieved October 2, 2024, from [https://data.census.gov/table/ACSST5Y2022.S2504?q=SEASONAL&t=Physical Characteristics&g=050XX00US22103\\_160XX00US2248225&moe=false](https://data.census.gov/table/ACSST5Y2022.S2504?q=SEASONAL&t=Physical Characteristics&g=050XX00US22103_160XX00US2248225&moe=false).

AGE OF OCCUPIED HOUSING STOCK	St. Tammany Parish		Mandeville	
	Estimate	%	Estimate	%
2020 or later	1,241	1.2%	40	0.7%
2010 to 2019	12,633	12.5%	349	6.3%
2000 to 2009	25,617	25.3%	1,048	19.1%
1980 to 1999	37,820	37.4%	2,568	46.7%
1960 to 1979	18,814	18.6%	1,088	19.8%
1940 to 1959	3,073	3.0%	252	4.6%
1939 or earlier	2,014	2.0%	155	2.8%
Total	101,212	100.0%	5,500	100.0%

While the number of new housing units is naturally constrained by limited existing, developable area in the City, (see the Land Use section for more information) how such housing is configured (single, duplex, tri-plex, etc.) to support the needs of residents can adapt and shift over time. For example, offering rental units in a variety of housing types for students, young people, aging adults, and low-income populations can reduce housing cost burdens and keep all members of a family living near each other. Currently, 1-unit detached, or single-family housing, is the predominant housing option available to residents living in Mandeville (67.6% of housing types). This is also the case for St. Tammany Parish (80.0% single-family housing).

Whether homes are available for purchase or rent is also important to help those building wealth to afford a home or those who do not wish to purchase a home to have the opportunity find permanent housing near where they would like to live, work, and/or play. In 2022, most homes were owner-occupied housing units (3,791) vs. renter occupied (1,709). The median value of homes in Mandeville in 2022 was notably high (\$367,100) and higher than the Parish (\$262,400).

This information, and more, is depicted in the below table for both Mandeville and St. Tammany Parish for 2000<sup>35</sup>, 2010<sup>36</sup>, 2020<sup>37</sup>, and 2022<sup>38</sup>.

	St. Tammany Parish	Mandeville
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<sup>35</sup> U.S. Census Bureau. (2000). *Louisiana: 2000*. U.S. Department of Commerce. Retrieved October 2, 2024, from <https://www2.census.gov/library/publications/2003/dec/phc-2-20.pdf>

<sup>36</sup> U.S. Census Bureau. (2010). PHYSICAL HOUSING CHARACTERISTICS FOR OCCUPIED HOUSING UNITS . *American Community Survey, ACS 5-Year Estimates Subject Tables, Table S2504*. Retrieved October 2, 2024, from [https://data.census.gov/table/ACSST5Y2010.S2504?t=Physical Characteristics&g=050XX00US22103\\_160XX00US2248225&moe=false](https://data.census.gov/table/ACSST5Y2010.S2504?t=Physical Characteristics&g=050XX00US22103_160XX00US2248225&moe=false).

<sup>37</sup> U.S. Census Bureau. (2020). PHYSICAL HOUSING CHARACTERISTICS FOR OCCUPIED HOUSING UNITS. *American Community Survey, ACS 5-Year Estimates Subject Tables, Table S2504*. Retrieved October 2, 2024, from [https://data.census.gov/table/ACSST5Y2020.S2504?t=Physical Characteristics&g=050XX00US22103\\_160XX00US2248225&moe=false](https://data.census.gov/table/ACSST5Y2020.S2504?t=Physical Characteristics&g=050XX00US22103_160XX00US2248225&moe=false).

<sup>38</sup> U.S. Census Bureau. (2022). Physical Housing Characteristics for Occupied Housing Units. *American Community Survey, ACS 5-Year Estimates Subject Tables, Table S2504*. Retrieved October 2, 2024, from [https://data.census.gov/table/ACSST5Y2022.S2504?q=Physical Characteristics&g=050XX00US22103\\_160XX00US2248225](https://data.census.gov/table/ACSST5Y2022.S2504?q=Physical Characteristics&g=050XX00US22103_160XX00US2248225).

HOUSING UNIT COMPARISON	2000	2010*	2020	2022	2000	2010*	2020	2022
Total housing units	75,398	94,375	106,006	112,297	4,669	4,927	5,224	5,994
Occupied housing units	69,253	84,536	95,054	101,212	4,204	4,488	4,636	5,500
Owner occupied	55,719	67,962	74,659	80,039	2,536	2,947	3,019	3,791
Renter occupied	13,534	16,574	20,395	21,173	1,668	1,541	1,617	1,709
Vacant housing units	6,145	9,043	9,246	9,468	465	375	433	494
Seasonal, recreational or occasional use only	1,191	796	1,706	1,617	62	64	155	56
Units in Structure								
1-unit detached	57,216	66,783	75,728	80,972	2,803	2,769	2,939	3,719
1-unit attached	1,778	2,198	2,581	2,761	284	458	360	436
2 units	3,566	1,522	1,549	1,628	623	67	353	272
3 to 4 units		1,860	1,492	1,752		431	267	262
5 to 9 units	1,125	1,353	1,809	1,578	342	126	208	209
10 or more units	2,937	3,720	6,147	6,310	655	619	484	551
Mobile home or other	8,776	7,186	5,748	6,211	0	13	25	51
Value								
Median Value	123,900	201,800	223,300	262,400	156,700	270,100	306,000	367,100
Median Rent	593	944	1,143	1,247	648	953	1,145	1,225
*Note: US Census Bureau ACS data for the year 2010 only provided information in percentages rounded to two decimal places, numbers provided for 2010 are estimates created by converting these percentages back into whole numbers.								

## Rent Burden

Rent burden, defined as spending more than 30% of monthly income on housing costs, is a critical metric for assessing housing affordability. Rent burden, especially among lower-income households, causes the most strain, as a larger percentage of income is allocated to rent, leaving less for essentials like food, healthcare, transportation, and education. Further, this financial instability puts households at risk for negative outcomes such as eviction, homelessness, and frequent moves<sup>39</sup>.

In Mandeville, the median rent is \$1,900, with rental prices ranging from \$936 to \$3,700<sup>40</sup> across all property types and bedroom counts. For a household renting a median-priced property in

<sup>39</sup> Center on Budget and Policy Priorities (2022). Addressing the Affordable Housing Crisis Requires Expanding Rental Assistance and Adding Housing Units. Retrieved January 13, 2025 from <https://www.cbpp.org/research/housing/addressing-the-affordable-housing-crisis-requires-expanding-rental-assistance-and>

<sup>40</sup> Zillow Rentals. (2025). Mandeville, LA Rental Market. <https://www.zillow.com/rental-manager/market-trends/mandeville-la/> January 11, 2025.

Mandeville, this threshold translates to a monthly income of at least \$6,333.33, or an annual income of \$75,999.96.

In 2022, the median household income in Mandeville was \$84,886, suggesting that the average household income could afford a median-priced rental without being rent burdened. However, 31.6% of households in Mandeville earned less than \$74,999<sup>41</sup> in the past year, placing a portion of the community at risk for rent burden.

Addressing rent burden in Mandeville is crucial for maintaining community health and ensuring that residents have access to stable, affordable housing. Strategies such as fostering economic development to increase household incomes can help mitigate these challenges and support a healthier, more resilient community.

## V. Climate, Flooding, Resilience, and Hazard Mitigation

### Climate

Mandeville's climate is warm and temperate. The average temperature is 68.6 °F (20.3 °C) with the highest average temperatures between June and September. The amount of precipitation is notable. Each month of the year averages between 3-6 inches of rain and the annual precipitation is 58.1 inches. The highest number of rainy days occur in July and August (12 days). The following table describes, by month, temperature (average, maximum, minimum), precipitation, humidity, rainy days, and average sun hours.<sup>42</sup>

### WEATHER BY MONTH // WEATHER AVERAGES MANDEVILLE

	January	February	March	April	May	June	July	August	September	October	November	December
Avg. Temperature °C (°F)	11.4 °C (52.6) °F	13.4 °C (56.1) °F	16.5 °C (61.6) °F	20.2 °C (68.4) °F	24 °C (75.2) °F	26.9 °C (80.5) °F	27.6 °C (81.7) °F	27.7 °C (81.8) °F	25.8 °C (78.4) °F	21.5 °C (70.8) °F	16.3 °C (61.4) °F	12.8 °C (55) °F
Min. Temperature °C (°F)	8.3 °C (46.9) °F	10.2 °C (50.3) °F	13.1 °C (55.6) °F	16.9 °C (62.4) °F	20.8 °C (69.4) °F	24 °C (75.2) °F	24.9 °C (76.9) °F	25 °C (76.9) °F	22.9 °C (73.2) °F	18.2 °C (64.8) °F	13 °C (55.4) °F	9.7 °C (49.4) °F
Max. Temperature °C (°F)	15.8 °C (60.4) °F	17.8 °C (64) °F	20.8 °C (69.4) °F	24.4 °C (75.9) °F	27.9 °C (82.3) °F	30.6 °C (87.1) °F	31.2 °C (88.2) °F	31.3 °C (88.3) °F	29.5 °C (85.1) °F	25.6 °C (78.1) °F	20.6 °C (69) °F	16.9 °C (62.5) °F
Precipitation / Rainfall mm (in)	135 (5)	133 (5)	141 (5)	113 (4)	103 (4)	128 (5)	122 (4)	160 (6)	129 (5)	94 (3)	97 (3)	122 (4)
Humidity(%)	73%	71%	74%	73%	72%	75%	78%	78%	74%	69%	71%	73%
Rainy days (d)	8	7	7	6	7	10	12	12	9	6	6	8
avg. Sun hours (hours)	6.7	6.6	7.9	8.9	10.3	11.0	11.0	10.2	9.6	8.6	7.5	6.3

Data: 1991 - 2021 Min. Temperature °C (°F), Max. Temperature °C (°F), Precipitation / Rainfall mm (in), Humidity, Rainy days. Data: 1999 - 2019: avg. Sun hours

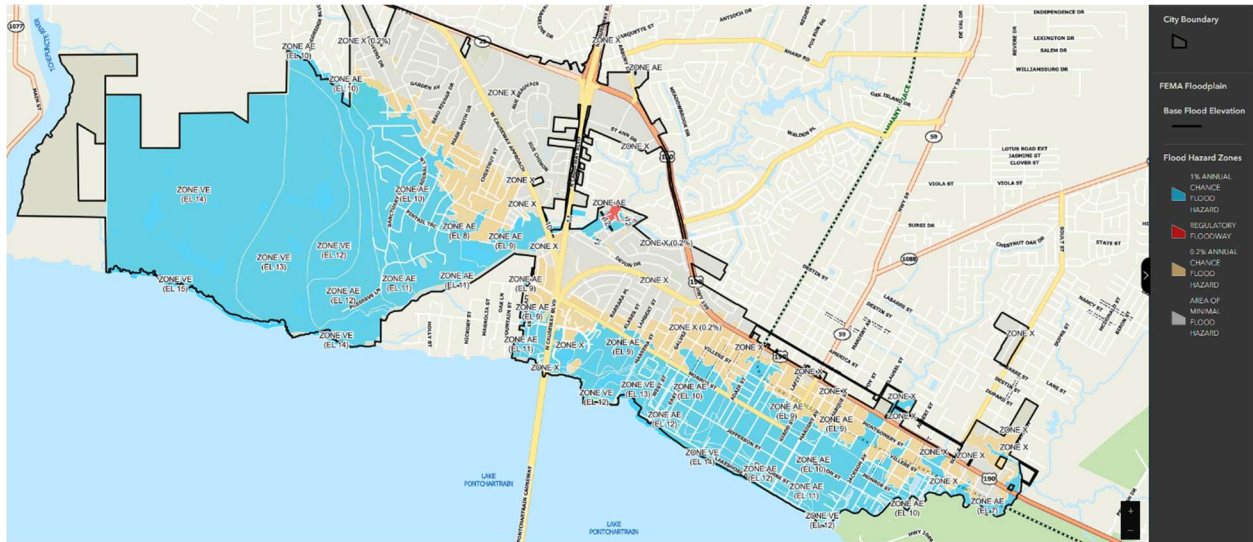
<sup>41</sup> U.S. Census Bureau (2022). Income in the Past 12 months (in 2022 Inflation-Adjusted Dollars). *American Community Survey, ACS 5-Year Estimates Subject Tables, Table S1901*. Retrieved January 13, 2025 from [https://data.census.gov/table/ACSST5Y2022.S1901?t=Income%20\(Households,%20Families,%20Individuals\):Income%20and%20Poverty&g=040XX00US22\\_160XX00US2248225](https://data.census.gov/table/ACSST5Y2022.S1901?t=Income%20(Households,%20Families,%20Individuals):Income%20and%20Poverty&g=040XX00US22_160XX00US2248225)

<sup>42</sup> <https://en.climate-data.org/north-america/united-states-of-america/louisiana/mandeville-17017/#climate-graph>



## Hazard Mitigation

The City of Mandeville faces a range of natural and human-made hazards, as outlined in the *St. Tammany Parish Hazard Mitigation Plan*. The primary natural threats are **coastal hazards**, stemming from coastal, riverine, and flash flooding previously discussed.



City of Mandeville Flood Zones (City of Mandeville GIS, 2024)

From a Hazard Mitigation lens, flooding poses a severe and persistent threat to the Mandeville community. The City has 211 repetitive loss structures (196 being residential), meaning these properties have been subject to repeated flood damage<sup>43</sup>. Mandeville is comprised of FEMA NFIP flood zones X, AE, and VE, and its low elevation contributes to its vulnerability, with large portions of the City below 3 feet in elevation<sup>44</sup>. In the worst-case scenario, the City could experience flood depths of up to 18 feet, resulting in widespread devastation.



City of  
Mandeville  
Elevation  
Heat Map  
(City of  
Mandeville  
GIS, 2024)

<sup>43</sup> St. Tammany Parish Multi-Jurisdictional Hazard Mitigation Plan, 2020, p. 59

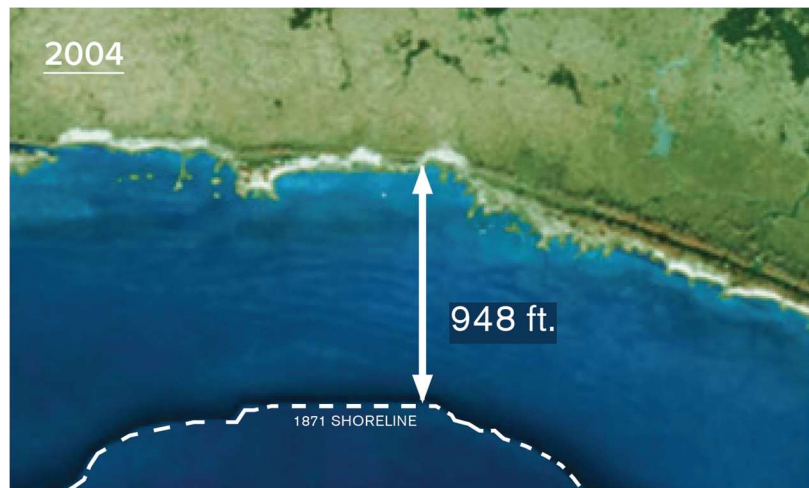
<sup>44</sup> St. Tammany Parish Multi-Jurisdictional Hazard Mitigation Plan, 2020, p. 63



Flooding is an ongoing concern in Mandeville, with an annual flood probability of 40% (1 event every 3-5 years). The estimated loss from a 100-year flood event is \$262,928,000, with over half of the population (50.8%) located in a Hazard Area, the continued utilization of flood reduction strategies is critical<sup>45</sup>.

In addition to flooding, **tropical cyclones** are another coastal hazard affecting Mandeville. A 100-year storm event could cause damage valued at \$50,266,253, representing 4.5% of the total value of affected structures. Notably, 100% of the City is located within a Hazard Area for tropical cyclones, indicating that the entire community is at risk during an event<sup>46</sup>. The combination of high winds, storm surge, and intense rainfall from tropical storms and hurricanes significantly exacerbates the flood risk mentioned above.

Approximately 35.5% of the City is located in a Hazard Area vulnerable to **coastal land loss**<sup>47</sup>. Continuous wave action from Lake Pontchartrain is gradually eroding the shoreline, increasing the City's exposure to large waves and flooding<sup>48</sup>. Over time, rising sea levels and land subsidence could lead to permanent closures of structures in these Hazard Areas, forcing residents to relocate as the risks continue to grow.



*Image depicting shoreline recession between 1871 and 2004 (Mandeville Flood Resilience Strategy, 2023, p.8)*

While less frequent, the risk of **wildfires** is present, especially in drier seasons and more heavily forested areas. 81.8% of Mandeville is located in a “Wildland-Urban Interaction Area”, which is considered a Hazard Area for wildfires<sup>49</sup>.

<sup>45</sup> St. Tammany Parish Multi-Jurisdictional Hazard Mitigation Plan, 2020, p. 70

<sup>46</sup> St. Tammany Parish Multi-Jurisdictional Hazard Mitigation Plan, 2020, p.111

<sup>47</sup> St. Tammany Parish Multi-Jurisdictional Hazard Mitigation Plan, 2020, p.43

<sup>48</sup> Mandeville Flood Resilience Strategy, 2023, p. 8

<sup>49</sup> St. Tammany Parish Multi-Jurisdictional Hazard Mitigation Plan, 2020, p. 130

**Termite infestations** represent a more localized, but significant human-made threat, as they can be severely damaging to wooden structures over time, particularly in older, historic areas of Mandeville. It is estimated that there is an annual loss of \$42,957 for termites in Mandeville<sup>50</sup>.

## **Flooding and Resilience**

Throughout its history, the City of Mandeville has faced numerous flood events, which have been exacerbated by increasingly frequent hurricanes, storm surge, and rainfall.

The main types of flooding the City faces include:

- ***Coastal Flood Risk***, which occurs when water from a large body of water, like Lake Pontchartrain, floods land due to tidal conditions, wind, storm surge, or severe weather.  
*Example:* Hurricane Isaac (2012) caused severe flooding along Mandeville’s Lakefront as high winds and tides overwhelmed the seawall<sup>51</sup>.
- ***Riverine Flood Risk***, which occurs when rivers, such as the Tchefuncte River, overflow due to prolonged rainfall causing rivers or waterways to exceed their capacities and spread over large areas to downstream communities.  
*Example.* When the Bogue Falaya River overtopped in 2016, widespread flooding occurred<sup>52</sup>.
- ***Flash Flood Risk***, which is caused by intense rainfall that overwhelms drainage system capacity that leads to floods not necessarily tied to overflowing water bodies.  
*Example.* In 2021, heavy rains caused flash flooding on the North Causeway Approach in Mandeville, stranding motorists and damaging homes and businesses<sup>53</sup>.

## **Reducing Flood Risk in the Future**

Recent flood risk assessments performed as part of the *Mandeville Flood Resilience Strategy* (2023) concluded that coastal flooding, particularly from storm surge, presents the highest risk to Mandeville. Additionally, engineered computer models showed that the most serious flood events occur when storm surge and rain events overlap. Models showed the most intense damage when storm surge precedes peak rainfall by a few hours, because this causes a rise in Water Surface Elevation (WSE) that overwhelms the City’s drainage capacity<sup>54</sup>.

Multiple structural and non-structural interventions were modeled to isolate the most effective means to reduce coastal flooding in the future. The City of Mandeville has outlined the

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<sup>50</sup> St. Tammany Parish Multi-Jurisdictional Hazard Mitigation Plan, 2020, p. 84

<sup>51</sup> Mandeville Flood Resilience Strategy, 2023, p. 34

<sup>52</sup> Mandeville Flood Resilience Strategy, 2023, p. 35

<sup>53</sup> Mandeville Flood Resilience Strategy, 2023, p. 36

<sup>54</sup> Mandeville Flood Resilience Strategy, 2023, p.39

following flood resilience strategies through a combination of adaptation, community engagement and infrastructure improvements:

- ***Nonstructural Interventions.*** This strategy focuses on elevating residential structures and floodproofing nonresidential structures in flood prone areas; particularly those along the Lake Pontchartrain shoreline. In areas where elevation or floodproofing is not feasible, voluntary buyouts and relocations are recommended.
- ***Capacity Building.*** This strategy encourages hosting public workshops to inform residents of flood risk and the importance of flood insurance. Additionally, this strategy involves investing in the City staffs' capacity through training and adding positions to maintain its models and integrate an early warning system.
- ***Infrastructure Improvements.*** Stormwater parks, upgrading drainage systems, and installing flood gates and pumps at strategic points across the City are recommended to mitigate future increases in nuisance flooding.

The City of Mandeville has significant experience and success with structural elevation projects. Following Hurricane Katrina and Hurricane Rita, the City undertook a multi-year overhaul of building standards, introducing area-specific design guidelines and regulations. These guidelines enabled Old Mandeville to retain its historic architectural fabric while allowing for the elevation of structures to protect them from flooding.

These guidelines, originally published in 2009 and updated in 2019, have successfully reduced flood damage in the City. A City review of major storm events Hurricane Katrina (2005), Hurricane Isaac (2011), and Hurricane Ida (2021)—each of which brought 9.5 feet of storm surge along Lakeshore Drive and had similar rainfall patterns—demonstrate the impact of these elevation guidelines. Wherein, before the elevation standards were implemented, Hurricane Katrina caused damage to 423 structures, totaling \$26 million in losses. After Hurricane Isaac, 226 structures were damaged, with \$7 million in damages. By the time Hurricane Ida hit, the number of damaged structures had decreased to 96, with \$3.6 million in damages. Overall, approximately 80% of structures in historic areas have been elevated, resulting in a 74% reduction in damage<sup>55</sup>.

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<sup>55</sup> National Trust for Historic Preservation, 2024



Example of a historic home elevation in Mandeville (National Trust for Historic Preservation, 2024)

The City of Mandeville currently holds a Class 5 rating in the Community Rating System (CRS), which has resulted in reduced flood insurance premiums for residents. Class 5 is the highest rating achieved by any participating municipality in Louisiana, and only two other jurisdictions share this rating (Jefferson Parish, City of Gretna)<sup>56</sup>. This rating provides a 25% discount on flood insurance for properties located in a special flood hazard area, benefiting over 3,000 structures<sup>57</sup>. The enforcement of these elevation standards has played a significant role in achieving this discount, helping to lower overall flood risk and insurance costs for the community.

## VI. Parks, Open Space, and Tree Canopy

### Parks

In February of 2024, the City of Mandeville adopted the *Parks & Recreation Master Plan*, informed by the community, to guide investment and development in the City's park system, recreational opportunities, natural areas, and tree canopy. This plan's goals are aligned and incorporated within the priorities of *Mandeville Thrives 2045* and include:

1. Identify and program new City parks based on opportunity, physical site characteristics, and community needs.
2. Align with other planning efforts like the 2023 *Mandeville Flood Resilience Strategy* and the *City of Mandeville Pedestrian & Bicycle Plan* to streamline goals, maximize investments, and enhance public spaces.
3. Reinforce natural systems such as biodiversity, hydrology, and the urban tree canopy to enhance ecological benefits, increase beauty, and reduce maintenance.

<sup>56</sup> <https://www.fema.gov/floodplain-management/community-rating-system#participating>

<sup>57</sup> St. Tammany Parish Multi-Jurisdictional Hazard Mitigation Plan, 2020, p. 61



4. Increase multimodal connectivity between parks to ensure safety and equitable access.
5. Position Mandeville to accommodate future park and public space programming demands.

Mandeville is rich in natural landscape, a quality that is appreciated by many and should continue to be protected and enhanced. The current parks and recreational facilities owned by the City of Mandeville include the following:

- Neighborwoods
- Paul D. Cordes Park
- Spitzfaden Community Center
- Lakefront Park
- Mandeville Trailhead
- Sunset Point
- Jean Baptiste Lang House
- Tyler Thomas Park
- Harbor Field



*A welcome sign and interpretive panel and Neighborwoods Park.*

The approximate total of open park space (not including indoor facilities such as the Community Center)—including Neighborwoods, Paul D. Cordes Park, Lakefront Park, Mandeville Trailhead, Lang House Park, Sunset Point, Tyler Thomas Park, and Harbor Field—in the City is approximately 55 acres.<sup>58</sup> This is about 4.2 acres per 1,000 residents and 1,650 residents per park.

The National Recreation and Park Association's (NRPA) 2024 Park Agency Review is an annual report that summarizes key findings from nearly 1,000 unique park and recreation agencies. It can be used as a way to benchmark Mandeville's parkland, staffing, budgets, programming, and policies. For example, in communities with less than 20,000 residents, the median acreage of parkland is 12.6 per 1,000 residents and 1,172 residents per park.<sup>59</sup>

Mandeville's estimated metrics are less acres of parkland and more residents per park than the national average for communities with populations less than 20,000 residents. This indicates a need to increase the amount and location of parkland, which is supported by focus areas in the parks and recreation plan. Mandeville is also rich in natural resources, including bayous and wetlands, that offer tremendous ecological value and connection to nature outside of formalized parks. Additionally, there are large parks near Mandeville, but not within City limits, which

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<sup>58</sup> City of Mandeville GIS data.

<sup>59</sup> NRPA Agency Performance Review, National Recreation and Park Association.

residents can access by vehicles and the Tammany Trace, including Fontainebleau State Park and Pelican Park.

The park and recreation plan's five focus areas for future park development in the City include:

- **Landfill Site:** 6.3 acres adjacent to the Tammany Trace and bound by America St. and Lafayette St. This former City landfill is outside the City limits but connects directly to the City via the Tammany Trace. Conceptual design amenities include a baseball diamond, phytoremediation (using plants to clean contaminated environments), nature playground, restrooms, shade, seating, and educational signage.
- **West Toll Plaza Site:** 8 acres adjacent to the lakefront, directly west of Causeway Blvd. Conceptual designs recommend a destination playground, natural trail, living shoreline & marsh creation, environmental education signage, public art, pavilion, restrooms and seating.
- **Cemetery Site:** 6 acres north of the Mandeville Cemetery, bound by Florida, Foy, Montgomery & Jackson Streets. The site is a conservation area adjacent to Little Bayou Castine, and proposed park development is sensitive to this context, including nature trails and boardwalks, water quality monitors, educational signage, and seating.
- **Carroll Street Property:** 1 acre, less than a city block, at the corner of Carroll and Madison Streets. Conceptual designs include planted bioswales, demonstration gardens, educational stormwater signage, an outdoor classroom, and pavilion.

The following Collective Vision Map depicts both current and future parks and recreational facilities in the City.



DRAFT • FEBRUARY 6, 2024

CITY OF MANDEVILLE PARKS & RECREATION MASTER PLAN 20

## Natural Environment and Ecosystems

In addition to the City's parks, there are other features that contribute to the immense natural resources, open space, tree canopy, and overall connectivity with nature.

Mandeville residents live alongside water ecosystems from Lake Pontchartrain to Bayou Castine, Little Bayou Castine, Ravine Aux Coquilles, Bayou Chinchuba, and many other waterways in the community. This connection with the natural environment guides where and how development occurs, drives recreational and sporting opportunities, and provides habitat for the flora and fauna of southeastern Louisiana.

The main ecosystems that can be found in Mandeville include:

- **Longleaf Pine Flatwoods:** The most prevalent plant community in Mandeville composed of Longleaf and Loblolly Pine trees with understory herbaceous plants, shrubs, and grasses.
- **Bald Cypress-Tupelo Floodplain Forest:** Wetland forests that occur in the streams, rivers, or tidal areas of Mandeville, where freshwater flooding is crucial to their growth.



*Little Bayou Castine as seen from the Tammany Trace.*



The most common trees are Bald Cypress and Water Tupelo. This plant community can be threatened by saltwater intrusion and rising water levels.

- **Coastal High Salt Marsh:** Found in flooded tidal areas and is habituated by grasses and shrubs tolerant to saltwater. This plant community is found on the west side of Mandeville in currently undeveloped areas near the Tchefuncte River.

The varying natural resources of Mandeville and the region are both important for plant and animal life as well as the “ecosystem services” provided to community members. Natural resources are important to protect as they provide air and water quality improvements, reduce pollution, sequester carbon, reduce urban heat island effects, and mitigate flooding.<sup>60</sup>

### **Urban and Natural Tree Canopy**

One facet of the natural environment beloved by the community is the urban and natural tree canopy. Trees provide many of the previously mentioned ecosystem services including filtration and infiltration of water, evapotranspiration, reduced air temperatures, and more. I-Tree is a public-private partnership that aims to quantify the benefits and value of trees, advocate for better management, assist with environmental justice efforts, and more.

According to i-Tree, Mandeville is composed of approximately 36.13% tree canopy and 22.25% impervious surface. Mandeville’s trees shade an area equivalent to 1,174 professional football fields. The total benefits the tree canopy provides is equal to \$1,154,569 in carbon dioxide uptake, stormwater mitigation, and air pollution removal.<sup>61</sup> Preserving existing tree canopy, and adding more trees, has benefits ranging from human health to flood mitigation to the financial benefits described above.



*A robust area of Mandeville's tree canopy can be seen at the intersection of E Causeway Approach and Monroe St.*

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<sup>60</sup> City of Mandeville Parks and Recreation Master Plan, p 51-59.

<sup>61</sup> I-Tree, Tree Canopy in Mandeville; USDA Forest Service, Davey Tree Expert Company, The Arbor Day Foundation, Urban and Community Forestry Society, International Society of Arboriculture, Casey Trees, and SUNY College of Environmental Science and Forestry.



## VII. Community Health

### Introduction

Recognizing the importance of public health and identifying associated risk factors is essential for developing a resilient and vibrant future for the City of Mandeville. Understanding how these elements impact quality of life will help to shape goals focused on future development, infrastructure and services, transportation, and much more. Taking a proactive approach by prioritizing health and wellbeing will create an environment where residents can thrive for generations. The following section outlines key quality of life factors in Mandeville, St. Tammany Parish, and the broader United States, establishing a foundation for long-term community visioning in Mandeville’s Comprehensive Plan.

### Health and Wellness

Comparison of Health Factors for Adults 18 and Up <sup>62</sup>			
Health Factor	United States	St. Tammany Parish	Mandeville
	Age Adjusted	Age Adjusted	Age Adjusted
<b>Asthma</b>	9.9%	9.5%	9.7%
<b>Depression (Past 14 Days)</b>	21.1%	24.7%	32.1%
<b>Binge drinking</b>	18.0%	18.7%	17.9%
<b>Diagnosed diabetes</b>	10.4%	9.5%	9.6%
<b>Disability: Cognitive</b>	13.7%	14.0%	16.2%
<b>Disability: Hearing</b>	6.2%	6.1%	6.3%
<b>Disability: Mobility</b>	12.0%	12.2%	12.0%
<b>Disability: Vision</b>	5.4%	4.3%	4.3%
<b>High blood pressure</b>	29.6%	33.0%	30.6%
<b>High cholesterol</b>	30.4%	32.7%	31.8%
<b>Frequent Mental Distress (past 30 days)</b>	16.4%	19.6%	20.0%
<b>Obesity</b>	33.4%	34.8%	33.9%
1. The darker red denotes higher percentages of health factors.			
2. Note: "Age Adjusted" represents a percentage which has been normalized to account for age differences between population groups (e.g. the population of the United States compared to the population of Mandeville). This age adjusted percentage is meant to provide a better comparison between these groups.			
Source: Centers for Disease Control and Prevention, National Center for Chronic Disease Prevention and Health Promotion, Division of Population Health. PLACES Data [online]. 2022 [accessed Oct 2024].			

<sup>62</sup> Source: Centers for Disease Control and Prevention, National Center for Chronic Disease Prevention and Health Promotion, Division of Population Health. PLACES Data [online]. 2022 [accessed Jun 24 2024].

## **Diet and Exercise**

Access to healthy food and opportunities for regular physical activity are key to supporting Mandeville's long-term wellbeing. The environments where residents live, work, and play can either enhance or limit access to nutritious food and exercise options, shaping overall community health outcomes.

Residents of Mandeville have access to seven grocery stores. Located on the southeast side of the City are Queyma Food Market (Florida Street) and Walmart Neighborhood Market (crossroads of East Causeway Approach and Highway 190). The north end of the City has four grocery stores along Highway 190: Rouses Market, Whole Foods Market, and Target Grocery. There is one additional Rouses Market located off the intersection of North and East Causeway Approaches. In addition to grocery stores, the Trailhead Community Market, a farmer's market with over 80 local vendors, takes place every Saturday at the Mandeville Trailhead. With access to a variety of grocery stores within the City, Mandeville has ample options and access to fresh produce.

In addition to fresh food access, exercise access is important to community health. While essential, only one-third of adults engage in the recommended amount of weekly physical activity in the United States (150 minutes per week for adults).<sup>63</sup> In Mandeville, it is estimated that the prevalence of physical inactivity, defined as a lack of regular activity, is between 19.5% and 27.4% among adults 18 years and older.<sup>64</sup> Physical inactivity can affect overall quality of life, reducing energy levels and increasing the risk of mobility challenges as individuals age. This level of inactivity can impact community health by contributing to the prevalence of chronic conditions. The table on the following page shows a comparison of health factors in Mandeville and St. Tammany Parish:

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<sup>63</sup> US Department of Health and Human Services. [Facts & Statistics](#). January 26, 2017.

<sup>64</sup> Centers for Disease Control and Prevention. (2022). National Center for Chronic Disease Prevention and Health Promotion, Division of Population Health. PLACES Data [online]. *\*Note: these estimates are taken from Census tracts encompassing the City of Mandeville.* Retrieved January 16, 2025 from <https://experience.arcgis.com/experience/22c7182a162d45788dd52a2362f8ed65>

Health Factors <sup>65</sup>		
Asthma	Asthma is a chronic lung disease caused by inflammation and muscle tightness around the airways which can lead to coughing, shortness of breath, and chest tightness. <sup>66</sup> Asthma can impact quality of life, leading to missed school or work, increased medical costs, and limitations on physical activities. Environmental factors, such as air quality and exposure to allergens or pollutants can exacerbate asthma symptoms. Mandeville benefits from relatively good air quality, and maintaining this standard is essential for preventing asthma triggers.	
<div>United States - 9.9%</div> <div>St. Tammany Parish - 9.5%</div> <div>Mandeville - 9.7%</div>		
Diabetes	Diabetes is a chronic condition that affects how the body processes blood sugar (glucose), leading to potential health complications such as heart disease, kidney damage, and vision loss. In Mandeville, 9.6% of residents report having diabetes, a rate slightly lower than the national average (10.4%). Managing diabetes requires regular healthcare access, proper nutrition, physical activity, and medication adherence, all of which are supported by community resources and education.	
<div>United States - 10.4%</div> <div>St. Tammany Parish - 9.5%</div> <div>Mandeville - 9.6%</div>		
High Blood Pressure	High blood pressure, or hypertension, is a condition where the force of blood against the artery walls is consistently too high, potentially leading to severe health problems like heart disease, stroke, and kidney failure. Factors contributing to high blood pressure include diet, exercise, physical activity, stress and genetics. In Mandeville, 30.6% of residents have reported having high blood pressure, a condition that can be managed with lifestyle changes such as reducing sodium intake, increasing physical activity, and managing stress, along with medical treatment when necessary.	
<div>United States - 29.6%</div> <div>St. Tammany Parish - 33.0%</div> <div>Mandeville - 30.6%</div>		
High Cholesterol	High cholesterol is a condition characterized by elevated levels of lipids in the blood. This condition can increase the risk of heart disease, stroke, and other cardiovascular conditions by contributing to the buildup of plaque in arteries. In Mandeville, 20% of residents report having high cholesterol, a rate higher than the national average of 16.4%. Lifestyle factors such as diet, physical inactivity, and obesity can often contribute to elevated cholesterol levels, though genetics can play a significant role. Managing high cholesterol can include eating a healthy diet, engaging in regular exercise, and adhering to prescribed medications when needed.	
<div>United States - 30.4%</div> <div>St. Tammany Parish - 32.7%</div> <div>Mandeville - 31.8%</div>		
Obesity	Obesity (Body Mass Index over 30) is excessive fat accumulation that can increase the risk of chronic conditions like heart disease, diabetes, stroke, osteoarthritis, and certain cancers. With Mandeville’s obesity rate at 34.8%, the city is slightly higher than the United States trend (33.4%) and underscores the importance of local initiatives promoting physical activity, balanced nutrition, expanded access to weight management resources, and community design that support active living.	
<div>United States - 33.4%</div> <div>St. Tammany Parish - 34.8%</div> <div>Mandeville - 33.9%</div>		

<sup>65</sup> Source: Centers for Disease Control and Prevention, National Center for Chronic Disease Prevention and Health Promotion, Division of Population Health. PLACES Data [online]. 2022 [accessed Jun 24 2024].

<sup>66</sup> World Health Organization. (2024). Asthma. Retrieved January 16, 2025 from <https://www.who.int/news-room/fact-sheets/detail/asthma#:~:text=Asthma%20is%20a%20chronic%20lung,speak%20to%20a%20health%20professional.>

## **Mental Health**

Mental health is another important indicator of community health and quality of life because it directly impacts the community's individual wellbeing, social relationships, and economic productivity. In Mandeville, 32.1% of residents reported experiencing depression in the past 14 days, compared to 24.7% in St. Tammany Parish and 21.1% in the United States, suggesting a higher prevalence of mental health challenges within the City. Additionally, frequent mental distress was reported by 20% of Mandeville residents at a higher rate than the United States (16.4%). These statistics highlight the importance of considering and addressing mental health issues as a community priority.

Mental health crises also manifest in public safety data, with the Mandeville Police Department (MPD) responding to five mentally disturbed person calls and six incidents of threatened or attempted suicide in 2023.<sup>67</sup> Recognizing this, the MPD has implemented specialized training programs to equip officers to respond effectively to mental health crises, demonstrating the City's commitment to improving community well-being.

## **Substance Abuse**

Substance abuse is closely linked to mental health and can exacerbate both physical and mental health issues. In Mandeville, 17.9% of the population reported binge drinking, and, though comparable with both St. Tammany Parish and the United States, this rate suggests that a portion of the community engages with heightened rates of alcohol consumption that could be detrimental to their overall health and wellbeing. This behavior is often associated with underlying mental health challenges and can lead to increased incidents for public safety concerns. In 2023, MPD reported 31 Driving Under the Influence (DUI) incidents and four intoxicated subject incidents, underscoring the impact of substance abuse on public health and safety. The overlap between mental health issues and substance use provides opportunities for integrated strategies that address both concerns.

## **Healthcare Access**

Accessibility to hospitals and clinics is a critical component of community health, as it ensures residents can receive timely medical care for acute and chronic conditions, preventative screenings, and emergency services. Proximity to healthcare facilities reduces travel time and increases the likelihood that individuals will seek care when needed, improving health outcomes and reducing mortality rates. Communities with accessible healthcare infrastructure are better equipped to address public health crises and provide equitable care to all residents.

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<sup>67</sup> Mandeville Police Department (2023). 2023 Annual Crime Statistics. Retrieved January 15, 2025 from [https://www.cityofmandeville.com/sites/default/files/fileattachments/police/page/3991/mpd\\_2023\\_statistics.pdf](https://www.cityofmandeville.com/sites/default/files/fileattachments/police/page/3991/mpd_2023_statistics.pdf)



As of February 2025, there are a series of medical clinics in the City of Mandeville (listed below), and the regional hospital (Lakeview Hospital is about 1.5 miles north of the Mandeville City limits off of Causeway Boulevard.

- In & Out Urgent Care - Mandeville
- Ochsner Health Center - Mandeville
- Ochsner Health Center - East Mandeville
- Rapid Urgent Care - Mandeville
- Maxem Health Urgent Care

Medical clinics in Mandeville offer both walk-in and scheduled visits for services such as urgent care, physical exams, STD testing, diagnostics, and vaccinations. Some of these clinics also offer virtual appointments for managing chronic conditions, thus aiding in accessibility issues.

### **Clinical Care Access**

Mandeville’s uninsured rate, ranging from 5-7.3%, reflecting a relatively low proportion of residents lacking health insurance compared to St. Tammany Parish (10%) and the United States (11.2%). While this rate suggests many residents have access to healthcare, those without insurance may face significant barriers to receiving necessary care, including high out-of-pocket costs and delayed treatment. Uninsured individuals are more likely to forgo preventative services, leading to worse health outcomes and greater reliance on emergency care, which strains local healthcare systems. Addressing gaps in insurance coverage can help reduce disparities and ensure all residents have access to affordable, comprehensive healthcare, strengthening overall community health.

## **Social and Economic Factors**

### **Crime and Safety**

Safety is a critical feature of a community’s high quality of life. Low crime rates impact individual wellbeing, improve community cohesion, encourage investment, and increase property values. In 2023, Mandeville had a total of 15,287 reported incidents—130 (0.85%) of which were violent in nature, as described in the table below.

Crime in Mandeville (2023) <sup>68</sup>	
Type of Crime	# of Incidents
Assault	9
Battery	20
Business Burglary	5
Residence Burglary	8
Domestic	15
Robbery	1
Terrorism	1
Theft	91
<b>Total</b>	<b>160</b>

Mandeville has put multiple initiatives in place to keep these crime rates low. In 2022, the City dedicated an officer for code enforcement, resulting in a five-year high for addressing CLURO-related violations in 2023 (294 incidents). Additionally, the City made traffic safety improvements that resulted in a near five-year low in traffic accidents (632 incidents). Traffic enforcement actions also increased in 2023 (6,018) from 2022 (5,017) highlighting a focus on improving safety. Continued improvements and commitment to safety are reflected in Mandeville’s low rates of violent crime and contribute to a safer and healthier community.

## Unemployment

Unemployment in Mandeville, Louisiana and the United States (2023) <sup>69</sup>			
Location	United States	Louisiana	Mandeville
<b>Unemployment Rate</b>	5.2%	6.3%	3.3%

A strong employment landscape is an important factor when considering community health, as it supports higher household incomes, increased consumer spending, and better access to essential services such as healthcare and education. Shown in the above table, Mandeville’s unemployment rate of 3.3% reflects a strong local economy and job market compared to rates in St. Tammany Parish (6.3%) and the United States (5.2%). This low unemployment rate indicates that a majority of the workforce is engaged in productive employment, contributing to the community’s economic stability and growth.

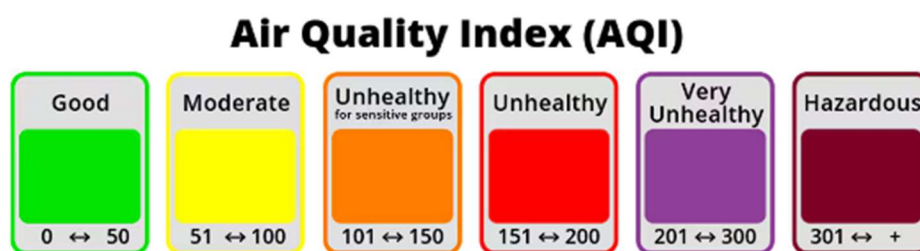
<sup>68</sup> Mandeville Police Department (2023). 2023 Annual Crime Statistics. Retrieved January 15, 2025 from [https://www.cityofmandeville.com/sites/default/files/fileattachments/police/page/3991/mpd\\_2023\\_statistics.pdf](https://www.cityofmandeville.com/sites/default/files/fileattachments/police/page/3991/mpd_2023_statistics.pdf)

<sup>69</sup> U.S. Census Bureau (2023). Employment Status. *American Community Survey, ACS 5-Year Estimates Subject Tables, Table s1901*. Retrieved January 15, 2025 from [https://data.census.gov/table/ACSST5Y2023.S2301?t=Employment:Employment%20and%20Labor%20Force%20Status&g=010XX00US\\_040XX00US22\\_160XX00US2248225](https://data.census.gov/table/ACSST5Y2023.S2301?t=Employment:Employment%20and%20Labor%20Force%20Status&g=010XX00US_040XX00US22_160XX00US2248225)

## Physical Environment

When examining community health, understanding the connection between air and water quality is essential. Poor air quality can impact human health and contaminate water sources through the deposition of airborne pollutants, while polluted water bodies can release harmful gases or particles into the air. Both air and water quality can amplify health risks for vulnerable groups, making these important factors indicating community health.

### Air Quality



*Air Quality Index Scale<sup>70</sup>*

The U.S. Air Quality Index (AQI), developed by the Environmental Protection Agency (EPA), provides an accessible way to understand health risks associated with outdoor air pollution. The AQI is determined by the highest pollutant concentration of the following six pollutants:

1. Fine Particulate Matter (PM<sub>2.5</sub>)
2. Coarse Particulate Matter (PM<sub>10</sub>)
3. Ozone (O<sub>3</sub>)
4. Nitrogen Dioxide (NO<sub>2</sub>)
5. Sulfur Dioxide (SO<sub>2</sub>)
6. Carbon Monoxide (CO)

Official Air Quality Data from the EPA is not available in Mandeville as no sensors have been installed within the City limits. However, the EPA and partner sources use sensors around New Orleans and lower St. Tammany Parish to measure the AQI. Based on this analysis, Mandeville has an annual average AQI of 28, which is categorized as Good. Over the past year, Mandeville has had 340 days with Good AQI, and 25 days with a Moderate AQI.<sup>71</sup> Pollutants with the highest concentrations were PM<sub>2.5</sub> and O<sub>3</sub>. PM<sub>2.5</sub> has the most risk for people with respiratory heart disease, the elderly, and children, while O<sub>3</sub> has the most risk for children and people with asthma. Increased traffic and commute times can further contribute to air and water quality

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<sup>70</sup> Centers for Disease Control and Prevention (2024). Air Quality. Retrieved January 15, 2025 from <https://www.cdc.gov/air-quality/about/index.html>

<sup>71</sup> AccuWeather (2025). Air Quality in Mandeville, LA. Retrieved on January 13, 2025 from <https://air.plumelabs.com/air-quality-in-mandeville-aw-338398>

concerns. Additionally, lengthy commutes contribute to environmental concerns, such as increased vehicle emissions that negatively affect air and water quality.

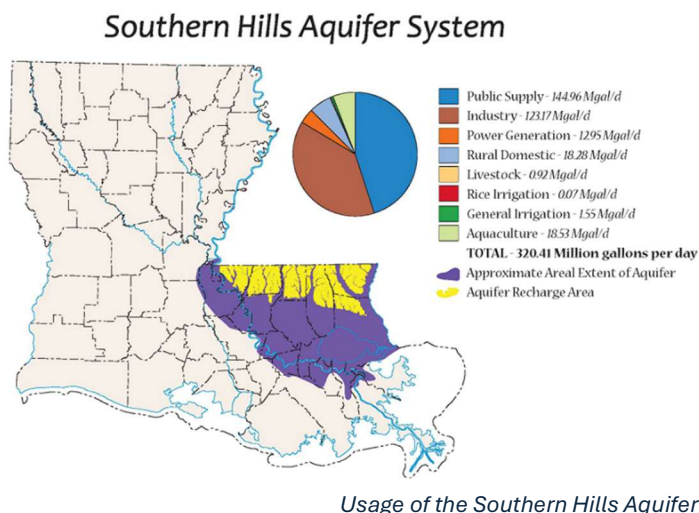
## Water Quality

The City's drinking water is sourced from wells connected to the Southern Hills Aquifer.<sup>72</sup> Mandeville's drinking water meets all Federal and State standards, per the 2023 Louisiana Department of Health (LDH) Water System Report Card and the 2023 Water Quality Report.

The LDH's 2023 assessment of Mandeville's water supply resulted in the City receiving an A (95%). Five points were deducted for having Manganese levels over the Secondary Maximum Contamination Level (SMCL). The highest level of Manganese detected in Mandeville's water supply was 0.08 mg/L while the SMCL is 0.05 mg/L. This level of Manganese does not pose a health risk but may cause undesirable water quality issues.

The Annual Water Quality Report for 2023 showed compliance with Maximum Contaminant Levels (MCLs) for regulated substances such as fluoride, nitrate-nitrite, and disinfectant byproducts. Lead and copper levels were well below Action Levels (AL), indicating effective corrosion control. Additionally, no radiological contaminants were detected, and no violations were reported, concluding that Mandeville's water supply is safe to drink.

Of note, the Annual Water Quality Report noted that Mandeville's water supply did contain between 12.2-14.6 ppb of Lithium. Lithium is currently on the Environmental Protection Agency's (EPA) Fifth Contaminant Candidate List (CCL5), a priority list of drinking water contaminants that are known to be present but do not have EPA drinking water regulatory standards. At this time, the EPA cannot confidently estimate the risk for people with lithium exposures from drinking water between 10 ppb and the much higher concentration equivalent to a therapeutic dose from lithium compounds.<sup>73</sup>



<sup>72</sup> Louisiana Department of Natural Resources. (2011). Recommendations for a Statewide Ground Water Management Plan. Retrieved on January 17, 2025 from

[https://www.dnr.louisiana.gov/assets/OC/env\\_div/gw\\_res/20111206\\_GWPLAN\\_FINALTECHAPP.pdf](https://www.dnr.louisiana.gov/assets/OC/env_div/gw_res/20111206_GWPLAN_FINALTECHAPP.pdf)

<sup>73</sup> Environmental Protection Agency (2023). Technical Fact Sheet: Lithium in Drinking Water. Retrieved January 13, 2025 from <https://www.epa.gov/system/files/documents/2023-11/ucmr5-technical-fact-sheet-lithium-in-drinking-water.pdf>



## VIII. Infrastructure

Infrastructure is the “underlying structure” of a city, including roads and sidewalks, utilities, drainage, water, sewer, and more.<sup>74</sup> It is marked by common utilization by all in a community and necessary for local economies to function successfully. It is constructed by both private and governmental entities and commonly held and maintained by the local government in support of critical services. Because most infrastructure is hidden (*infra-* means “below”), it can be difficult to grasp how extensive these systems are within a community, how each is connected to everyday life, and how well each system is maintained. For the purpose of the Community Profile, it is important to acknowledge this assessment is limited primarily to publicly-owned and maintained infrastructure, which—whether owned by the City or a private company—ends at a resident or business owner’s property lines.

Mandeville’s Public Works Department performs day-to-day maintenance of publicly owned infrastructure, including responding to community concerns. The department also plans for future improvements, including annual budgeting (i.e.; capital budget, grant funding) for projects based on needs and long-term planning and projections. The department includes three divisions: (1) Streets, Drainage, Buildings, and Grounds; (2) Water and Wastewater; and (3) Engineering. The Engineering division is also supported by a consultant firm for design, modeling, technical review services, and more.

### Water

Potable water, commonly known as “drinking water,” refers to water that is treated and determined to be safe for consumption and household use in accordance with minimum state and federal guidelines. The Mandeville community is served by a potable water system operating from five wells and two water towers. These water towers are located near Florida Street and Rapatel Street (far east side of the City) and south of the intersection of North Causeway Boulevard and US-190. The potable water distribution system is comprised of 93 miles of underground piping, and the Water Division produces and treats two million gallons of water each day for public use. In addition to annual budgeted improvements, the City applies for Louisiana Division of Administration Water Sector Program funding to supplement maintenance and improvement support for the community-wide system.

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<sup>74</sup> <https://www.merriam-webster.com/dictionary/infrastructure>

## **Drainage**

The City's drainage system includes 80 miles of ditches and subsurface pipes that convey water downstream. With the increasing rate of intense storm events in Louisiana and the local influence of tides and wind direction that cause "sunny day flooding" within the City, the regular maintenance and improvement of this system is critical to the City's long-term resilience to flooding. In recent years, the City has successfully requested and obtained drainage infrastructure funding from the Louisiana Capital Outlay program to supplement improvement efforts.

Despite this additional funding, responding to increasing and more common drainage concerns is challenging. For example, drainage projects can be complex and time-consuming to assemble and design when ownership is shared with or held by the Parish or the Louisiana Department of Transportation and Development (DOTD).



*Flooding on Lakeshore Dr. despite otherwise dry streets and no active storm events; high water levels in Lake Pontchartrain can push water back through the drainage system.*

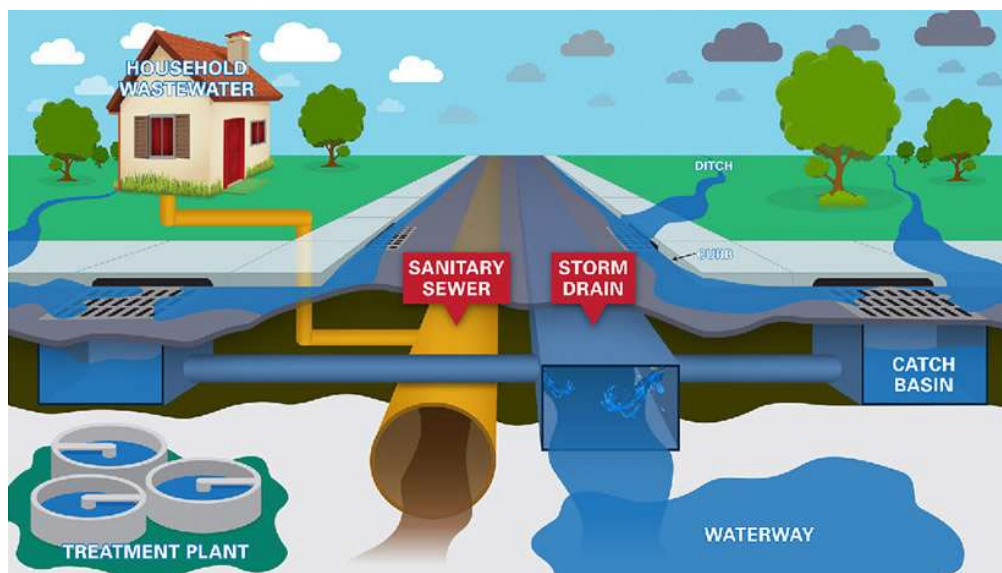
Further, maintenance is a constant and complex two-way street: not only involving regular City maintenance and upkeep of both open air ditches and subsurface pipes, but also requiring good practices from the City's residents, business owners, and visitors (i.e., no illegal dumping, littering, or blowing or moving debris into storm drains or ditches). The City's treasured and robust tree canopy also generates additional debris and requires enhanced maintenance to avoid system blockages after a storm event.

## **Wastewater system**

Wastewater consists of "black water" from toilets and "gray water" from sinks, showers, washing machines, and other household uses. The wastewater system, or sanitary sewer system, moves wastewater away from buildings and to a sewage treatment plant. Mandeville's system includes one treatment plant (located south of Mandeville High School, off of West Causeway Approach), 59 sewer lift stations, and 86 miles of underground gravity and force main piping.

The operation of the sewer system is greatly affected by storms and other factors that impact the electric grid. Because of this, new major lift station rehabilitations include generators to supply the stations with backup power. There are about 12 lift stations with backup generator power to keep lift stations operational and avoid sewer backups during power outages. The City maintains (with the support of a maintenance contract) about 20 permanent and portable generators to support the sewer infrastructure.

Mandeville has separate, not combined, wastewater and stormwater systems (note that some communities have combined systems where all water is processed together at the same treatment plant). Due to both systems' age, stormwater can infiltrate into the sewer system, which places stress on sewer treatment processing capabilities. The below graphic<sup>75</sup> shows the processes by which the sanitary sewer system's wastewater travels into a closed pipe system to the treatment plant, and the stormwater travels overland and through catch basins into the community's waterways.



### Privately-Owned Infrastructure and Services

Private companies also provided infrastructure and services within the City of Mandeville. As of February 2025, these include:

- **Solid Waste:** any type of garbage, trash, refuse, or discarded material is considered solid waste, and household waste is what is placed in curbside bins for pickup each week. Currently, residential pickup is contracted city-wide through Coastal Environmental Services. Commercial businesses contract separately with their preferred trash hauler.

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<sup>75</sup> <https://metroconnects.org/understanding-sewer-systems/>

- **Electricity and Natural Gas:** energy infrastructure and supply is provided to Mandeville residents and businesses through both electricity (Cleco Power) and natural gas (Atmos Energy). Nationwide, the most common categories of electricity use in homes were air conditioning, space heating, and water heating.<sup>76</sup> Louisiana has the highest per capita residential sector electricity consumption in the United States. Natural gas is most commonly used for space and water heating, cooking, and clothes drying.<sup>77</sup>
- **Internet:** there are about four major companies providing high speed fiber internet in the City, with this most recent type of infrastructure primarily installed below ground via boring below trees and avoiding other infrastructure.

## IX. Transportation

### History

Transportation networks reflect human migration patterns and daily commuting trends; they connect people to services and their community; and they tell a story of past development patterns and opportunities for future growth. Among other things, Mandeville's transportation system impacts long-term planning for the City's economy, culture, land use, health, and environment. Historic Louisiana Department of Transportation and Development (DOTD) Highway Maps dating back to 1930 identify US-190 as Mandeville's first major thoroughfare. The ferry route connecting Mandeville and New Orleans, located in the vicinity of today's Causeway bridge, is shown on the map as well.<sup>78</sup> Topographic maps from 1935 illustrate early development patterns south of US-190 in what is known today as Old Mandeville.<sup>79</sup> The opening of the Lake Pontchartrain Causeway Bridge in 1956 and the second span in 1969 supported both



*A 1930 Louisiana DOTD Highway map zoomed to the Mandeville area; full map follows.*

<sup>76</sup> <https://www.eia.gov/energyexplained/use-of-energy/electricity-use-in-homes.php>

<sup>77</sup> <https://www.eia.gov/energyexplained/natural-gas/use-of-natural-gas.php>

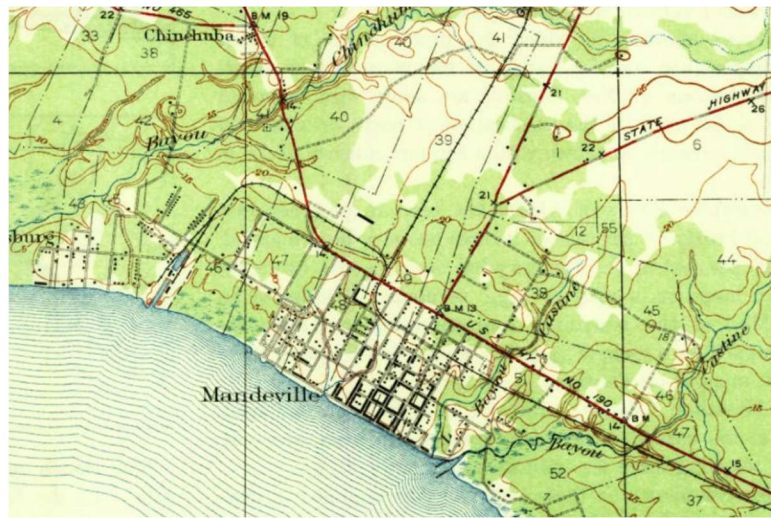
<sup>78</sup>

[http://wwwsp.dotd.la.gov/Inside\\_LaDOTD/Divisions/Multimodal/Data\\_Collection/Mapping/Pages/Historic\\_Highway\\_Maps.aspx](http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Multimodal/Data_Collection/Mapping/Pages/Historic_Highway_Maps.aspx)

<sup>79</sup> Historical Topo Map Explorer, <https://livingatlas.arcgis.com/topomapexplorer/#maps=&loc=-90.06,30.36&LoD=12.89>



population migration and daily commuting patterns between the New Orleans area and the City of Mandeville. Louisiana Interstate 12 (I-12) was constructed in 1957, and by the mid-1960s, the interstate was realigned to the routes used today.<sup>80</sup> While I-12 is north of the City's boundaries, it services Mandeville with exits to LA-1088, LA-59, and US-190. The construction of the Causeway Bridge and I-12 allowed for more development on the Northshore and positioned the City as a type of 'gateway' to the growing Northshore communities.



A 1935 topographic map from the US Geological Survey shows early development patterns in Mandeville.

While major roadways are long distance connectors and promote development in areas surrounding the roadway, they also have a complicated history of creating barriers for people moving around a community. A foundational publication in the field of urban planning, *The Image of the City* by Kevin Lynch, describes how a "mental map" can easily describe the features of a city as paths, edges, districts, nodes, and landmarks. Edges are breaks in continuity with the surrounding areas.<sup>81</sup> This includes features such as difficult to cross roadways (ex: US-190, Causeway Boulevard), rail lines (ex: the Tammany Trace is a former rail line), bayous (ex: Bayou Little Castine), or walls/fences (ex: walls surrounding gated neighborhoods). Acknowledging

<sup>80</sup> Interstate 12, Wikipedia.org.

<sup>81</sup> Lynch, Kevin, *The Image of the City*, 1960.

the impacts of the built environment on the transportation network in Mandeville can promote a more accessible, equitable, safe, and economically thriving community.

### Vehicle Access

Vehicles are the primary mode of transportation in the City of Mandeville. Because there is also limited access to public transportation through fixed-route bus or rail infrastructure, having a vehicle is essential to traveling to work, school, grocery stores, healthcare, and recreational opportunities. As of February 2025, there are 5,968 households in the City and 80 (1.34%) do not have access to a vehicle. In St. Tammany Parish, the percentage is similar at 1.30% (1,582 of 121,299 households).<sup>82</sup>

The geographic location of households in the City without access to a vehicles is primarily west of Causeway Boulevard, which is also less connected to pedestrian infrastructure. This underscores the need for implementing active transportation projects in the Bicycle and Pedestrian Master Plan, discussed later in this section.

Vehicle Access by Household <sup>83</sup>			
	Total Households	No Access to Vehicle (#)	No Access to Vehicle (%)
St. Tammany Parish	121,299	1,582	1.30%
Mandeville	5,968	80	1.34%



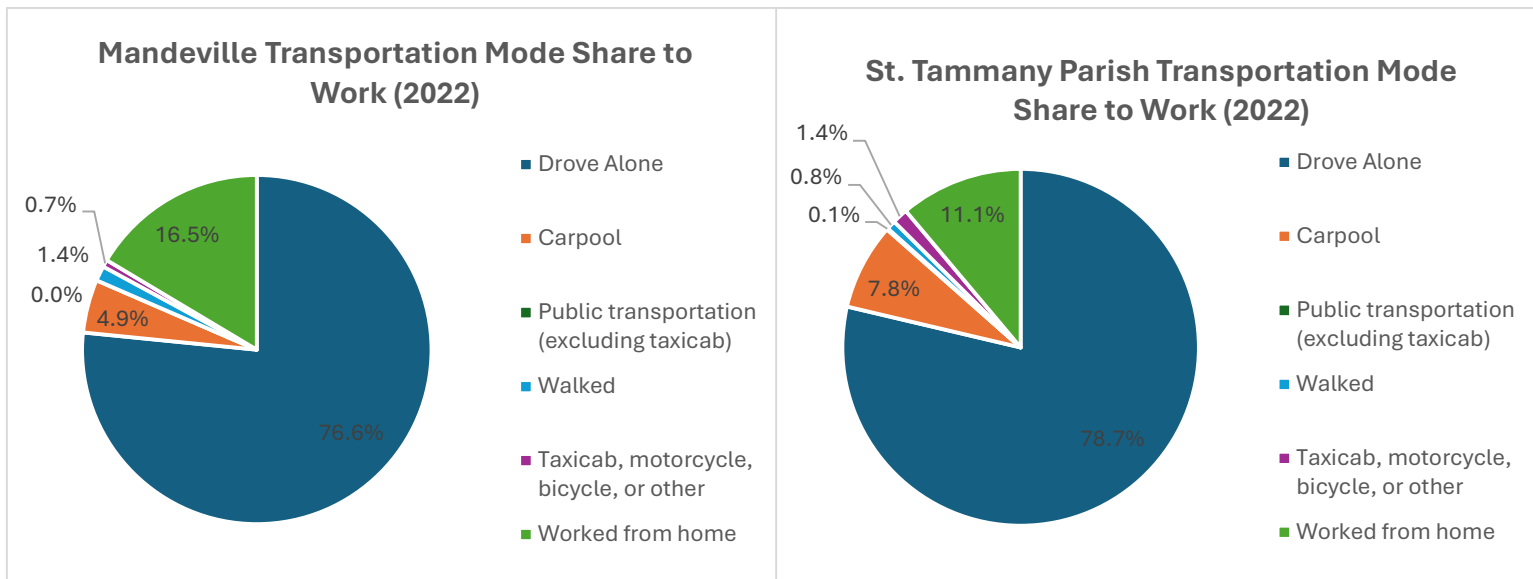
*The intersection of Florida St. and LA 59/ Girod St. Intersections and corridors primarily serving large numbers of vehicles can be intimidating or dangerous to pedestrians, mobility device users, and bicyclists—thereby creating barriers to active transportation.*

<sup>82</sup> U.S. Census Bureau. (2022). Means of Transportation to Work by Vehicles Available. *American Community Survey, ACS 5-Year Estimates Detailed Tables, Table B08141*. Retrieved October 2, 2024.  
<sup>83</sup> Ibid.

## Transportation Mode Share to Work

How people travel to their workplace (or the transportation mode share to work) reflects the City's auto-oriented transportation system, which is similar to St. Tammany Parish:

1. Driving alone to work (76.6% in Mandeville and 78.7% in the Parish);
2. Working from home (16.5% in Mandeville and 11.1% in the Parish);
3. Carpooling (4.9% in Mandeville and 7.8% in the Parish); and
4. Walking, taxicab or bicycle, and public transportation (less than 2% in both the City and the Parish).<sup>84</sup>



Reliance on personal vehicles for transportation also necessitates the need to accommodate vehicle parking at destinations. Parking perceptions and concerns, particularly in the denser area of Old Mandeville, are a part of the Community Survey and will inform Plan recommendations.

The distribution of travel times for Mandeville workers suggests that many commute a long distance and those living in the City commute for slightly shorter times than commuters in the Parish, likely due to their closer proximity to the lake and the economic opportunities on the Southshore.

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<sup>84</sup> U.S. Census Bureau. (2022). Means of Transportation to Work by Vehicles Available. *American Community Survey, ACS 5-Year Estimates Detailed Tables, Table B08141*. Retrieved October 2, 2024.



For example, the mean travel time to work in Mandeville is 28.3 minutes, 3.3 minutes shorter than the St. Tammany Parish commute time (31.6 minutes). A higher proportion of workers have a commute time (43.2%) of under 20 minutes compared to St. Tammany Parish (35.5%), suggesting many residents benefit from shorter travel times. However, extended commutes are prevalent for a number of residents. In Mandeville, 22.7% of residents have a commute time of over 45 minutes, which is lower than the 28.1% of St. Tammany Parish residents with the same commute time. See the table below for a full breakdown of commute times.

<b>Travel Time to Work<sup>85</sup></b>		
<b>Travel Time</b>	<b>St. Tammany Parish</b>	<b>Mandeville</b>
<b>Less than 10</b>	9.6%	12.0%
<b>10-14</b>	12.0%	10.7%
<b>15-19</b>	13.9%	20.5%
<b>20-24</b>	11.7%	8.7%
<b>25-29</b>	5.1%	2.3%
<b>30-34</b>	12.0%	13.7%
<b>35-44</b>	7.6%	9.4%
<b>45-59</b>	13.3%	13.6%
<b>60 or more</b>	14.8%	9.1%
<b>Mean Travel Time</b>	<b>31.6</b>	<b>28.3</b>

### **Roadway Network and Traffic**

Mandeville maintains 105 linear miles of local roadways within the City limits. DOTD and Federally owned roadways serve as major thoroughfares for Mandeville residents to use each day but are not maintained by the City. The City diligently tracks local road maintenance through software (Roadsoft) that collects, stores, and analyzes data associated with transportation assets. This identifies projects to include in the capital budget or for grant funding applications.

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<sup>85</sup> U.S. Census Bureau (2023). Commuting Characteristics by Sex. *American Community Survey, ACS 5-Year Estimates Subject Tables, Table S0801*. Retrieved January 15, 2025 from [https://data.census.gov/table/ACSST5Y2023.S0801?t=Commuting&g=010XX00US\\_040XX00US22\\_160XX00US2248225](https://data.census.gov/table/ACSST5Y2023.S0801?t=Commuting&g=010XX00US_040XX00US22_160XX00US2248225)





Mandeville's major roadway system.



The following map depicts key evacuation routes on Causeway Boulevard, LA 22, US 190, and LA 59.



Mandeville evacuation routes.



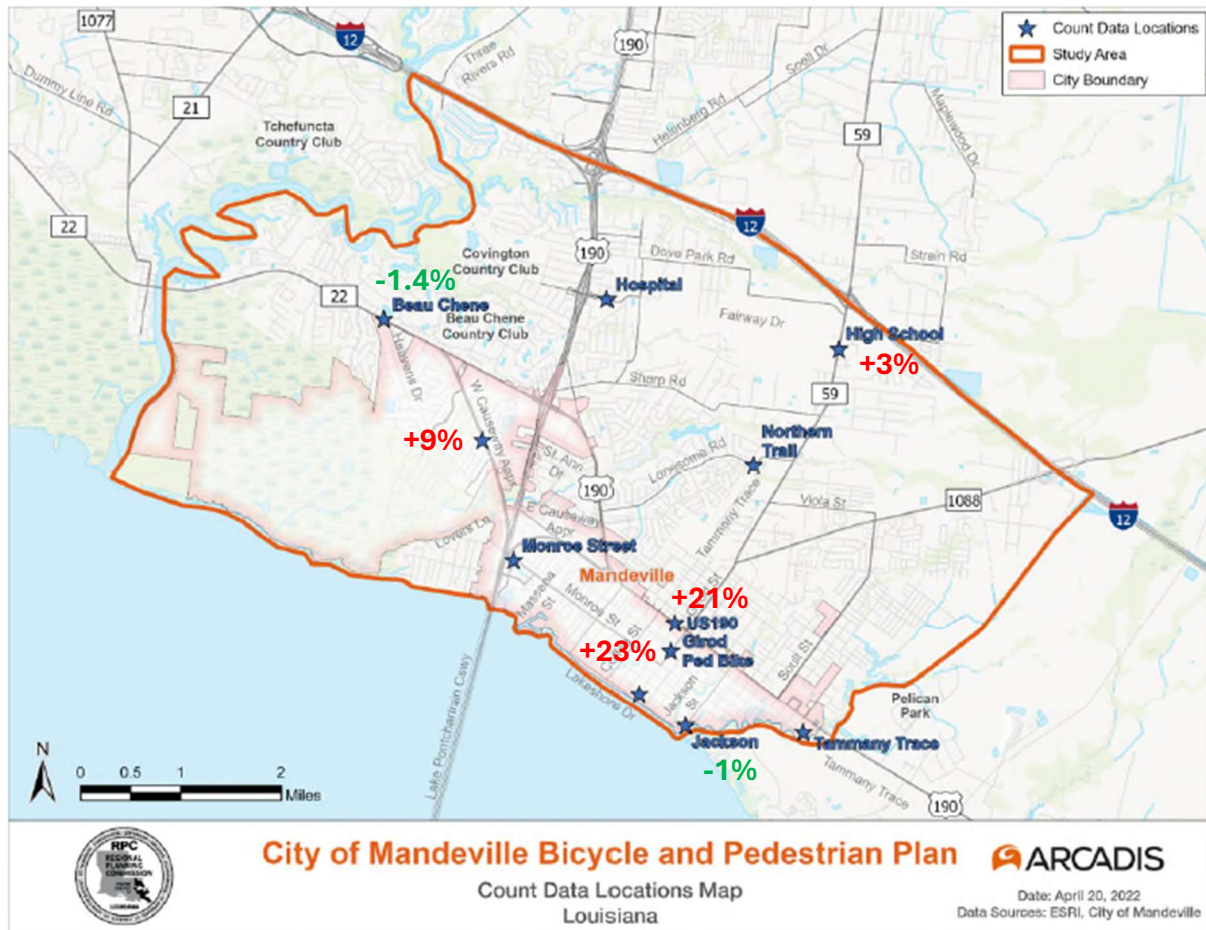
The Mandeville Bicycle and Pedestrian Master Plan (2023) includes data collection and traffic counts for vehicular traffic in addition to bicycle/pedestrian traffic (Spring 2022). The vehicular data, including a map depicting the study area (which includes a broader geography than

Mandeville City limits), is shown on the following page. Average daily traffic (ADT) is measured in vehicles per day at a specific point on the roadway. ADT is an important tool in understanding traffic impacts and providing recommendations for mitigating negative impacts in the City of Mandeville.

The highest traffic counts of the count locations were 30,927 (Lafitte Street and US 190); 25,682 (Beau Chene Country Club on LA 22); and 18,249 (LA 59 between Bulldog Drive and Hurricane Alley). Of the six vehicular count locations with historic data, the count data compared with historic data (between 2005 to 2022) was higher than historic counts on four occasions. This included +3% at LA-59 between Bulldog Drive and Hurricane Alley; +9% at West Causeway Approach between Rue Chantilly and Walnut Street; +21% at Lafitte Street and US-190; and +23% at Girod Street between Claiborne Street and Lakeshore Drive. Counts were slightly less on two occasions, including -1% on Jackson Avenue between Clairborne Street and Lakeshore Drive and -1.4% on LA-22 between Beau Chene Boulevard and Heavens Drive.<sup>86</sup> For the previously listed locations with both historic and 2023 traffic counts, the percentages have been added to the map below for increases (red) and decreases (green). The greatest increases are near the intersection of Florida Avenue (US-190) and Highway 59/Girod Street. This existing data confirms community perceptions of increased traffic in the City, as does Police statistics regarding traffic violations discussed in the Community Facilities Chapter.

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<sup>86</sup> Mandeville Bicycle and Pedestrian Plan, 2023, p 37-39.



Map from the Bicycle and Pedestrian Plan depicting the study area and traffic count locations (both vehicle and bicycle/pedestrian counts).

### STAR Transit (St. Tammany Area Transportation)

STAR transit is a system that operates within St. Tammany Parish on a demand response model. It is open to all residents within the Parish and operates rural and urban transportation services through a curb-to-curb system. Residents call in for services and are provided with transportation on a first come, first served basis. The urban transit service operates from 7:00 a.m. to 5:00 p.m. Monday through Friday; and rural transit operates from 7:00 a.m. to 4:00 p.m. on the same days. Fares range from \$3.00 - \$8.00 depending on the length of the trip. Elderly riders, riders with disabilities, Medicare cardholders, and children under five are eligible for

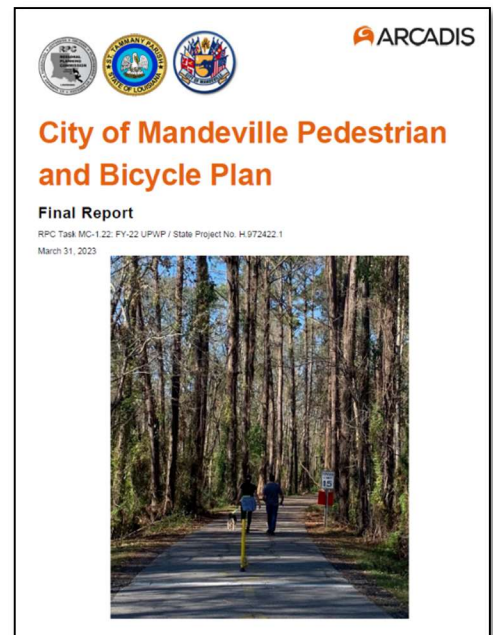
free or reduced transportation.<sup>87</sup> The St. Tammany Parish Community Needs Assessment (2023) acknowledges that the Parish remains a community that utilizes vehicles as the main form of transportation as natural landscape features and major transportation corridors create an environment that promotes growth across larger distances. It also cites that a “standardized public transit system with looping routes and longer hours would benefit those in St. Tammany Parish who do not have reliable private transportation.”<sup>88</sup>

### **Bicycle and Pedestrian Infrastructure**

The Mandeville Bicycle and Pedestrian Plan (2023) vision statement is: *“The City of Mandeville envisions a future where residents and visitors can have a safe and accessible walking and biking network, through targeted improvements to infrastructure.”* The Plan identifies three overarching goals as well as strategies and action items for each goal:

1. Improve bicycle and pedestrian safety
2. Create an accessible pedestrian and bicycle network
3. Support economic development<sup>89</sup>

Issues identified within the Plan include pavement condition, ADA ramp issues, degraded pavement markings, changes in slab elevation, connectivity gaps, and lack of infrastructure. One of the most significant issues was connectivity with the main places of interest, such as hospitals, schools, and public attractions.



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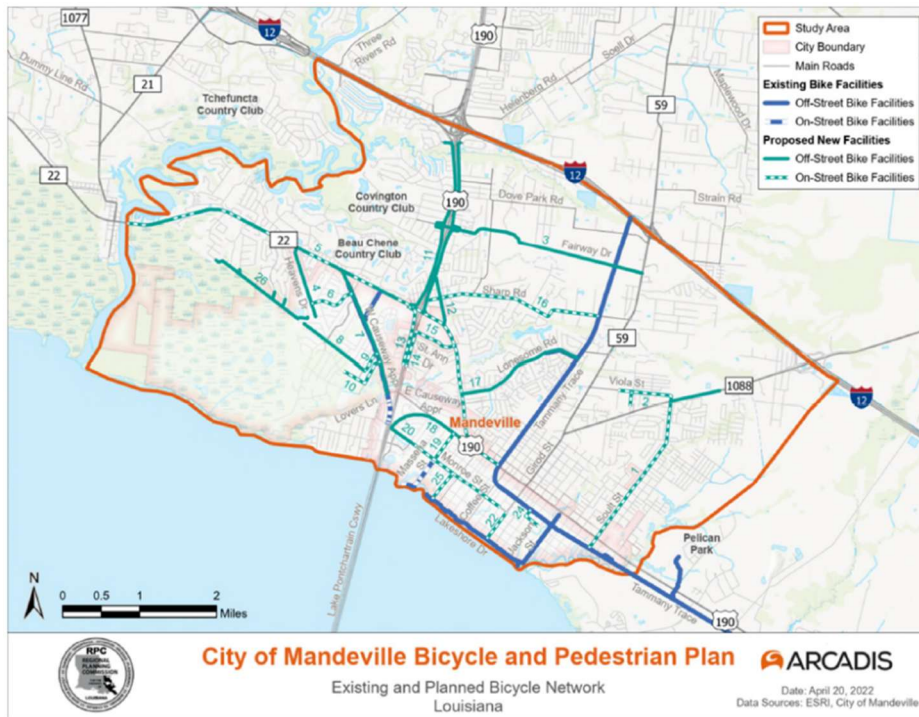
<sup>87</sup> STAR Transit (St. Tammany Area Transportation), St. Tammany Parish Government, <https://www.stpgov.org/transportation/index.php>.

<sup>88</sup> St. Tammany Parish Community Needs Assessment, 2024, p 45 and 53.

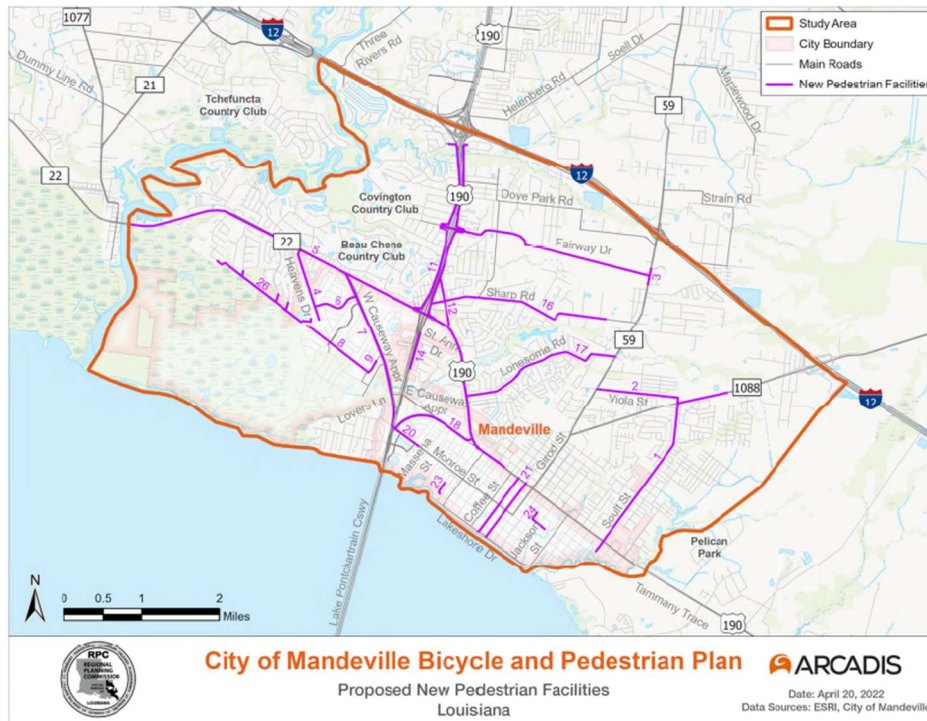
<sup>89</sup> Mandeville Bicycle and Pedestrian Plan, 2023, p 2-3.



Current and proposed pedestrian and bicycle facilities are below. These maps and associated projects provide important context for comprehensive plan focus areas and recommendations.



Map from the Mandeville Bicycle and Pedestrian Master Plan that outlines proposed new pedestrian infrastructure.<sup>90</sup>



Map from the Mandeville Bicycle and Pedestrian Master Plan that outlines existing and proposed new bicycle infrastructure.<sup>91</sup>

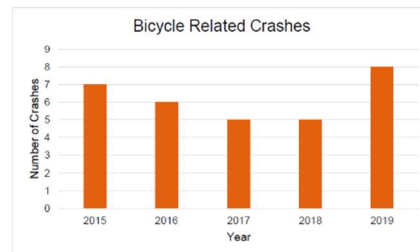
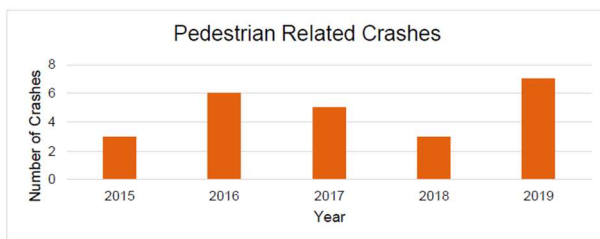
<sup>90</sup> Mandeville Bicycle and Pedestrian Plan, 2023, p 57.

<sup>91</sup> Mandeville Bicycle and Pedestrian Plan, 2023, p 55.

Bicycle and pedestrian counts were taken at 11 locations (see Roadway Network section for map depicting both the vehicle and pedestrian count locations) within the study area (Spring 2022). These counts highlighted where people are already walking / cycling and can support recommendations for improvements to build out the active transportation network. The highest average daily trips (ADT) were 550 at Jackson Avenue between Claiborne Street and Lakeshore Drive, 439 at Girod Street between Claiborne Street and Lakeshore Drive, 341 at Molitor Street and Tammany Trace, and 327 at Girod Street and Woodrow Street.<sup>92</sup>

### **Bicycle and Pedestrian Safety**

Community members traveling by walking, bicycling, mobility devices, skateboards, etc. are more vulnerable road users with less protection than drivers, and it's important to prioritize their safety in the transportation system to avoid future crashes. The Plan includes an assessment of bicycle and pedestrian crashes between the years 2015-2019, where year 2019 had the highest crashes for both pedestrians (7) and bicyclists (8).<sup>93</sup> Four of these crashes were fatal, with three were along US 190 and one was along I-12.



The Plan describes the Vision Zero initiative and sets a goal to reduce the number of pedestrian and bicycle deaths to zero within ten years. The Plan states:

“Vision Zero is a multi-jurisdiction road traffic safety initiative that aims to achieve a transportation system with no fatalities or serious injuries while increasing safe mobility. Vision Zero emphasizes that the responsibility of safety is shared between the transportation system designers and system users. The Vision Zero Approach includes:

- Design Complete Streets that accommodate people using all methods of transportation, prioritizing safe travel for all users over expeditious travel of motor vehicles.
- Design and operate roads to achieve context-appropriate vehicle speeds that protect all roadway users.

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<sup>92</sup>Mandeville Bicycle and Pedestrian Plan, 2023, p 41.

<sup>93</sup>Mandeville Bicycle and Pedestrian Plan, 2023, p 34-135.

- Prioritize Complete Streets and roadway design and operation projects in disadvantaged communities.<sup>94</sup>

## Regional Transportation Planning

The St. Tammany Parish Multi-Modal Transportation Plan (MMTP), completed in 2024, establishes a framework for enhancing mobility, connectivity, accessibility, and safety for all modes while preserving the “villages in the woods” character that residents emphasized. It prioritizes roadway capacity and efficiency as well as alternative (active) transportation projects. Projects were identified in existing plans and suggested by the public.

As noted in the MMTP, the primary objective of the plan is to define a comprehensive transportation program that promptly addresses roadway capacity needs and strategic investments in alternative transportation. In the context of this plan, alternative transportation refers specifically to non-motorized modes of mobility, namely walking or bicycling.

Additionally, it builds upon the transportation element and aligns with the goals and objectives established in the Parish’s *New Directions 2040 Comprehensive Plan*. Proposed transportation projects within, or immediately surrounding, Mandeville are listed below to also inform recommendations and outcomes of Mandeville Thrives 2045 Comprehensive Plan.<sup>95</sup>

30.

BIKE LANE PROJECT

MANDEVILLE ELEMENTARY CONNECTOR

**PLAN ALIGNMENT/SOURCE:**  
Consultant Suggested

**PROJECT DESCRIPTION:**  
This on-street bicycle facility is proposed to connect Mandeville Elementary and the neighborhood immediately east to the Tammany Trace. The route connects to the Tammany Trace in two locations. One at Villere Street and the other at Mandeville Trailhead on LA 1087. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.

\$

Estimated cost  
**\$3,600,000**

🕒

Time frame  
**5-10 years**

🛠️

Status  
**Pre-Planning**

*An example of the MMTP project overviews as seen in the plan appendix.*

<sup>94</sup> Mandeville Bicycle and Pedestrian Plan, 2023, p 148.

<sup>95</sup> *St. Tammany Parish Multi-Modal Transportation Plan and Appendix*, August 2024.

Project names and descriptions are listed exactly as described within the plan document appendix. The Parish Multi-Modal Transportation Plan **Roadway** Projects relevant to Mandeville include:

- **(Project 4) New N-S Collector: LA 59 to US 190:** The Mandeville Bypass Road will serve as an alternative relief route for traffic using LA 1088, LA 59, and US 190. This 3.5-mile, two-lane roadway will provide improved access from Pelican Park to Safe Haven campus and Fontainebleau State Park. This was initially identified as a new roadway in the 2017 Draft Plan. Construction is anticipated to begin FY 2024.
- **(Project 7) I-12 Frontage Rd (EB): US 190 to LA 59:** This new eastbound frontage road will run along I-12 between the interchanges of US 190 and LA 59 increasing both access and connectivity in this area of the Parish. This frontage road was initially identified as a new roadway in the 2017 Draft Plan.
- **(Project 8) I-12 Frontage Rd (WB): US 190 to LA 59:** This new westbound frontage road will run along I-12 between the interchanges of US 190 and LA 59 increasing both access and connectivity in this area of the Parish. This frontage road was initially identified as a new roadway in the 2017 Draft Plan.
- **(Project 20) Judge Tanner Boulevard: Westwood Dr to LA 59:** This east-west alignment extends Judge Tanner Blvd from Westwood Drive to LA 59. This was initially identified as a new roadway in the 2017 Draft Plan.
- **(Project 28) Elm St: Elm Street to Mapleridge Drive:** This east-west alignment extends Elm Street, north of LA 1088, to Mapleridge Drive. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.
- **(Project 29) Mapleridge Drive: Elm Street extension to Viola Street:** This north-south alignment extends Mapleridge Drive to Viola Street providing direct access to LA 1088. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.
- **(Project 35) Causeway Boulevard: US 190 to south Parish limit:** This two-lane frontage road in Mandeville was suggested to be widened in the 2017 Draft Plan.
- **(Project 45) Dove Park Road: US 190 to LA 59:** This segment of Dove Park Road, a two-lane roadway, was suggested to be widened in the 2017 Draft Plan to improve connectivity between LA 59 and US 190. This project is identified in the 2023 CIP Supplemental document.

The Parish Multi-Modal Transportation Plan **Alternative Transportation** Projects relevant to Mandeville include:

- **(Project 7) Sharp Road/LA 59 Connector:** This shared use path is proposed to connect to the proposed Madisonville connector at US 190, proceeds north through the retail developments on Asbury Drive, continuing east on Sharp Road to the Tammany Trace. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.
- **(Project 8) LA 1088/Soult Street Connector:** This shared use path, in the Mandeville area, is proposed to connect to the Tammany Trace at Soult Street, proceeds north to LA 1088, continues west on LA 1088, and proceeds south on Girod Street connecting to the Tammany Trace at the



Mandeville Trailhead. This was identified during the public engagement phase of developing the 2024 Multimodal Transportation Plan.

- **(Project 9) Northlake Nature Center Connector Trail:** This shared use path is proposed to connect the Northlake Nature Center to the Tammany Trace along existing utility easement. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.
- **(Project 28) Lonesome Road/LA 59 Connector:** This on-street bicycle facility is proposed to be on Lonesome Road between US 190 and LA 59 adjacent to several subdivisions. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.
- **(Project 29) Madisonville Connector:** This on-street bicycle facility is proposed to be on LA 22 connecting downtown Madisonville to the Tammany Trace. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.
- **(Project 30) Mandeville Elementary Connector:** This on-street bicycle facility is proposed to connect Mandeville Elementary and the neighborhood immediately east to the Tammany Trace. The route connects to the Tammany Trace in two locations. One at Villere Street and the other at Mandeville Trailhead on LA 1087. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.

## X. Economy and Economic Development

### Introduction

Mandeville's economy and opportunities for future economic development emerged as an area of interest early in the comprehensive planning process. To differentiate between the two, and frame information and data sharing regarding the topics, the following definitions are provided:

- **Economy:** "The economy is the total of all activities related to the production, sale, distribution, exchange, and consumption of limited resources by a group of people living and operating within it."<sup>96</sup>
- **Economic Development:** "Creating the conditions for economic growth and improved quality of life by expanding the capacity of individuals, businesses, and communities to maximize the use of their talents and skills to support innovation, job creation, and private investment."<sup>97</sup>

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<sup>96</sup> *Economy*, Investopedia.com.

<sup>97</sup> *Economic Development Glossary*, U.S. Economic Development Administration (EDA).

Generally, the economy includes the current conditions of Mandeville’s jobs, businesses, and sales tax base, and economic development includes efforts to grow and further invest in the economy. While many facets of City government support it, Mandeville does not currently have an Economic Development Director focused solely on economic growth. Parish wide, the St. Tammany Economic Corporation supports businesses and industries looking to locate in the Parish.

This section explores current conditions to support recommendations on a range of policies that preserve and strengthen business and commerce in the City. It characterizes the attributes of the City’s businesses, evaluates underutilized commercial and retail space, and describes the current fields that residents work in.

### **Sales Tax**

**Sales tax** is imposed on all goods and services. Once collected at the time of purchase, it is paid to a governing body, including local municipalities, parishes, and the State. Most of Mandeville’s local funding is generated by sales tax (approximately 80% of general revenues in 2023)<sup>98</sup>, so this source of income is vital to maintaining the City’s services and infrastructure. The income received from sales tax is directly tied to the economy: i.e. the more goods are sold, the more sale tax is collected. If people buy less (because goods are too expensive or through lack of local demand), then there will be less sales tax generated.<sup>99</sup> The potential for sales tax fluctuations can make annual City budgeting challenging because the amount of available sales tax funding is not known from one year to the next.

*Governmental activities* for Mandeville, as titled on the City’s annual financial statements, include general government, public safety, public works, and cemetery. Funding for these services includes sales and use taxes, property taxes, franchise taxes, licenses and permits, and fees and fines. **Sales and use taxes** are the focus of this section and the largest revenue source of the funding sources listed. A breakdown of sales tax for fiscal years 2019-2023 is detailed in the table below.<sup>100</sup>

### **The Old Mandeville Business District and Town Center District**

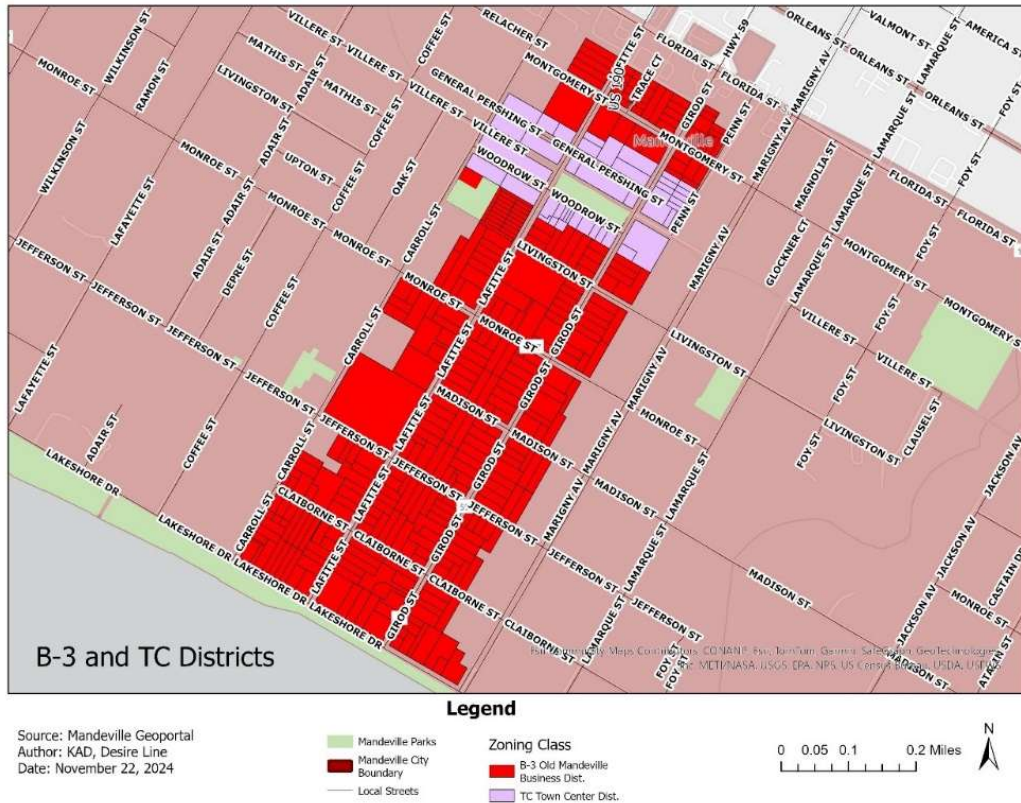
The B-3 Old Mandeville Business District and TC Town Center District within the Old Mandeville Historic District are the commercial core of Old Mandeville and a tourism draw within the City. The extent of sales tax generated in this district, as compared to the City as a whole, was an early question in the comprehensive planning process.

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<sup>98</sup> Mandeville Annual Financial Statements, General Revenues, 2023.

<sup>99</sup> Interview with City of Mandeville Finance Director, Jessica Farno, October 31, 2024.

<sup>100</sup> *Annual Financial Statements*, City of Mandeville.



*The Old Mandeville Business District (red) and Town Center District (purple) zoned parcels.*

The table below shows the total B3 and TC revenues and their percentage of the total sales tax revenue.<sup>101</sup> The B-3 and TC percentage of total revenue between 2019-2023 ranges from about 4.5% to 6%. In dollar amounts, the B-3 and TC combined income during this timeframe ranges from approximately \$700,000 to \$1,100,000.

Fiscal Year (September 1- August 31)	Mandeville Sales and Use Taxes Revenue	B-3 and TC Revenues	B-3 and TC % of Total Revenue
2019	\$15,983,874	\$779,953	4.88%
2020	\$15,771,834	\$704,277	4.47%
2021	\$18,246,438	\$1,043,218	5.72%
2022	\$20,508,238	\$1,244,490	6.07%
2023	\$21,684,432	\$1,101,242	5.08%

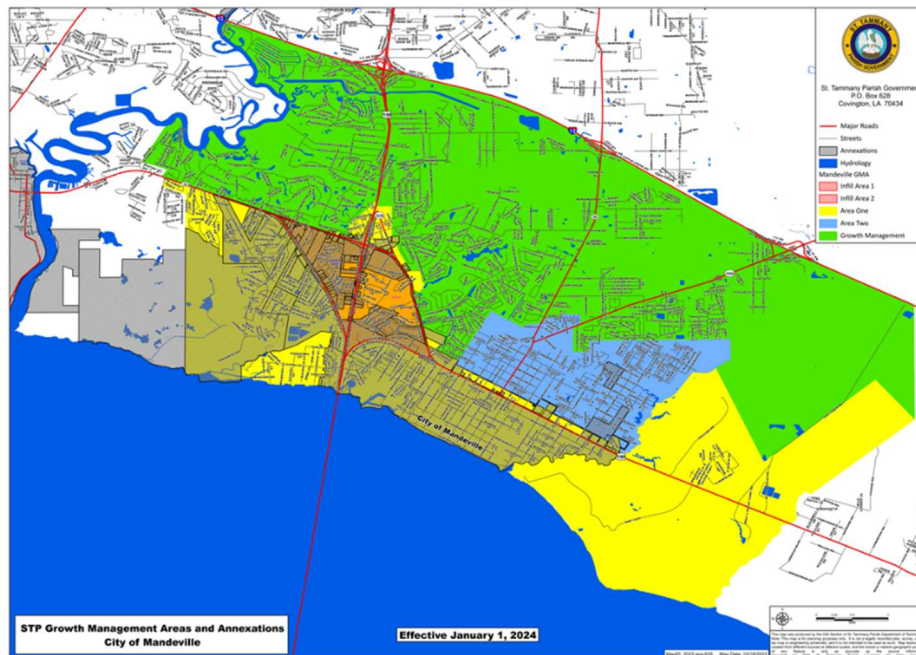
*Note: The B-3 and TC sales tax calculations are a best estimate based upon available information. Reported information is based upon when taxes were remitted, and the tax amounts are full local taxes, including small percentages to the Parish School Board and others.*

<sup>101</sup> Data from St. Tammany Parish Sheriff's Office Finance and Administration Division.

## Growth Management, Annexation, and Revenue Sharing Agreement

An intergovernmental agreement between Mandeville, St. Tammany Parish Government, and St. Tammany Parish Sales Tax District Number 3 (STD#3) defines areas of growth management, annexation, and revenue sharing. This includes the division of STD#3 sales tax proceeds. The agreement states that:

- Sales tax revenue collected on property within Mandeville municipal boundaries (gray hatched on map) are paid 100% to the City.
- Sales tax revenue in Area One (yellow on map) for commercial properties not within the Mandeville City limits will be collected by STD#3 and remitted 80% to Mandeville and 20% to the Parish.
- Sales tax revenue in Area Two (blue on map) for commercial properties will be collected by STD#3 and remitted 50% to Mandeville and 50% to the Parish.
- In the Growth Management Area (green on map), sales tax will be collected by STD#3 with 80% of the sales tax remitted to the Parish and 20% to the City.<sup>102</sup>



*For an explanation regarding the annexation and land use implications of this agreement, see the Land Use and Zoning Chapter of the Community Profile.*

<sup>102</sup> Growth Management, Annexation, and Revenue Sharing Agreement Between St. Tammany Parish Government, Sales Tax District No. 3, and The City Of Mandeville.



**Businesses in Mandeville**

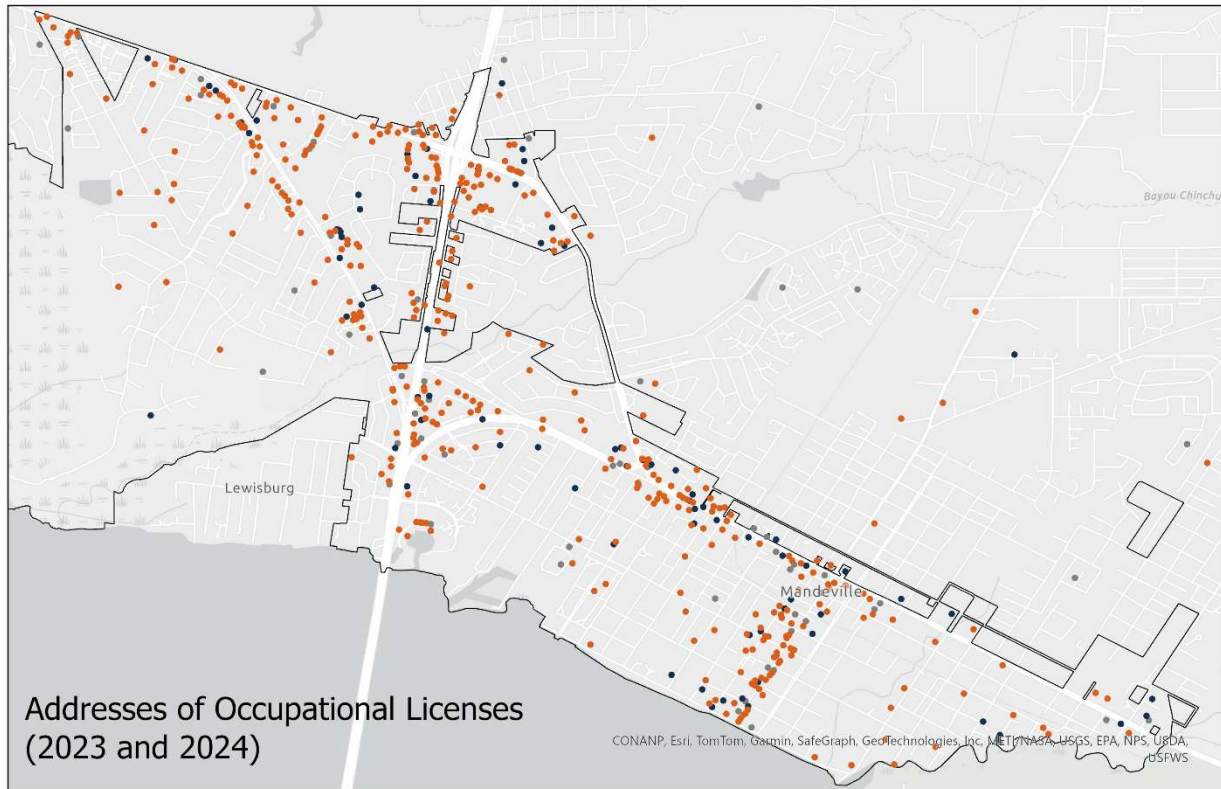
**Occupational licenses**, also called occupational use permits, are a permit issued by Mandeville to a business operating within the City. As of February 2025, the City contracts with Avenu Insights & Analytics to issue occupational licenses and process renewals. The licenses are applied for when a business opens and renewed on an annual basis. This section includes an analysis of occupational license data for 2023 and 2024 to gain better insight on the current number of businesses, general types of businesses, and their geography in the City.<sup>103</sup>

There were 786 occupational licenses issued in 2023, 757 issued in 2024, for a combined total of 1,543 licenses across the two-year period. **This suggests the total number of businesses operating within Mandeville is between 750 and 800 in recent years.** Based on the available data, new businesses comprised 6.36% of total businesses in 2023, and 10.17% in 2024. Data on total licenses and new businesses are detailed in the table below. Because businesses are not required to report when they close or relocate outside of Mandeville, additional data was collected to account for unoccupied commercial and retail spaces.

Occupational Licenses by Year and New Business			
Calendar Year	# of Occupational Licenses	# Listed as a New Business	% of Total Listed as New Businesses
2023	786	50	6.36%
2024	757	77	10.17%
<b>Total</b>	<b>1,543</b>	<b>127</b>	<b>8.23%</b>

The map on the following page provides the location of all occupational licenses in 2023 and 2024. Orange points denote addresses that applied for permits in both years. Grey points show where there were licenses applied for in 2023, but not 2024. Lastly, dark blue points show where licenses were applied for in 2024, but not in 2023. The largest density in overall points corresponds with commercially zoned districts along major thoroughfares including US-190/Florida Street, Girod Street, Causeway Boulevard, West Causeway Approach, and LA 22.

<sup>103</sup> City of Mandeville 2023 and 2024 Issued Licenses, Avenu Insights and Analytics.



### Legend

Source: Avenu Insights and Analytics;  
Mandeville Geoportal  
Author: KAD, Desire Line  
Date: February 11, 2025

- Occupational Licenses 2023 Only
- Occupational Licenses 2024 Only
- Mandeville Boundary
- Occupational Licenses 2023 and 2024



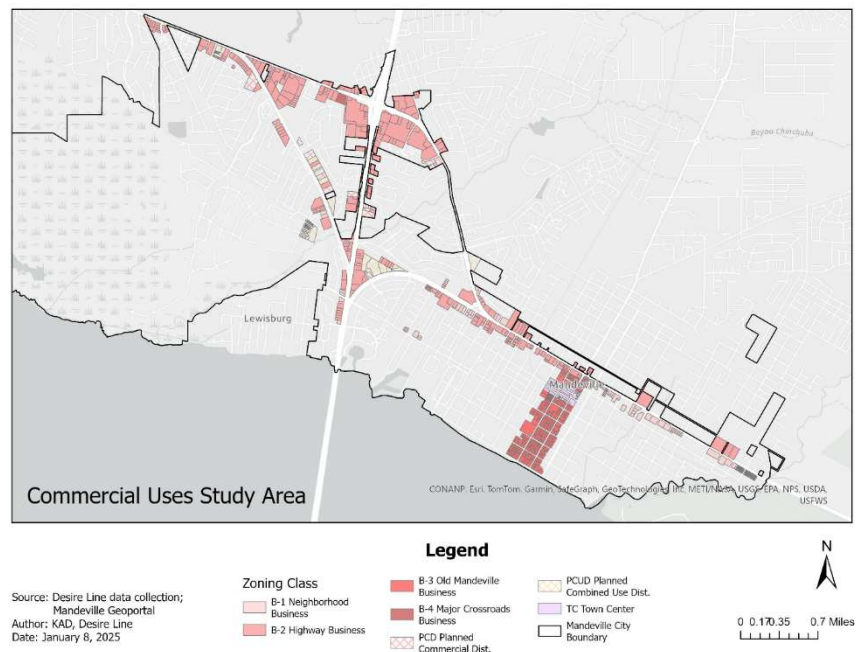
The table below utilizes the occupational license dataset to provide information on the most common *types* of businesses in Mandeville, including the top ten most common business types in 2023 and 2024. Conversely, there were 64 instances of business types that represented only 1 or 2 permits, with 151 total business type categories.

Occupational Licenses: Most Common Business Types				
Most Common Business Types (1-10)	Type (2023)	# (2023)	Type (2024)	# (2024)
#1	Retail Dealer	90	Service Business	63
#2	Service Business	57	Beauty Salon	60
#3	Beauty Salon	44	Retail Dealer	58
#4	Contractor	38	Contractor	40
#5	Restaurant	37	Restaurant	35
#6	Physician	30	Physician	31

#7	Class A on Premises Low and High Content*	26	Class A on Premises Low and High Content*	25
#8	Attorney at Law	24	Attorney at Law	24
#9	Chain Store- More than 500 Stores	22	Dentist	20
#10	Dentist	21	Barbershop	17
*Note: this is the terminology for the license in Louisiana that allows a business to sell both low and high alcoholic content beverages for consumption on-site.				

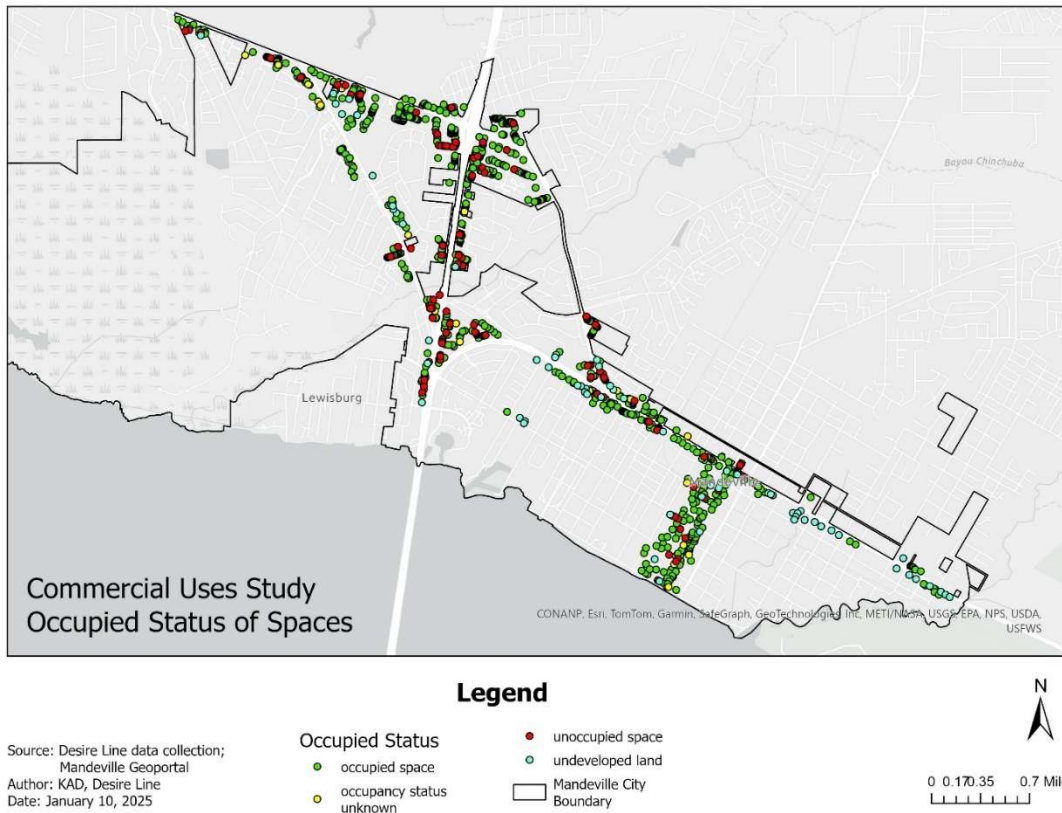
## **Commercial and Retail Spaces**

A commercial space occupancy field survey was completed to supplement the occupational license information. This survey captured quick datapoints to assess building occupancy in commercial and retail zoning districts within Mandeville and identify the geographic location of unoccupied commercial spaces and undeveloped commercial land. It focused on the following zoning districts only: B-1 Neighborhood Business, B-2 Highway Business, B-3 Old Mandeville Business, B-4 Major Crossroads Business, TC Town Center, PCD Planned Commercial District, and PCUD Planned Combined Use District. This field work *did not* take data points for residential uses outside of Bed and Breakfast-type commercial uses, it solely focused on commercial and retail. The field work represents a snapshot in time with data collected between November 25- December 2, 2024.



The survey includes 955 data points, and information collected for business type, occupied status, business name, and a photo of the building façade. Occupied status was the focus of the data collection, as it is most informative for supplementing the occupational license information.

Occupied Status	Description	Total Number
Occupied (green)	Storefront or building has an operating business at time of study.	758
Unoccupied (red)	Storefront or building does not have an operating business at time of study.	106
Undeveloped land (light blue)	Parcel is zoned for commercial use but is vacant and not currently developed.	66
Unknown (yellow)	At the time of study, occupancy was unknown, or use was unclear	25
<b>Total</b>		<b>955</b>



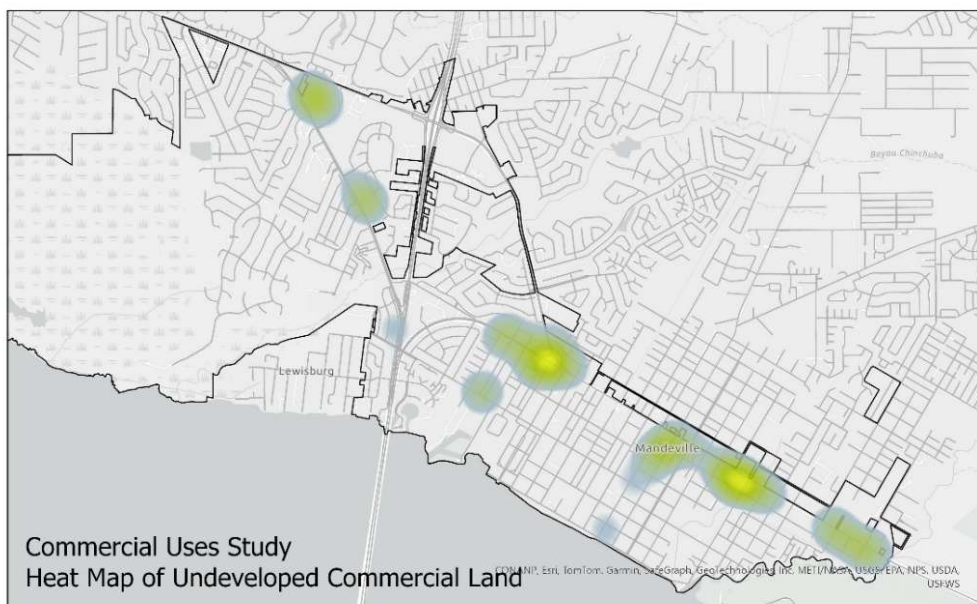
Map of all commercial space data points and their occupancy status.

When the undeveloped land is removed from the total, **85.26% of the commercial spaces in the City are occupied and 14.74% are unoccupied.** There are approximately 66 undeveloped parcels that are zoned for commercial use and available for new commercial development opportunities. Because the data points for many commercial spaces may be densely clustered in buildings or districts, the below heat maps aim to provide additional context for the areas where unoccupied and undeveloped sites are most prominent.





*Map of the areas with the highest density of unoccupied commercial spaces, including Causeway Boulevard and LA-22; the intersecting point of the West, North, and East Causeway Approaches; and US-190 and East Causeway Approach.*



*Map of the areas with the highest density of undeveloped lots in commercial zoning districts, including US-190 and East Causeway Approach, and Florida St. between approximately Carroll St. and the eastern City limits.*

In conclusion, the approximately 106 unoccupied commercial and retail spaces are most prominently clustered along Causeway Boulevard, including the Four Corners area of Causeway Boulevard, US-190, and LA-22 and the intersecting point of the West, North, and East Causeway Approaches. For the approximately 66 undeveloped parcels that are commercially zoned, the highest-density pockets are along Florida Street, East Causeway Approach, and West Causeway Approach. The two previous maps provide greater context to the exact locations using heat maps to show distribution.

### **Occupations and Industries of Mandeville Residents**

Understanding the types of jobs that Mandeville residents work in can support future decision-making regarding the economy and economic development, such as future job growth initiatives in the City.

Note that the below U.S. Census Bureau information on “Types of Industry” is not specific to the businesses in Mandeville but rather describes job types for people *who live in Mandeville* and may work anywhere within or outside the City. Further, “Industry” per the Census Bureau describes the business employer.

Over 53% of Mandeville residents work within three of the Census’ thirteen industry categories:

- Educational services, and health care and social assistance (20.7%)
- Professional, scientific, and management, and administrative and waste management services (17.6%)
- Finance and insurance, and real estate and rental leasing (15.0%)

Type of Industry - Mandeville <sup>104</sup>	Employees	
	Number	%
<b>Agriculture, forestry, fishing and hunting, and mining</b>	76	1.3%
<b>Construction</b>	383	6.3%
<b>Manufacturing</b>	473	7.8%
<b>Wholesale trade</b>	177	2.9%
<b>Retail trade</b>	608	10.1%
<b>Transportation and warehousing, and utilities</b>	282	4.7%
<b>Information</b>	47	0.8%
<b>Finance and insurance, and real estate and rental and leasing</b>	905	15.0%

<b>Professional, scientific, and management, and administrative and waste management services</b>	1063	17.6%
<b>Educational services, and health care and social assistance</b>	1255	20.7%
<b>Arts, entertainment, and recreation, and accommodation and food services</b>	420	6.9%
<b>Other services, except public administration</b>	206	3.4%
<b>Public administration</b>	154	2.5%

**Occupation** is the type of work a person does in their particular job description.<sup>105</sup> Over 55% of Mandeville residents work within one of the occupation type categories, and over 80% of Mandeville residents work within two of the five occupation type categories:

- Management, business, science, and arts occupations (55.7%)
- Sales and office occupations (24.4%)

<b>Type of Occupation - Mandeville<sup>106</sup></b>	<b>Employees</b>	
	<b>Number</b>	<b>%</b>
<b>Management, business, science, and arts occupations</b>	3,369	55.7%
<b>Service occupations</b>	564	9.3%
<b>Sales and office occupations</b>	1,292	24.4%
<b>Natural resources, construction, and maintenance occupations</b>	308	5.1%
<b>Production, transportation, and material moving occupations</b>	516	8.5%

### **Lodging and Tourism**

There are currently no hotels within the City limits. There are 20 active lodging land uses within the City, which are regulated as short-term rentals, including ten whole-house rentals, six bed and breakfast residences, and four bed and breakfast inns. These uses are defined by the CLURO as:

- **Whole House Rental (10):** a dwelling where short-term lodging is provided to one party or guest for compensation by the owner of the residence where the owner's presence on the premises is not required during the guest's stay.

<sup>105</sup> U.S. Census Bureau, FAQs about Industry and Occupation.

<sup>106</sup> U.S. Census Bureau. (2022). Selected Economic Characteristics. *American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP03*. Retrieved October 2, 2024.

- **Bed and Breakfast Residence (6):** an owner-occupied dwelling unit having no more than two guestrooms where short-term lodging is provided for compensation by the owner/operator of the residence who shall be present during the guest's stay.
- **Bed and Breakfast Inn (4):** a dwelling unit, having no more than six guestrooms for short-term lodging, provided for compensation and where the operator of the inn is a resident on the premises and shall be present during the guest's stay.<sup>107</sup>

Of the 20 short-term rentals, 18 are within the Old Mandeville Historic District and two are directly east of this area. Geographically, all of the short-term lodging opportunities are in Council District 3. None are in District 1 (far west of the City) or District 2 (the center of Mandeville, including the Four Corners commercial area).

The Arts & Culture section of this Plan provides greater detail on the events and activities that support both locals and visitors. The City provides a wide variety of tourism opportunities, authentic to the character of Mandeville, ranging from food and music to history and nature.

## XI. Arts & Culture

The City of Mandeville promotes a full schedule of events that bring the community together through arts, culture, music, and cuisine. The events range in size and aim to provide a rich and diverse array of opportunities for residents and the larger region to enjoy. They take place during nearly every month of the year, typically skipping August due to extreme heat.

The Farmer's Market at the Trailhead is a major event, happening each Saturday, that draws a large number of shoppers. There are consistently over 80 vendors, sometimes more than 90, with fresh produce and bakery items, hot food, homemade goods, jewelry, artwork, flowers, gifts, and



*The Mandeville Trailhead and adjacent parking*

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<sup>107</sup> City of Mandeville Comprehensive Land Use Regulations Ordinance (CLURO), Article 7: Zoning District Regulations, 6.4.42-44.



much more. This regular event supports local economic health, capturing an average of \$80,000 per year in vendor fees alone.

Additional events include the Krewe Du Pooch parade, Spring and Fall Mandeville Live concerts promoting different musical genres, Light Up the Lake in July including fourth of July fireworks, Night out Against Crime, Sunset Symphony, Creole Culture Festival, and Winter on the Water. New opportunities are added, or current events adjusted, to be responsive to community desires, and a full schedule of events is always maintained. The Mandeville Live Weekly Concerts, held on Friday evenings during spring and fall, average between 800-1,000 people. Larger events, such as the Independence Day celebration, Light Up the Lake, draw over 5,000 people in attendance.<sup>108</sup>



*The Northshore Beer Festival was hosted at the Mandeville Trailhead on October 13, 2024, with proceeds benefitting the Miracle League Northshore.*

Art is also an important part of local culture, and a focus area for the City. Current and future opportunities include art-specific walks and activities, including Art Markets and the Old Mandeville Business Association Sip and Strolls. Partnerships and collaboration are also important to arts and culture in the community. The City supports the Old Mandeville Artist's Guild and is partnering with Visit the Northshore tourism organization to commission new artwork.

The impacts of Mandeville's art and culture are far-reaching—from community cohesion and social opportunities that build connection and inclusivity—to local economic impacts including partnerships with local artisans, musicians, restaurants, and food trucks. The Trailhead Park is a hub for these community events, often reaching capacity for booths (such as the Farmer's Market) or seating for concerts. The Lakefront Park and Old Mandeville are also locations where festivals, parades, and events bring the community together. The expansion of the Trailhead area (currently zoned and surrounded by Town Center District) to further accommodate events, and a future meeting and event space are two needs identified to continue a high level of support for cultural opportunities in the community.

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<sup>108</sup> Interview with City of Mandeville Director of Cultural Development and Events, Alia Casborné, October 1, 2024

## XII. Historic Preservation

Mandeville's Historic Preservation District was created in 2013 and is a zoning overlay district (adding additional regulations over the base zoning districts such as Single-Family Residential or Old Mandeville Business District). The purpose of the District is "to promote the educational, cultural, economic, and general welfare of the City... The regulations established are intended to preserve and protect the historical architecturally worthy buildings, structures, sights, monuments, streetscapes, squares, and neighborhoods of the District. In particular, this District seeks:

1. To maintain neighborhood character and integrity by focusing special attention on the maintenance of the built environment and the enhancement of physical, social and economic resources and the accommodation of desirable change.
2. To promote reinvestment in the neighborhood by fostering stable property values and enhancing the economic viability of the District and the City as a whole.
3. To preserve the mature architectural character of the District.
4. To set standards for the maintenance of the eclectic architectural quality of the District by guiding new construction on parcels to be compatible with existing scale and architectural styles.
5. To foster the harmonious, orderly, and efficient growth, development, and redevelopment of the District and City as whole."<sup>109</sup>

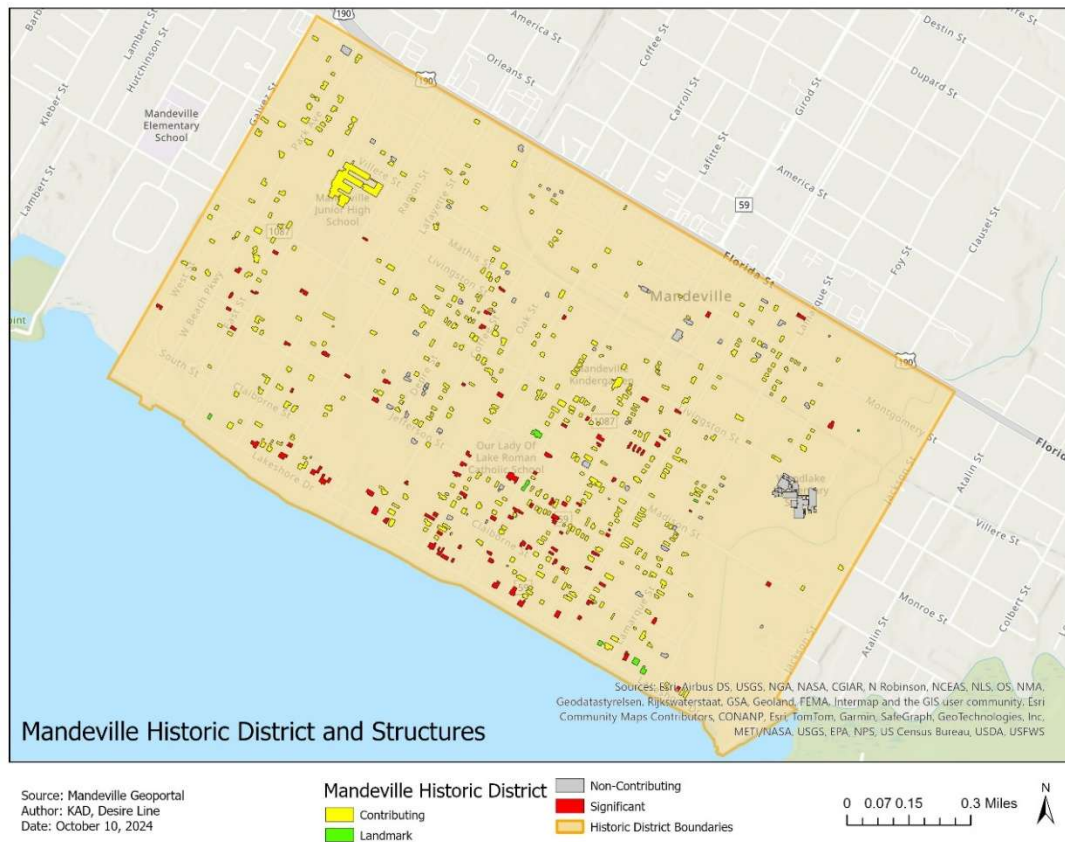
The Historic District Preservation Commission (HDPC) is comprised of seven appointed members for staggered four-year terms. Responsibilities include conducting public hearings, issuing certificates of appropriateness, providing recommendations to the City Council on the classifications of properties, recognizing significant structures, and recommending historic designations.<sup>110</sup> The HPDC also administers the Mandeville Design Guidelines for the Historic Preservation District. The guidelines were adopted in 2019; previously the HPDC did not participate in the design review process for properties within the Historic District. The City of Mandeville is designated a Certified Local Government (CLG) by the U. S. Department of Interior's National Parks Service. As a CLG, Mandeville qualifies for Historic Preservation Grants from the National Park Service and the State Historic Preservation Office to protect and enhance the City's historic preservation efforts.

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<sup>109</sup> Code of Ordinances of the City of Mandeville, Louisiana, Appendix A- Comprehensive Land Use Regulation Ordinance, Division II. Building and Zoning Regulations, Article 7. Zoning District Regulations, 7.6.4 Historic Preservation District

<sup>110</sup> Ibid.

The boundaries of the historic district are Florida St. (US-190) to the north, Jackson Ave. to the east, the lakefront to the south (not Lakeshore Dr.), and Galvez St. to the west. The Historic District covers 1.4 square miles (870 acres), or approximately 56 Mandeville city blocks. This covers about 18.7% of the total land area within Mandeville City limits.<sup>111</sup>



There are 589 structures within the Historic District. These are described as:

- Significant: 97
- Contributing: 367
- Landmark: 8
- Non-contributing: 119

**Significant** refers to a structure or landmark having the highest degree of architectural or historical merit, possessing national, statewide and/or local importance.

**Contributing** is the term for a structure or landmark not itself Significant, but its presence in the streetscape or neighborhood contributes to the overall character or ambiance of that area.

<sup>111</sup> Mandeville Geoportal Historic District and Historic District boundaries datasets

**Landmark** is an unimproved parcel of ground (landmark site), or such parcel with improvements or such improvements without grounds (landmark), wheresoever located in the City, subject to the jurisdiction of the Commission.

**Non-contributing** means buildings and structures are not classified as Significant, Contributing or Landmark, and do not have a contributing effect to the overall District character.<sup>112</sup>

According to the National Register of Historic Places, Mandeville has eight historic properties on the list. The National Register of Historic Places is the official list of the Nation's historic places suitable for preservation. It was authorized by the National Historic Preservation Act of 1966, the National Park Service's National Register of Historic Places is part of a



*The Dew Drop Social and Benevolent Hall, located at 430 Lamarque St., is on the National Register of Historic Places*

national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources. These include (listed by their property name on the Register) the Bertus-Ducatel House, Dew Drop Social and Benevolent Hall, Flagstaff, Griffin's Bakery, Johnson House, Moore House, Morel-Nott House, and Pottery Hill.<sup>113</sup>

To engage community members and disseminate information about the Historic District, the City created an *Explore Historic Mandeville* quick response (QR) code tour. There are 41 sites within the district that illustrate the rich history of the City. Additionally, the *Old Mandeville Historic Site Plaque Locations* book was published in 2020 and provides photos and historic information on 91 historic buildings in Old Mandeville.

The impact of Mandeville's Historic District, and its architectural and historically significant structures, is interwoven with different aspects of the current community development and future planning considerations. These connections include housing, flood mitigation, economic development, and more, all to be evaluated in planning processes.

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<sup>112</sup> Mandeville Design Guidelines, Historic Preservation District, adopted September 19, 2019

<sup>113</sup> <https://www.nps.gov/subjects/nationalregister/database-research.htm#table>



## XIII. Community Facilities

### Introduction

This section discusses community facilities across the City of Mandeville. These are defined as public services and community spaces that provide essential services and promote gathering, quality of life, education, health, and safety within the City. Community facilities intersect many other aspects of the comprehensive plan, such as health and land use. The types of facilities, and their basic information, include government facilities, fire and emergency medical services, police, libraries, schools, and religious institutions.

### Government Facilities

The City of Mandeville maintains a variety of government buildings for offices, utilities, meeting space, community gathering, recreation, and more. These include:

Facility	Address	Use
City Hall	3101 East Causeway Approach	Administrative hub, offices for the City, and location of City Council Chambers
Trailhead Museum	675 Lafitte Street	Hands-on interpretive exhibits of Mandeville history
Jean Baptiste Lang House	605 Carroll Street	Historical museum and park space
Paul R. Spitzfaden Community Center	3090 E Causeway Approach	Community meeting/gathering space and exercise room
Public Works and Water Departments	1100 Mandeville High Blvd	Infrastructure, maintenance, and utility provisions

### Mandeville Fire and Emergency Medical Services

The City of Mandeville falls within the St. Tammany Fire Protection District No. 4 (legal name) and is commonly referred to as Mandeville Fire/EMS (doing business as). Mandeville Fire/EMS is not a department of the City, it is one of 13 fire districts in the Parish. This District covers an approximately 75-mile region (for perspective, Mandeville City limits are about 7 square miles) on the Northshore of Lake Pontchartrain.

There are four fire stations, plus administration, training, and maintenance facilities within the District. Two additional stations are under construction or opening in 2025. Station 41 at 709 Girod Street is located in Old Mandeville near the Trailhead, and Station 42 at 3951 Emerald Road (LA 22) is just outside of (but adjacent to) the Mandeville City limits near the intersection of Causeway Boulevard, US 190, and LA 22.<sup>114</sup>

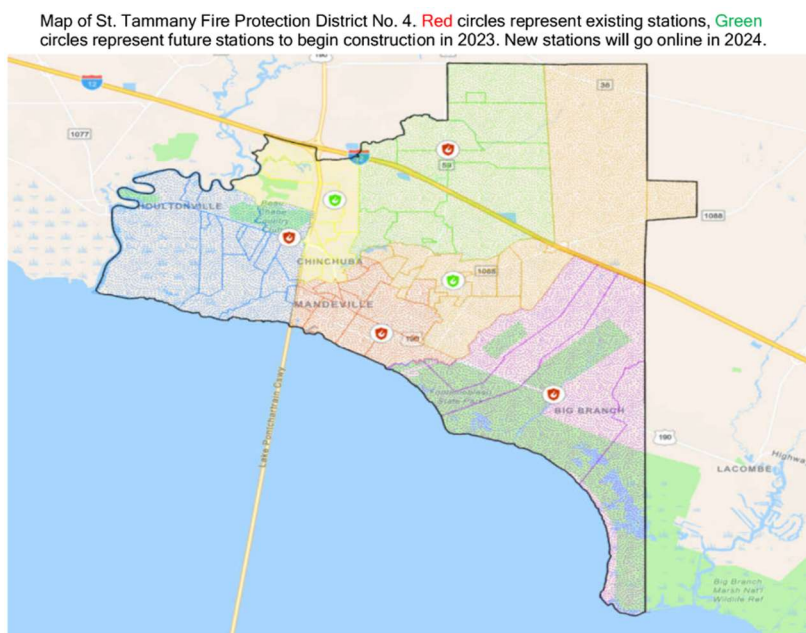
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<sup>114</sup> <https://www.mandevillefire.com/>

There are five divisions within the District:

- Fire Suppression Division
- Fire Prevention Division
- Emergency Medical - EMS Division
- Training and Safety Division
- Administration Division

Map of current (red) and newly constructed/future (green) fire stations in the Fire Protection District.





The Mandeville Fire/EMS mission and values are:

- **Mission Statement:** *At Mandeville Fire/EMS, our mission is to protect our community from all hazards and life emergencies through excellence in public service.*
- **Values Statement:** *As the men and women of Mandeville Fire/EMS, we base the foundation of our mission on the values of honesty, integrity, pride, professionalism, respect, compassion, and dedication.*

The following information from the Mandeville Fire/EMS Annual Report primarily focuses on the District as a whole (75 square miles); information specific to individual fire stations is noted. The District has been awarded an insurance Class 1 fire rating from the Property Insurance Association of Louisiana and is one of only two accredited Louisiana fire departments. It is the only Class 1 and internationally Accredited Fire Department in the state. Less than 10% of the United States population is protected by a Class 1 and Accredited fire department.

## Mandeville Fire/EMS by the Numbers (2023 Annual Report)

Fire Rating Classification: _____	1	
Square miles covered: _____	75	
Population served: _____	56,920	
Households protected: _____	21,750	
Businesses protected: _____	3,596	
Employees protected: _____	26,697	
Senior Citizens 65+: _____	10,135	
Households with disability: _____	4,535	
Buildings 32 feet, 3 stories or more: _____	157	
Public & private schools protected: _____	18	
Students and faculty protected: _____	13,129	
High-Risk Medical Facilities: _____	13	
High-Risk Patient Capacity: _____	1,386	

There were 7,875 total emergency responses in 2023, which was a 4.87% increase from the previous year. This encompasses 35% Fire and 65% EMS responses. Stations 41 and 42 (those in and adjacent to the Mandeville City limits) accounted for 61% of responses.<sup>115</sup>

Planning for the future, the District identified key focus areas in the Mandeville Fire/EMS 2019-2024 Strategic Plan. The six strategic initiatives include: external communications, internal communications, staffing, professional development, technology, and physical resources.<sup>116</sup>

### **Mandeville Police Department**

The Mandeville Police Department's Main Office is located at 1870 Highway 190, near the intersection of US-190 and East Causeway Approach, and includes the following divisions:

- Criminal Patrol Division
- Criminal Investigative Division
- Traffic Enforcement Unit
- Support Services Division



<sup>115</sup> St. Tammany Fire Protection District No. 4 Annual Report 2023.

<sup>116</sup> <https://www.mandevillefire.com/mandeville-fire-ems-2019-2024-strategic-plan/strategic-initiatives-goals-objectives/>

The Department practices the principles of Community Oriented Policing, defined by the U.S. Department of Justice as a commitment to building trust and mutual respect between police and communities and collaborating with the community to address local issues.<sup>117</sup>

According to the Mandeville Police Department, *The mission of the Mandeville Police Department is to provide community-oriented and professional police services to the city while preserving and defending our unique quality of life.*<sup>118</sup>

The 2023 Annual Crime Statistics Report provides an overview of crime numbers in the City. There were 15,287 calls for service in 2023, with the leading complaint associated with traffic. Demonstrating this community concern, there were 6,018 traffic enforcement actions taken, up from 5,017 in 2022. The report also notes that the City is not isolated and is part of a much larger population center that increases traffic-related issues, an important contextual point for the Comprehensive Plan.

Residential burglaries, business burglaries, and sex offenses were each at five-year lows, and auto burglaries and auto thefts were near five-year lows. The City also added a Police Officer focused on Code Enforcement, leading Comprehensive Land Use Regulations Ordinance (CLURO) related items to a five-year high. A synopsis of all crime statistics with 200 or more incidents is provided below.

2023 Annual Crime Statistics- 200 or More Incidents <sup>119</sup>	
Nature of Incident	Number
Traffic Violation	6,018
Miscellaneous Complaint	1,786
Medical Emergency	1,615
911 Hangup	1,059
Business Alarm	858
Accidents	632
CLURO Violation	294
Disabled Vehicle	274
Suspicious Person	265
Residence Alarm	224
Reckless Driving	223
Suspicious Vehicle	200

The Police Department hosts, in conjunction with the Greater Mandeville Police Foundation, an annual National Night Out Against Crime event at the Trailhead to heighten crime prevention

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<sup>117</sup> U.S. Department of Justice, Community Oriented Policing Services (COPS).

<sup>118</sup> <https://www.cityofmandeville.com/police>

<sup>119</sup> Mandeville Police Department, 2023 Annual Crime Statistics Report.



awareness, generate support and participation in local anti-crime efforts, and strengthen police-community partnerships.

### **St. Tammany Parish Library System**

Mandeville's libraries are part of the St. Tammany Parish Library system. There are 12 total libraries, described as *small branches* and *large branches* throughout the parish. The Mandeville Branch (844 Girod Street) and Causeway Branch (3457 Highway 190) are both large branches and within City limits.

The Library's Strategic Plan 2023-2028 notes St. Tammany Parish is one of the fastest growing parishes in the state and has been serving residents with a variety of services for over 70 years. Library offerings include books, audiobooks, movies and television, music, research and online resources, computers, meeting rooms, programs, book clubs, and more.

The St. Tammany Parish Library vision and mission statements are:

- **Vision Statement:** *To empower, enhance and enrich the quality of life for every resident of St. Tammany Parish through services, programs, facilities, technology, and physical and digital collection.*
- **Mission Statement:** *Cultivating discovery, creativity and lifelong learning by offering access to resources, programs and services for everyone in a welcoming environment.*

The focus areas for the library system, as determined by strategic plan goal development, are:

- **Goal 1:** The St. Tammany Parish Library will be recognized as a major civic institution that will be responsive to the needs of all residents in a changing, evolving and increasingly diverse community.
- **Goal 2:** The St. Tammany Parish Library will proactively reduce barriers to participation and involvement by increasing accessibility to all community members in its physical facilities and its digital presence.
- **Goal 3:** The St. Tammany Parish Library will be a thriving, energetic community commons by complementing traditional library services with innovative new services, technology and digital resources.
- **Goal 4:** The St. Tammany Parish Library will serve as a platform for creativity, innovation and community interaction.
- **Goal 5:** The St. Tammany Parish Library will be more creative with resourcing and funding by maximizing mutually beneficial partnership opportunities with the public and private sectors.

- **Goal 6:** The St. Tammany Parish Library will expand its marketing and communications program to reach the many constituencies in the community to create awareness and increase use.
- **Goal 7:** The St. Tammany Parish Library will ensure that its staff has the resources and professional development opportunities needed to underpin the Library’s goals for the future and maintain its reputation for excellence in customer services.



*The Mandeville Branch Library at 844 Girod St., one of the library system's large branches.*

## **School System**

The St. Tammany Parish Public Schools (STPPS) system educates 37,000 students in 55 schools parish wide.<sup>120</sup> The average per pupil expenditure in St. Tammany Parish is \$11,319.<sup>121</sup> The greater Mandeville area has a total of 18 schools, 11 of which are within the City limits. In total, 15 of the total schools are public (9 elementary/middle schools, 3 high schools, and 1 other education school).

Public schools in Mandeville have an average School Performance Score (SPS) of 94.4%. This average is significantly higher than that of St. Tammany Parish (84.5%), and Louisiana (78.5%). Scores for each public school in Mandeville as of the 2023 Louisiana Department of Education SPS and letter grades are as follows:

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<sup>120</sup> <https://www.stpsb.org/our-district>

<sup>121</sup> Louisiana Department of Education (2023). 2021-22 School Finder Update – Per Student Spending Data. Retrieved on November 1, 2024 from [https://doe.louisiana.gov/docs/default-source/financial-data/2021-2022-school-finder-for-web-\(1\).xlsx?sfvrsn=543c6018\\_0](https://doe.louisiana.gov/docs/default-source/financial-data/2021-2022-school-finder-for-web-(1).xlsx?sfvrsn=543c6018_0)

Public Schools and Performance <sup>*122</sup>		
School Name	Letter Grade	Percentage
Mandeville Junior High	A	101.2%
Lake Harbor Middle School	A	99.7%
Mandeville High School	A	98.9%
Tchefuncte Middle School	A	98.2%
Magnolia Trace Elementary	A	97.5%
Marigny Elementary School	A	96.9%
Mandeville Middle School	A	95.7%
Pontchartrain Elementary	A	95.4%
Monteleone Junior High	A	93.8%
Woodlake Elementary	A	93.7%
Fontainebleau High School	A	90.9%
Lakeshore High School	A	90.2%
Mandeville Elementary	B	86.6%
Fontainebleau Junior High	B	82.7%
STP School Board Technology Center	N/A	N/A
St. Tammany Parish	B	84.5%
Louisiana Statewide	B	78.5%
*light blue denotes coded as Mandeville school, but outside of city limits		

STPPS developed a strategic plan to focus on future initiatives, centered on the following four pillars:

- Strong Leaders, Strong Teams, Strong Instruction
- Focus on Academic Consistency
- Thriving School Communities
- Engaged and Invested Families<sup>123</sup>



*The Mandeville High School campus and sports facilities.*

<sup>122</sup> Louisiana Department of Education (2023). 2023 District Performance Scores and Letter Grades. Retrieved on November 1, 2024 from [https://doe.louisiana.gov/docs/default-source/data-management/2023-school-performance-scores.xlsx?sfvrsn=9ef26118\\_6](https://doe.louisiana.gov/docs/default-source/data-management/2023-school-performance-scores.xlsx?sfvrsn=9ef26118_6)

<sup>123</sup> STPPS Strategic Plan, <https://www.stpsb.org/our-district/stpps-strategic-plan>.

There are also three private schools providing additional parochial education options within the Mandeville region. These schools and their types can be found in the table below:

Mandeville Private Schools	
School Name	Type of School
Cedarwood Elementary	Private, Parochial
Mary Queen of Peace Catholic School	Private, Parochial
Our Lady of the Lake Elementary School	Private, Parochial

### **Religious Institutions**

The public identified early in the comprehensive planning process that religious institutions such as churches, synagogues, temples, and other congregations are an important facet of community facilities for Mandeville. Religious institutions can be places to build support networks, grow in spirituality, volunteer, and more. They are also a trusted source of community information for many. The list below identifies religious institutions within the Mandeville City limits, but there are many others adjacent to the City and in the surrounding region.

- Archdiocese of New Orleans
- Celebration Church
- First Free Mission Baptist Church
- Goodwill Baptist Church
- Legacy Church
- Mandeville Bible Church
- Mary Queen of Peace Catholic Church
- Morning Star Baptist Church
- Newell United Methodist Church
- Northshore Jewish Congregation
- Our Lady of the Lake Roman Catholic Church
- Pentecostals of Mandeville
- St. Timothy on the Northshore
- Tabernáculo de Fe Northshore

*Note: no centralized list of religious institutions was identified in the research process; if any locations are missing from the list, please let a member of the planning team know so that it can be added.*



# Appendix B

## Detailed Summary of Community Survey Results

# Mandeville Thrives 2045



## Comprehensive Plan

## Community Survey Results

February 2025

DESIRE LINE

# SURVEY OVERVIEW

## General Information

- Survey was open from October 23, 2024, through January 10, 2025.
- 364 total survey responses.
- 50 yard signs with QR codes around the City.
- 256 people received survey link via project notification list.
- 1 Community Meeting.
- 1 HOA/Neighborhoods Meeting.
- Planning & Zoning Commission and Steering Committee Meetings.

## Survey Topic Areas

- Demographics and About You
- Mandeville Community Character and Culture
- Visioning and Priorities
- Planning, Land Use, Development, and Managing Growth
- Mandeville's Economy and Economic Development
- Additional Comments and Stay in Touch!





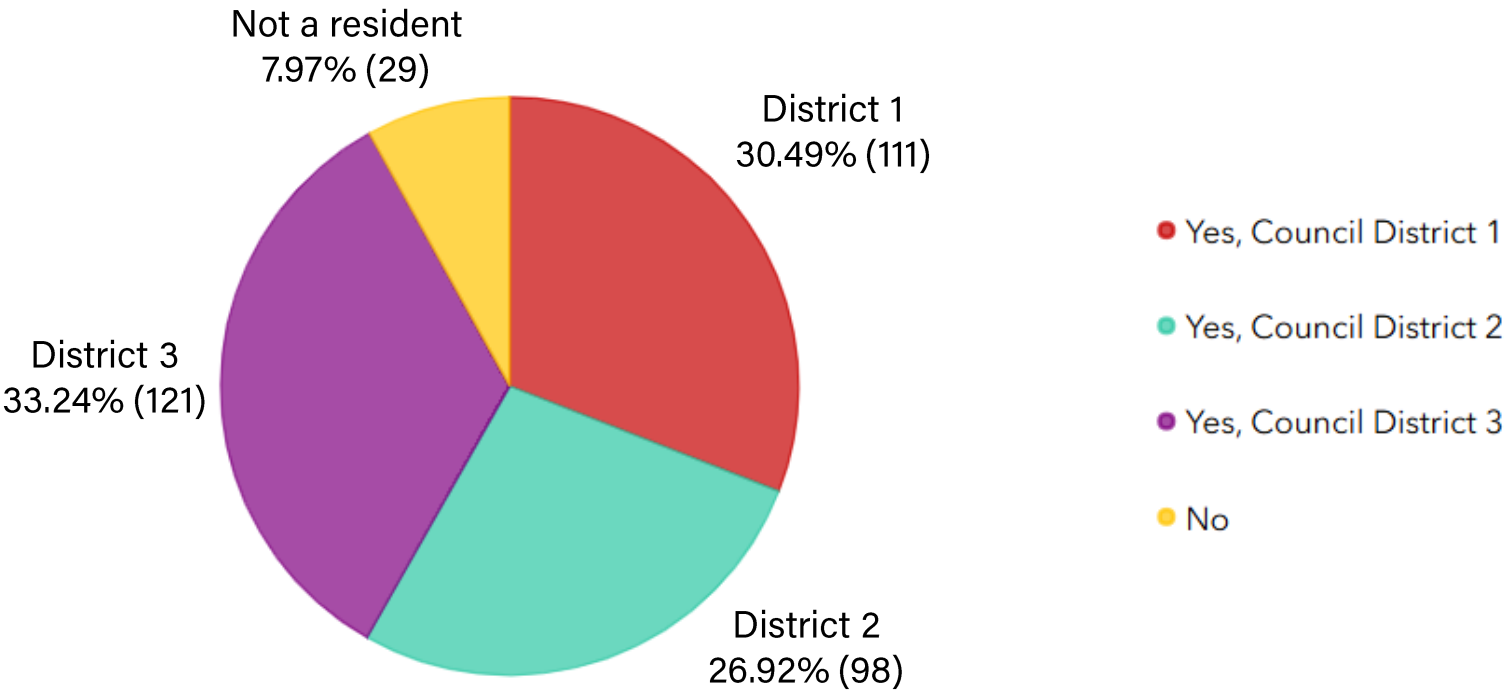
# I. Demographics & About You



# Demographics: Are you a resident of Mandeville?

Question also linked to a map of Mandeville Council Districts.

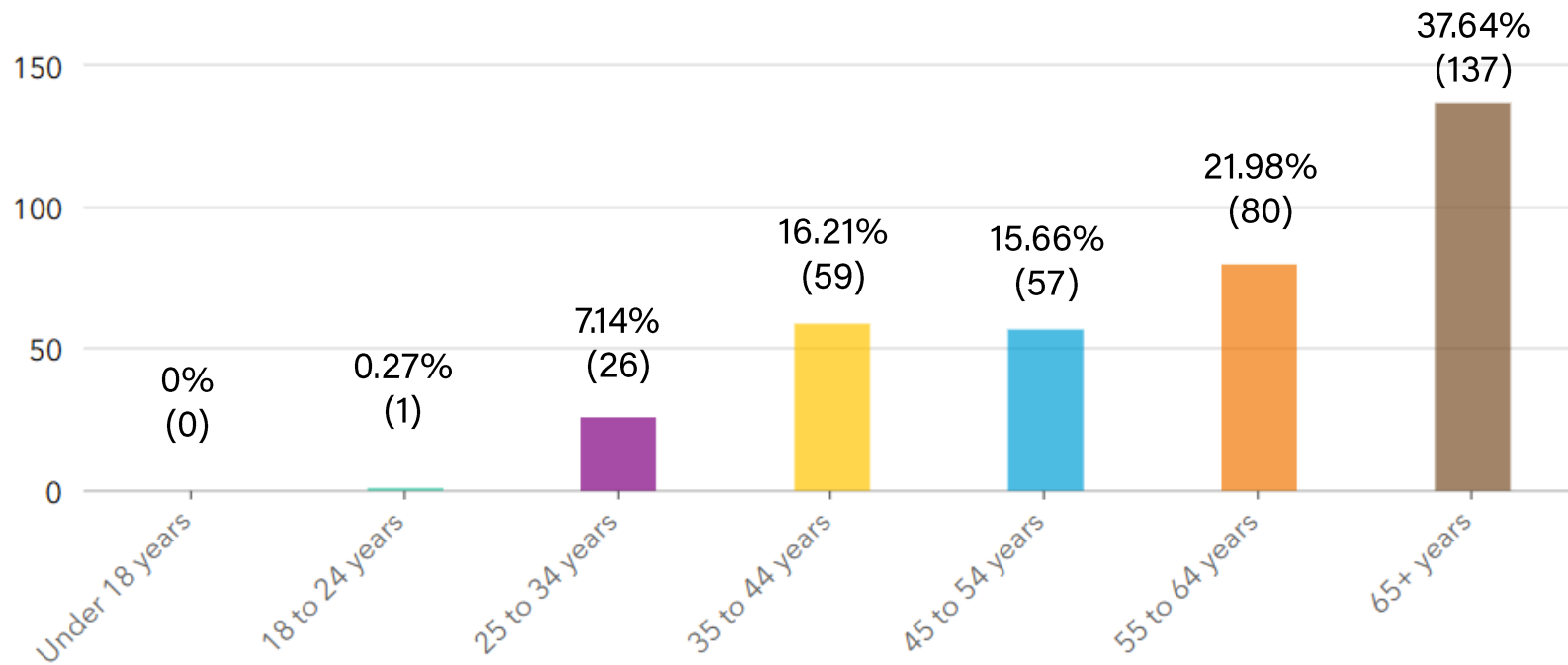
Are you a resident of Mandeville?



**Non-resident answers:**  
Elsewhere in Parish- 9  
Other- 9  
Covington- 7  
Abita Springs- 2  
Madisonville- 1  
Lewisberg- 0

# Demographics: Age

What is your age?



24 years and under\* is **28.3%** of population and **0.3%** of survey respondents

25-54 years is **34.8%** of population and **39.0%** of survey respondents

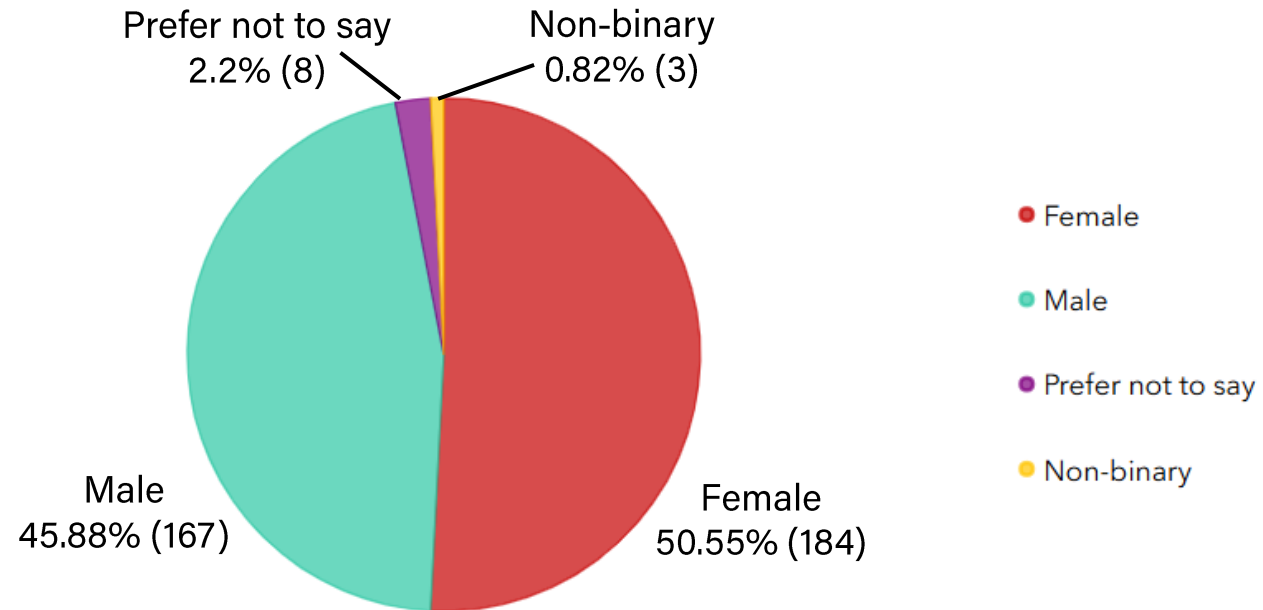
55+ years is **36.9%** of population and **59.6%** of survey respondents

**55+ is overrepresented and 24 years and younger is underrepresented.**

\*about 10.7% of the youngest age demographic are between 15-24 and could participate in some, or all, of the survey questions.

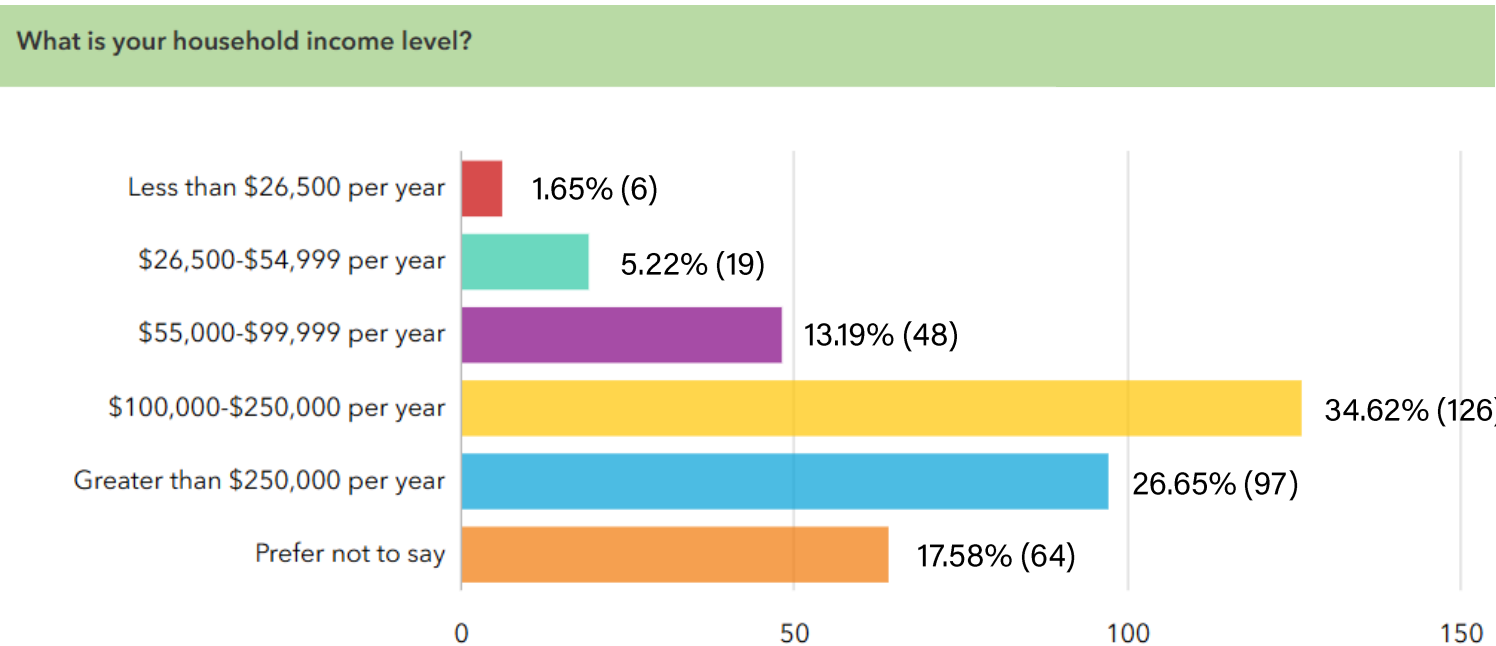
# Demographics: Gender Identity

What is your gender identity?



# Demographics: Income and Education

Mandeville’s **median household income** is **\$84,886**, meaning half of households make more than this amount and half of households make less.



## Education

**49.3%** of Mandeville residents, but **80.5%** of survey takers, have a Bachelor’s degree or more (Master’s, etc.).

Survey respondents represented higher income and education demographics than Mandeville’s population.

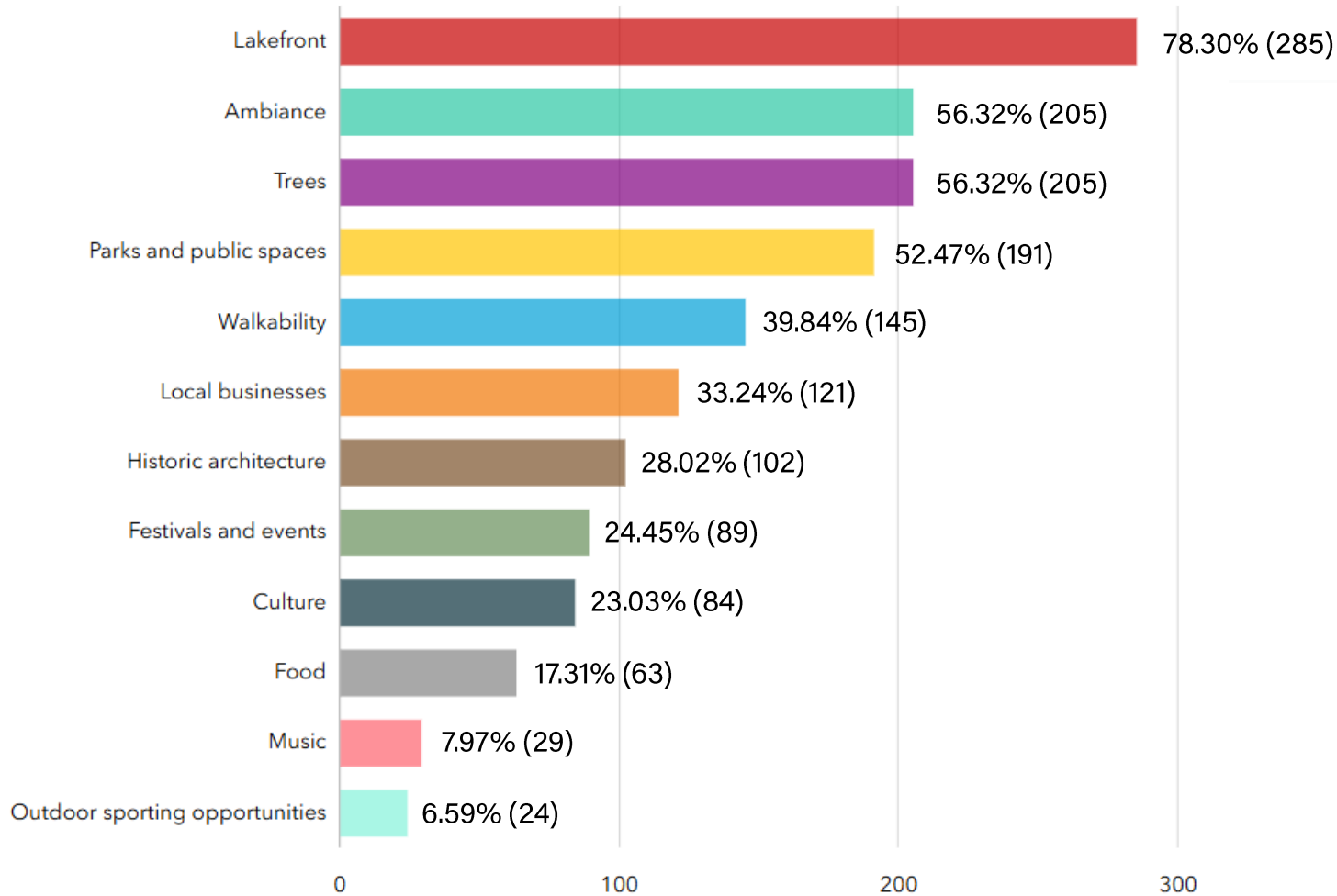




## II. Community Character & Culture

# What do you consider most important to the character of Mandeville? (choose up to 5)

What do you consider most important to the character of Mandeville?



Four categories received 50% or more votes: **lakefront, ambiance, trees, and parks and public spaces.**

Three are directly connected to the natural environment and the fourth indirectly connected.

- The following are *in addition to the 12 factors to the left*:
- Safety (47)
  - Friendly people, closeness (32)
  - Small (21)
  - Clean/cleanliness
  - Good schools
  - Inclusivity
  - Adjacency to New Orleans and larger region

# What slogan would you use to describe Mandeville?



## Example Responses:

- *A Historic Lakefront Community* (currently part of City logo)
- *Mandeville on the Lake*
- *Small Town, Big Lake*
- *The Southern Oak City/Town*
- *Jewel of the Lakefront*

## Common Themes:

- Lake and Water
- Oak Trees
- Nature
- Southern/Small Town Living
- Hospitality

## Workshopped Slogans Based Upon Themes:

- Inspired by Nature, Built by Community
- A Shore Thing for Life
- Lakeside Beauty, Southern Hospitality

If someone was visiting Mandeville for the first time, what activities would you take them to do?

Survey responses suggest that both locals and visitors enjoy Mandeville’s natural beauty, waterfront, outdoor recreation, and dining experiences.



Word Cloud of Recommended Activities in Mandeville

<b>Common Themes:</b>		
• Lakefront	• Tammany Trace and Trails	• Sunset Views
• Walking	• Parks and Outdoor Spaces	• Shopping
• Restaurants and Dining	• Giron Street	• Water Activities
	• Biking	



# Are there any activities, opportunities, events, etc. not happening in Mandeville now that you would like to see in the future?



## Common Themes:

- Satisfied with the current level
- Concerts/music festivals
- Lakefront event utilization
- Youth programs/events
- Increased pedestrian/cycling amenities

## Example Responses:

- *Allow lakefront picnicking*
- *Additional Parades (Carnival, St. Patrick's Day, Independence Day)*
- *Seafood/Crawfish Festival*
- *Art Walk (Similar to White Linen Night)*



## III. Visioning & Priorities

# What **THREE WORDS** would you use to describe **YOUR VISION FOR THE FUTURE** of Mandeville in 2045?

**Safe  
Small  
Community**

*Top 3 Visioning Words*

Survey respondents most often described their future vision of Mandeville as:

- **Safe**
- **Community**
- **Small**

## Response 1 (beginning of survey)

Survey respondents most often described their future vision of Mandeville as:

- **Safe**
- **Small**
- **Community**
- **Walkable**
- **Growth**
- **Development**

## Response 2 (end of survey)

Survey respondents most often described their future vision of Mandeville as:

- **Development**
- **Businesses**
- **Community**
- **Small**
- **Safe**



A variety of data collection and existing conditions are being cataloged in the “Community Profile” of the Comprehensive Plan. **Based upon these general topic areas, how would you prioritize the importance of topic areas for plan policies, recommendations, goals, funding, and implementation?**

Topic Area	Low Priority	Moderate Priority	High Priority
Art and Culture	16.76%	44.51%	35.16%
Community Facilities (government buildings, police, fire, schools, etc.)	12.91%	45.33%	39.01%
Economic Development, Businesses, and Jobs	21.98%	38.46%	37.64%
Environmental Quality and Sustainability	7.42%	26.37%	64.01%
Hazard Mitigation and Flood Resilience/Recovery	3.57%	21.15%	72.53%
Health and Wellness	9.62%	40.93%	46.70%
Historic Preservation	11.81%	34.62%	51.37%
Housing and Neighborhoods	17.03%	36.81%	43.13%
Infrastructure (water, wastewater, electricity)	3.57%	27.75%	65.93%
Land Use, Zoning, and Development	11.81%	22.25%	62.91%
Parks, Recreation, Open Space, and Tree Canopy	3.57%	19.51%	75.00%
Transportation and Roadways	10.99%	37.64%	49.18%

**The high priority topics with the greatest percentages included:**

- Parks, recreation, open space and tree canopy- **75.00%**
- Hazard mitigation and flood resilience/recovery- **72.53%**
- Infrastructure (water, wastewater, electricity)- **65.93%**
- Environmental quality and sustainability- **64.01%**
- Land use, zoning, and development- **62.91%**

the darker the green=the higher the percentage



# To what extent do you think the following are concerns that need to be addressed in the plan?

Topic Area	Minimal Concern	Moderate Concern	High Concern
Lack of Activities for Kids and Teens	29.95%	41.48%	24.45%
Lack of Activities for Young Adults (18-25 years)	32.14%	37.36%	26.37%
Crime	38.74%	31.59%	26.10%
Flooding	7.97%	32.97%	56.04%
Lower Cost Housing Needed	50.27%	27.47%	17.86%
More Housing Types Needed	56.32%	22.80%	15.93%
Parking in Old Mandeville	46.43%	34.34%	16.48%
Traffic Volume, Connectivity, and Roadway Infrastructure	16.48%	29.12%	51.37%

The high concerns with the greatest percentages included:

- Flooding- **56.04%**
- Traffic volume, connectivity and roadway infrastructure- **51.37%**

The minimal concerns with the greatest percentages included:

- More housing types needed- **56.32%**
- Lower cost housing needed- **50.27%**
- Parking in Old Mandeville- **46.43%**

the darker the purple=the higher the percentage

# Are there other overarching topics or concerns not listed here that you believe should be prioritized in the Comprehensive Plan?

The following are *in addition to, or specific topics of*, the previous topics/concerns:

- Attracting more **young adults** to the City
- **Beautification/preservation** of aesthetic features
- **Environmental sustainability** (reduce plastic, protect air quality and integrity of green spaces/tree canopy, landscaping with native plants, flood protection in changing storm intensities)
- More **connection to the water**/water activities
- Places for **teens to gather** and opportunities for them to be part of the community
- **Sidewalks**, crosswalks, bike infrastructure, increased safety in school zones
- **Small area plans** (ex: activating the Lakefront)
- **Thoughtful development**- "don't be afraid of good, sustainable development;" future of undeveloped properties; retain charm as development happens

**Differing perspectives on some topics:**

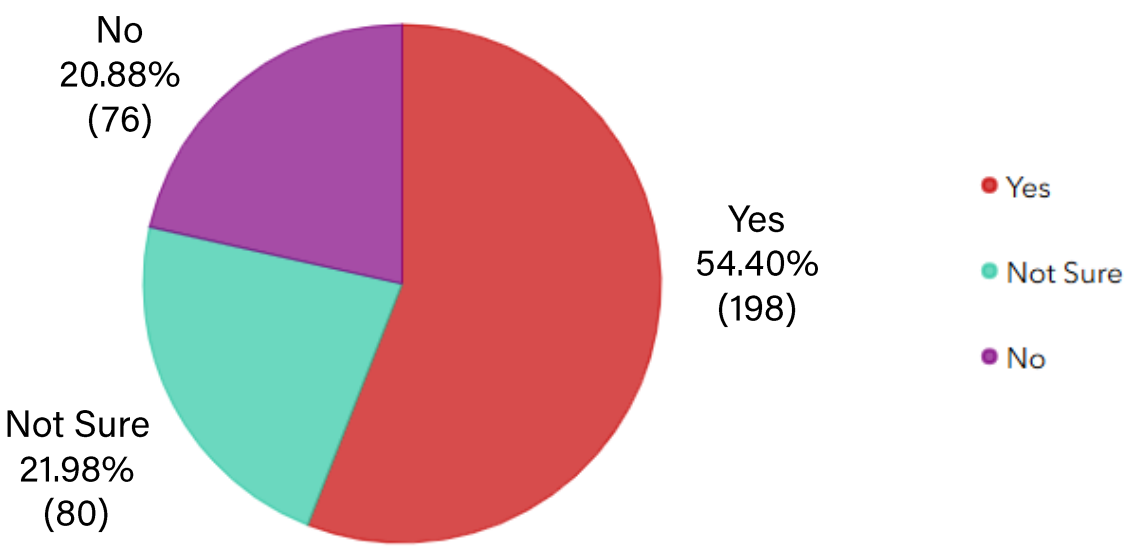
- More, intentional development vs. less development to mitigate traffic and environmental concerns
- More events vs. parking and Lakefront impacts too great
- Increase community offerings vs. keep small town feel



## IV. Planning, Land Use, Development, and Managing Growth

The City is spilt by US-190, Causeway Boulevard, and other major roadways that create land use and community challenges related to interconnectivity, traffic, and sense of place within a community. **Do you think, over the next 20-30 years, effort should be made to foster more connectivity?**

Do you think, over the next 20-30 years, effort should be made to foster more roadway connectivity?



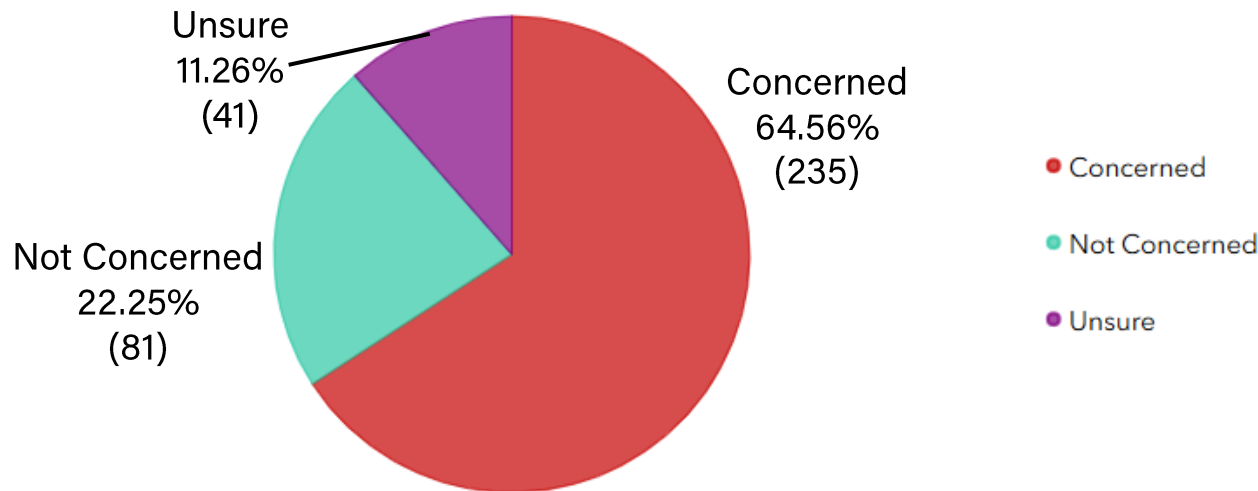
**Recurring Themes**

- Bike and Walkability**
  - Mixed use paths
  - Walkable hubs
  - More sidewalks
  - Greenways
  - Over/Underpasses
- Traffic and Congestion**
  - Shuttle Buses between major destinations
  - Roundabouts
  - Roadway Widening
  - Connectivity Infrastructure
  - Highway elevation



# How do you feel about the intensification of land uses (a higher level of development such as residential or commercial use proposed in previously undeveloped/vacant areas) in Mandeville?

How do you feel about the intensification of land uses in Mandeville?



## Environmental Impact

- Density extrapolating flood risk
- Current infrastructure cannot accommodate growth
- Taking away greenspace
- Increase in impervious surfaces

## Traffic and Congestion

- Congestion problems at current capacity
- Parking
- Lack of land to widen existing streets to accommodate growth
- Commercial development in residential areas

## Spatial Utilization

- New structures being built while older remain vacant
- Over-commercialization
- Overuse of subdivisions

## Quality of life

- Does not align with residential character
- Noise and light pollution
- Increased cost of living
- Overcrowding of schools

# What type of residential development would you like to see generally encouraged and discouraged in the future (in appropriate locations based upon land uses, health and safety)?

Type of Development	Encouraged	Neutral	Discouraged	Unsure
Single family-residential housing on lots 1 acre or more in area	51.37%	26.10%	17.58%	1.37%
Single family-residential housing on lots less than 1 acre in area	42.03%	30.49%	20.88%	3.85%
Two-family, three-family, and four-family homes	13.46%	21.43%	57.14%	4.40%
Clustered garden homes, town homes, or smaller apartment complexes with less than 16 units that share green and outdoor spaces	36.26%	20.05%	37.09%	4.12%
Multi-family housing developments with 16 or more units	5.77%	11.54%	76.92%	3.02%
Home Occupations	26.10%	29.40%	15.11%	25.27%

the darker the blue= the higher the percentage

Most encouraged type of development:

- Single-family on lots 1 acre or more in area- **51.37%**
- Single-family on lots less than 1 acre in area- **42.03%**

Least encouraged type of development:

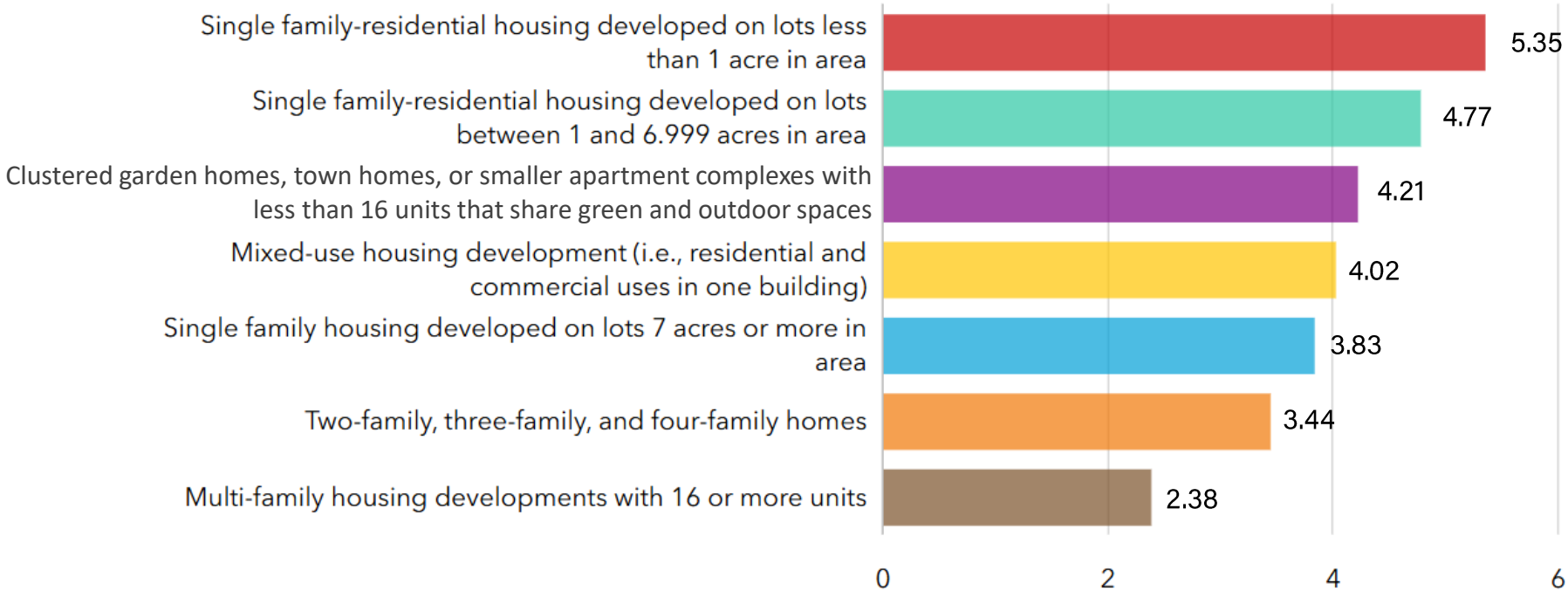
- Multi-family housing of 16 or more units- **76.92%**
- Two-, three-, and four-family homes- **57.14%**

Clustered garden homes, town homes, or smaller apartment complexes with less than 16 units that share green/outdoor spaces were more favored than two- through four-family residential.

# If two or more existing single-family homes are purchased, structures removed, and the lots combined—what would you like to see rebuilt on the new site?

(ranking question; higher numbers= more preferred, lower numbers= less preferred)

If two or more existing single-family homes are purchased, structures removed, and the lots combined—what would you like to see rebuilt on the new site? (ranking question)



# What type of open space, commercial, and industrial development would you like to see generally encouraged and discouraged in the future (in appropriate locations based upon land uses, health and safety)?

Type of Development	Encouraged	Neutral	Discouraged	Unsure
Strip mall / auto-oriented commercial development	6.04%	14.01%	76.10%	1.10%
Mixed-use development (i.e., residential and commercial uses in one building)	36.26%	28.57%	30.22%	2.47%
Main street / pedestrian oriented commercial development	71.70%	15.66%	7.42%	3.30%
Parks, recreation, and green space	87.91%	6.87%	3.02%	0.27%
Professional office, personal service uses (i.e. dentist, beauty salon)	28.30%	45.60%	21.70%	2.20%
Business parks	13.46%	27.47%	51.65%	5.77%
Heavy commercial uses (i.e., auto mechanics, tire shops, truck stops)	3.02%	12.91%	80.77%	1.65%
Medical, light manufacturing or industrial uses	10.99%	27.75%	55.49%	3.85%
Heavy industrial, manufacturing, or regional warehousing / distribution centers	3.57%	7.42%	84.89%	2.47%

darker the green=higher the percentage

Most encouraged type of development:

- Parks, recreation, and green space- **87.91%**
- Main street / pedestrian oriented commercial development- **71.70%**

Least encouraged type of development:

- Heavy industrial- **84.89%**
- Heavy commercial- **80.77%**
- Strip mall / auto-oriented development- **76.10%**



Much of the city is currently built out, with the exception of a few large undeveloped properties, or clusters of properties along corridors. Any discussion about undeveloped areas acknowledges private or public ownership, that development of all of these sites will impact the future character of the city, and any planned development must be processed in accordance with existing laws and public hearing requirements.

## How concerned are you with potential future development of currently undeveloped properties or clusters of properties along corridors?

Type of Development	Concerned	Not Concerned	Unsure	Prefer Not to Say
All Undeveloped Properties	69.23%	14.01%	13.19%	0.55%
Undeveloped Properties on Florida St. (Hwy 190) between Foy St. and Bayou Castine (east side of the City)	60.71%	26.10%	10.71%	0.00%
Undeveloped Properties on W Causeway Approach	62.09%	26.65%	9.07%	0.00%
Pre-Stress Property (along the Lakefront, north of Sunset Point)	73.90%	17.86%	5.77%	0.00%
Mariner's Village (LSU Health Foundation) Property (along the Lakefront between the Causeway Approach and Pre-Stress Property)	67.86%	22.25%	7.14%	0.27%

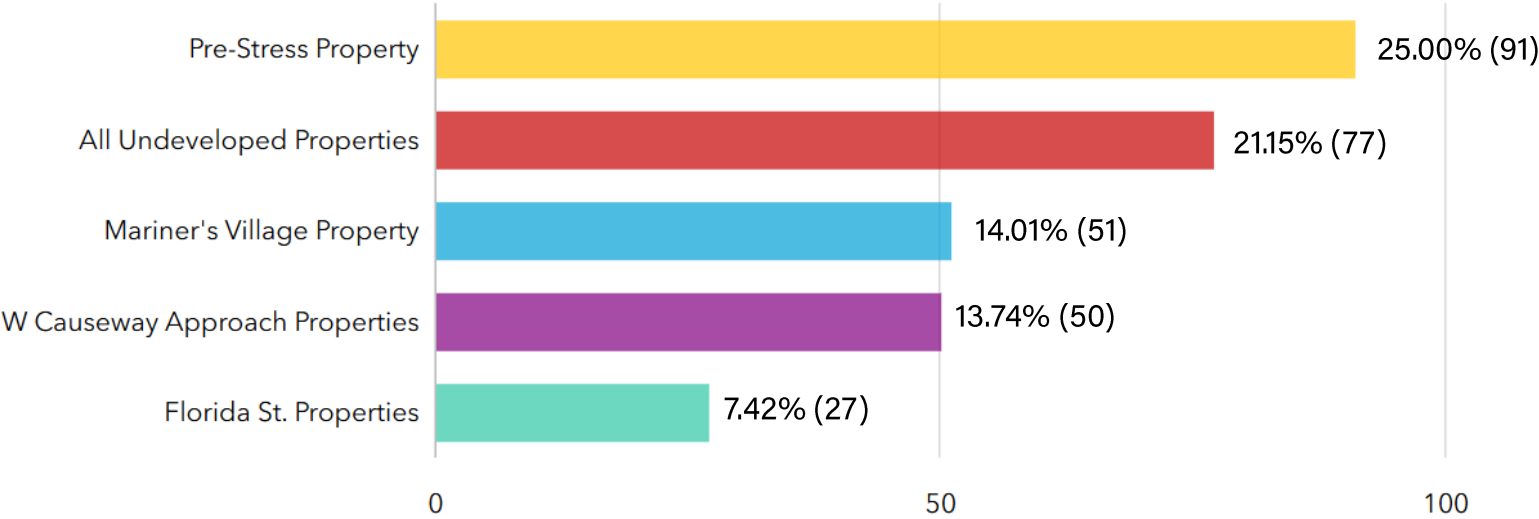
Between **60-75% concern** for all listed locations.

The following questions ask for the *greatest* area of concern and what is driving those concerns.

darker the yellow=higher the percentage

Based on the undeveloped areas in the prior question, if you are concerned, please select the No. 1 site you are most concerned with.

Based on the undeveloped areas in the prior question, if you are concerned, please select the No. 1 site you are most concerned with.



**Top 5 primary drivers of these concerns:**

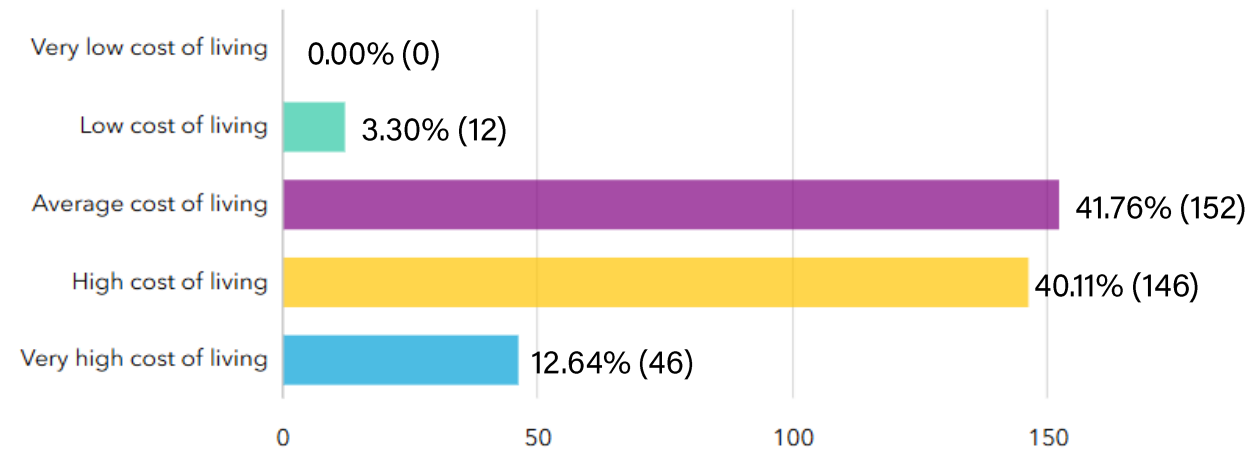
- Over commercialization could **change the character** of the area- **64.56% (235)**
- **Increased traffic** due to insufficient connectivity of existing road networks and impacts of peak traffic hours- **59.89% (218)**
- Impacts on the **urban forest** (i.e. loss of existing trees)- **48.08% (175)**
- **Loss of flood storage** in undeveloped areas, cumulative impacts of new development- **45.60% (166)**
- Loss of natural resources and **access to waterfront** and waterways- **39.29% (143)**



# V. Economy and Economic Development

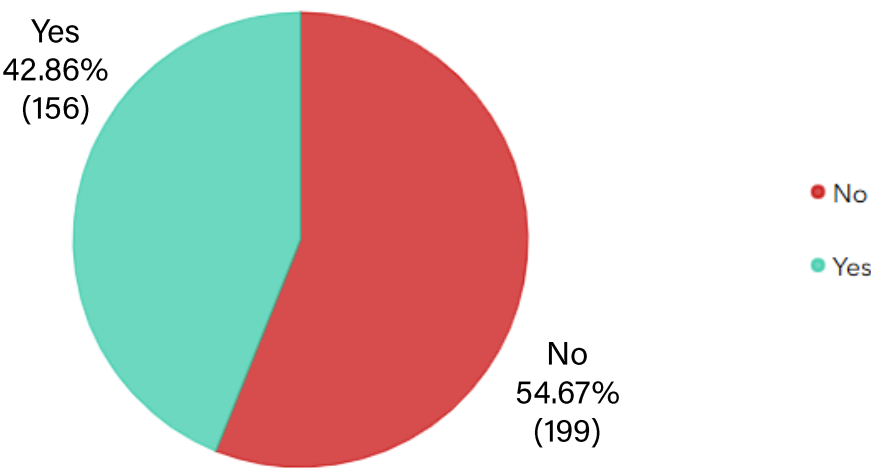
# In your opinion, what is the cost of living like in Mandeville?

In your opinion, what is the cost of living like in Mandeville?



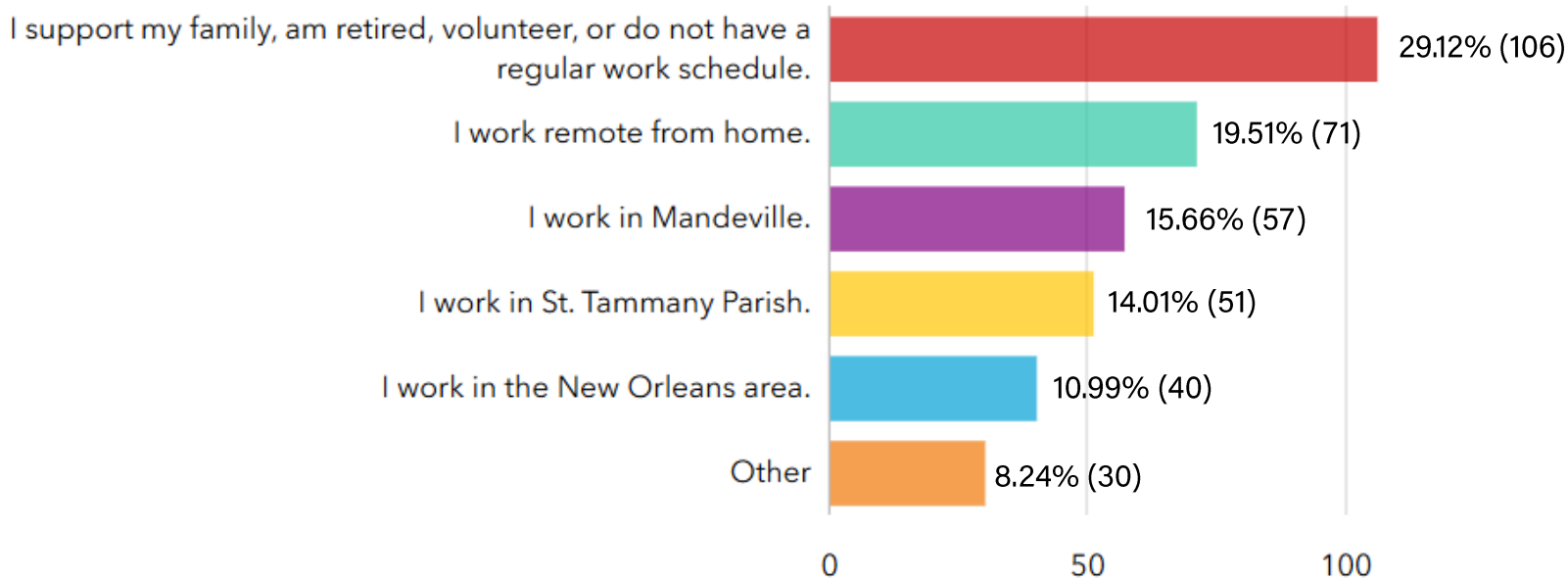
# Have you ever considered moving elsewhere because of the cost of purchasing land, owning a home, renting, taxes, or insurance?

Have you ever considered moving elsewhere because of the cost of purchasing land, owning a home, renting, taxes, or insurance?



# Select the response that best characterizes your regular work commute experience.

Select the response that best characterizes your regular work commute experience.

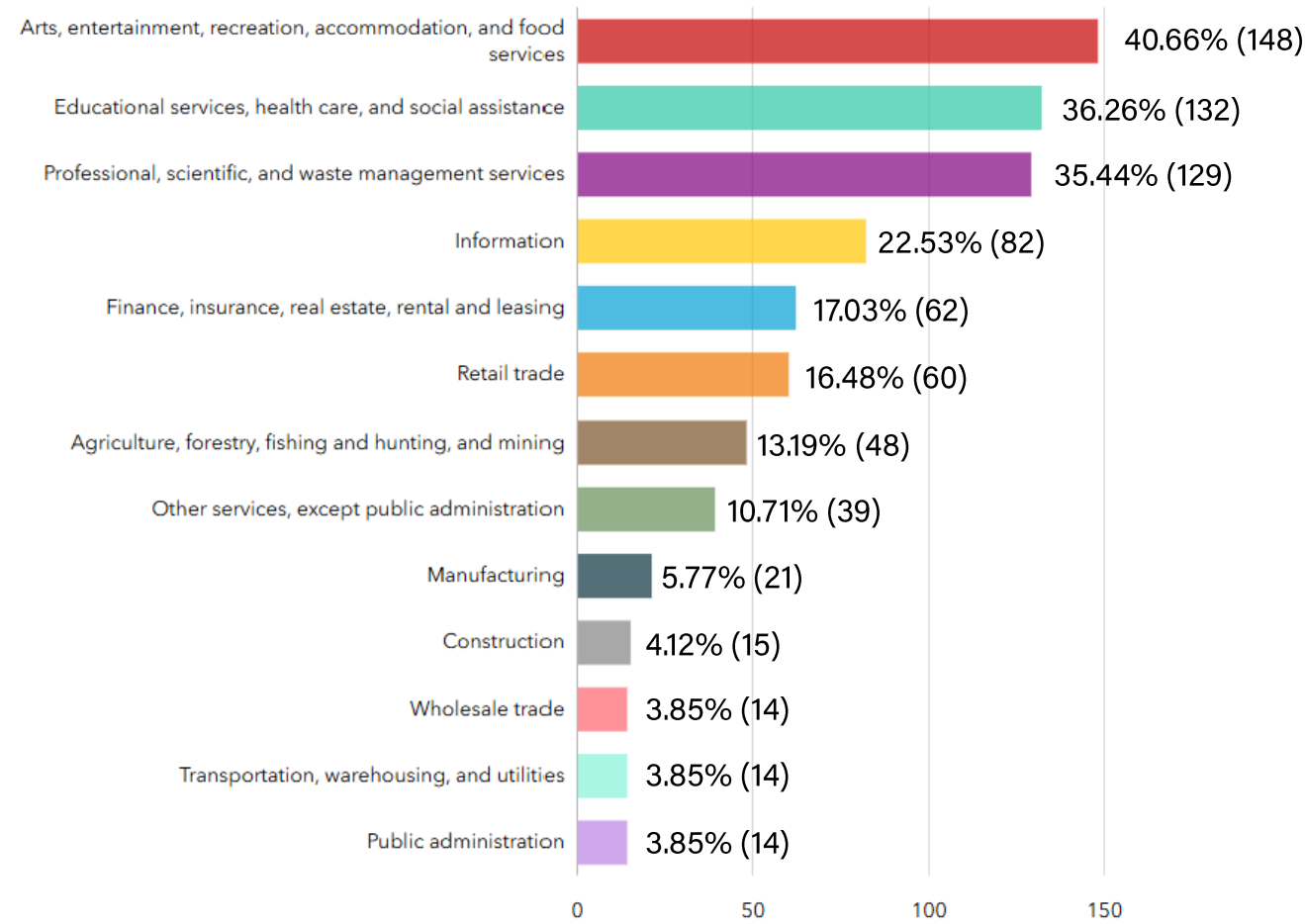


Per the U.S. Census Bureau, mean travel time to work for Mandeville residents is **28.3 minutes**.



# Which of the following industry categories, based upon the U.S. Census Bureau breakdown, do you think Mandeville needs more job opportunities in (choose all that apply)?

Which of the following industry categories do you think Mandeville needs more job opportunities in?



# When you visit a business in Mandeville to purchase goods or services, what are the key factors in choosing the store? (ranking question; higher numbers= more preferred, lower numbers= less preferred)

When you visit a business in Mandeville to purchase goods or services, what are the key factors in choosing the store?



# In your opinion, what businesses are missing in Mandeville that you seek out in other communities?

Survey responses suggest that businesses that they seek in other communities fall into 3 main categories:

- **Food & Beverage**
- **Retail and Shopping**
- **Entertainment and Recreation**

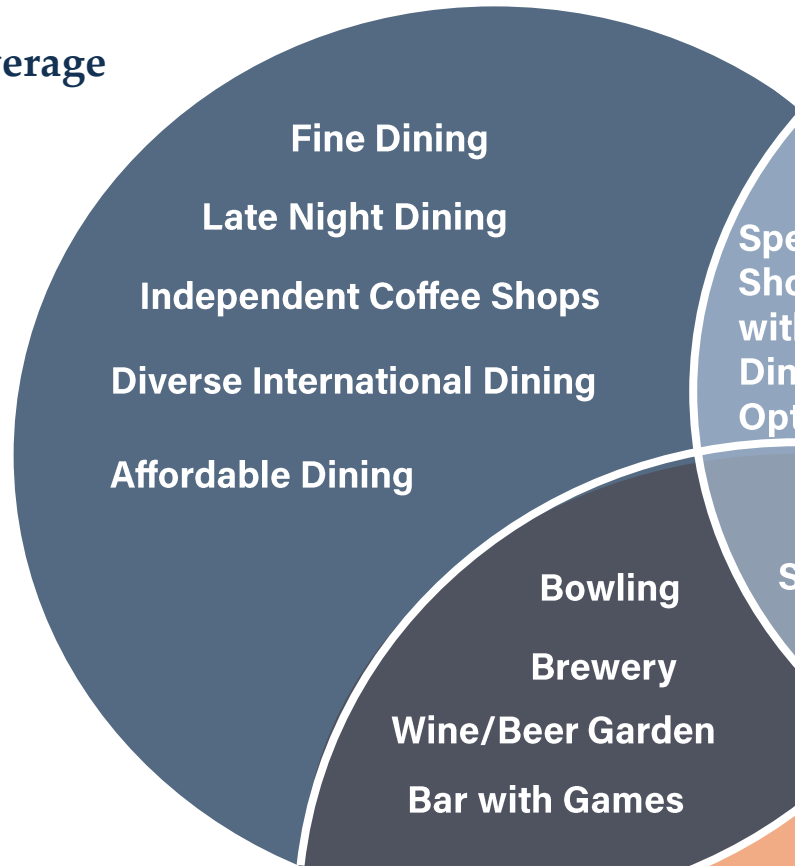
The Venn diagram on the next slide shows more detailed examples.

See next slide for further detail



Two answers that respondents gave that are not included in the Venn Diagram are **hospitals** and **hotels**.

## Food & Beverage



## Retail & Shopping



## Entertainment & Recreation



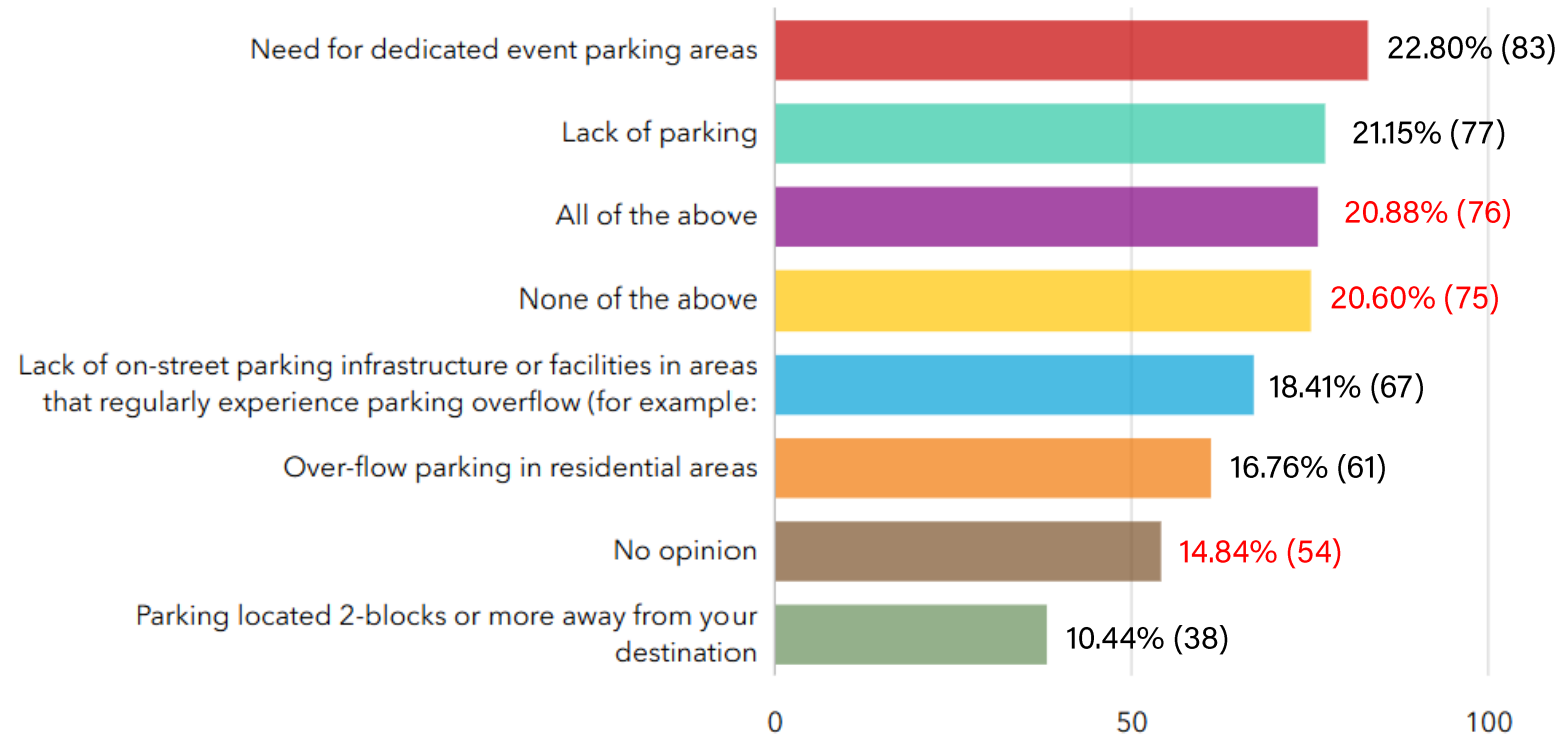
### Third Spaces

A casual space where people can gather for social interaction and community building

# Pro-actively managing parking for residents and businesses is a priority for the City, what do you see as some existing or emerging issues with parking today?

(choose all that apply)

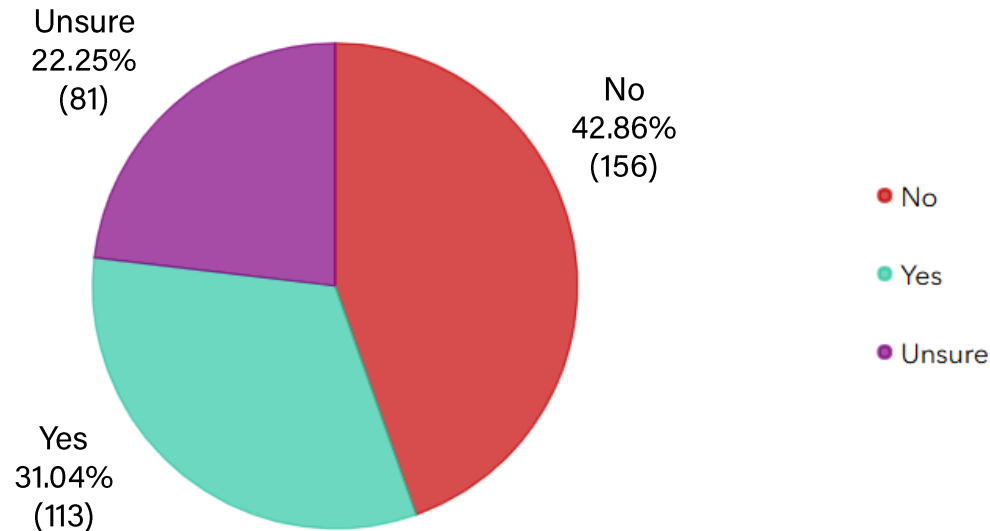
Pro-actively managing parking for residents and businesses is a priority for the City; what do you see as some existing or emerging issues with parking today?





# Do you think the adjacency to Lake Pontchartrain, and water access, are being utilized to their full potential as an economic and quality of life driver?

Do you think the adjacency to Lake Pontchartrain, and water access, are being utilized to their full potential as an economic and quality of life driver?



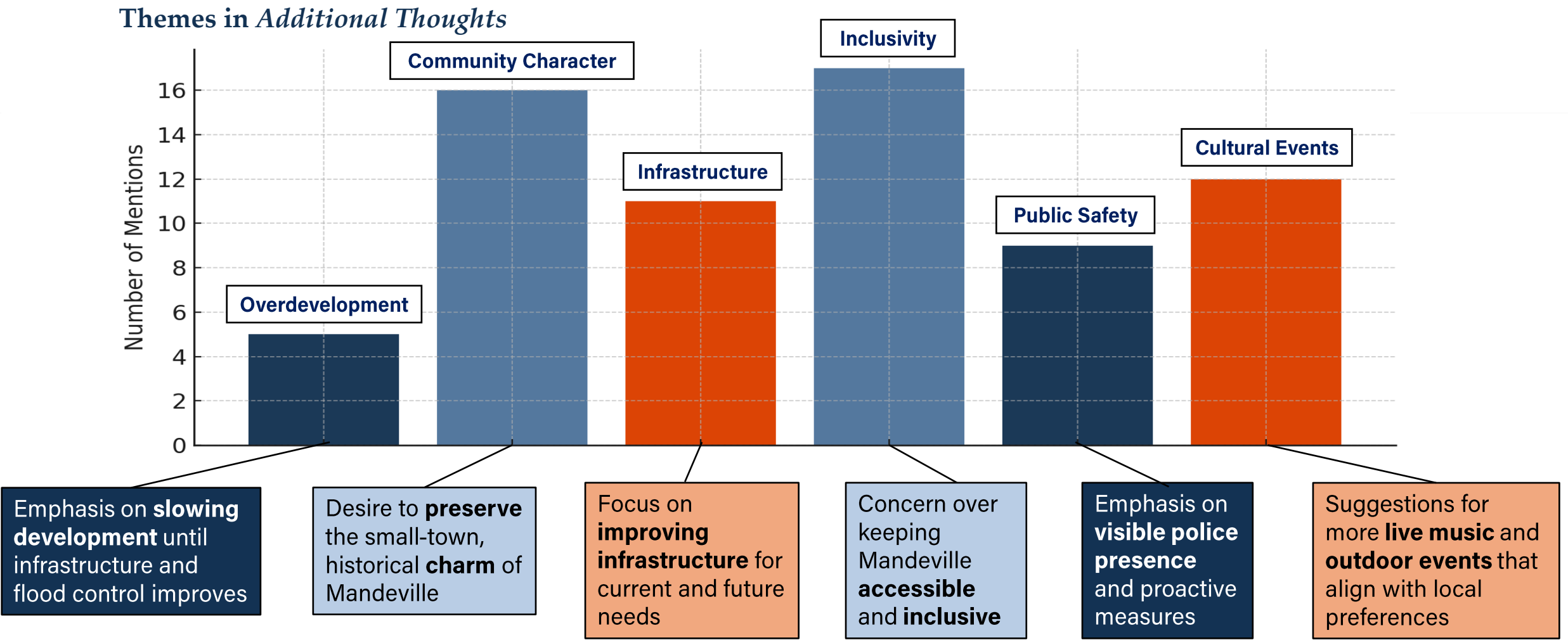
## If no, please explain (example responses):

- Access is constrained
- Activate the current Lakefront Park
- Boat launch amenities and rentals
- Boating/fishing/sporting events
- Concerns about water quality and wildlife
- Limited access to water in general, particularly in District 2
- Increased kayaking and paddle boarding opportunities
- Limited tourism
- More water recreation businesses on the Lakefront
- Multiple answers described support for Pre-Stress commercial development in appropriate, controlled, environments
- Places to dock and enjoy lunch in Mandeville




**VI. Additional Comments and Stay in Touch!**

We know it can be difficult to capture your vision for the future of Mandeville in a series of questions, please share any additional thoughts or ideas here.





An aerial photograph of a historic train station, likely the Trailhead station. The station features a central tower with a sign that reads "TRAILHEAD". To the left of the tower is a set of stairs leading up to a platform. Several flags are flying on tall poles to the right of the tower. The station is surrounded by trees and other buildings in the background.

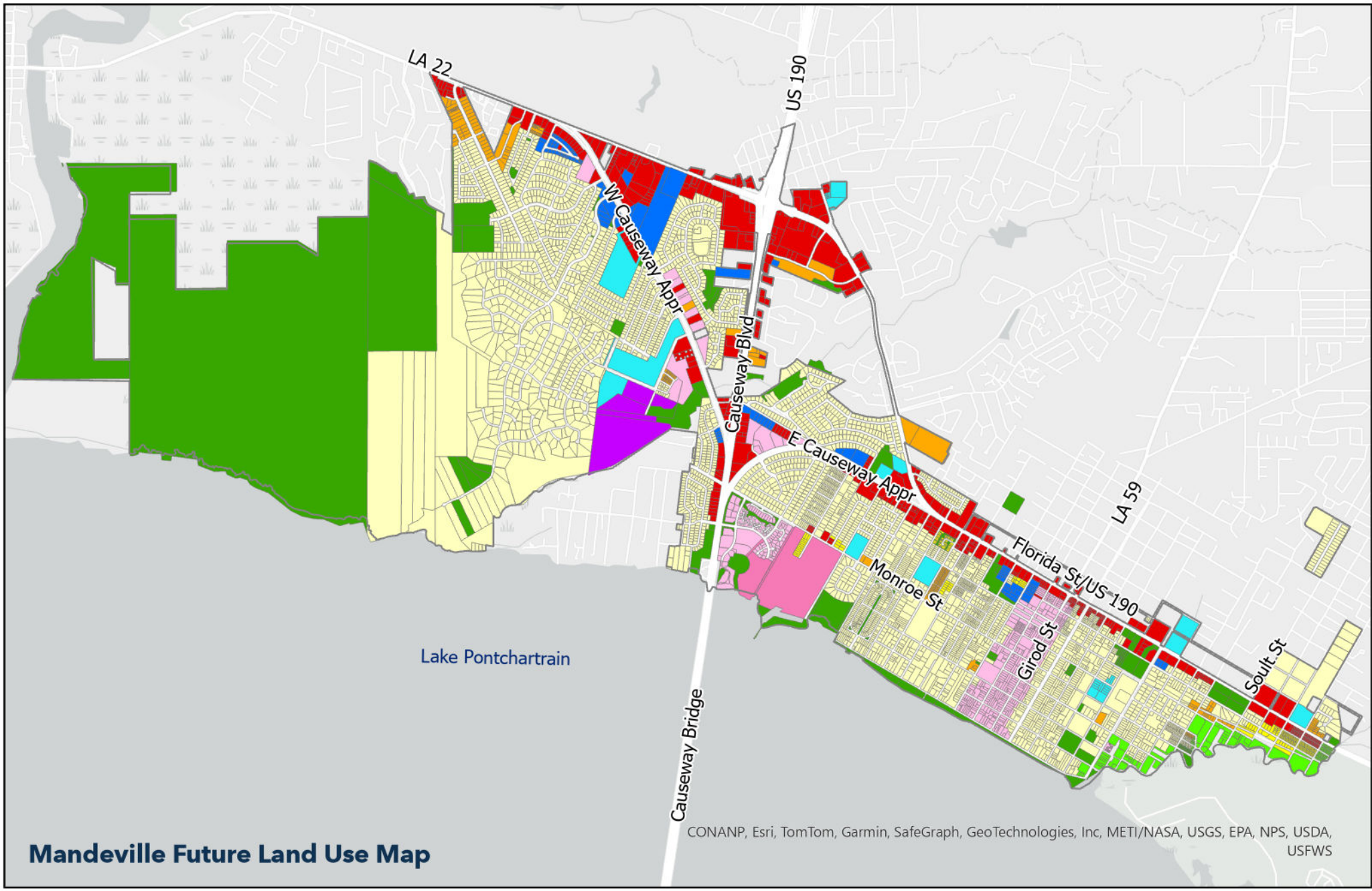
**THANK YOU!**  
**Questions & Discussion**

DESIRE LINE

# Appendix C

## Future Land Use Maps 2025 and 2007 (for reference)

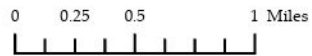




**Legend**

- |                            |                          |                  |                         |
|----------------------------|--------------------------|------------------|-------------------------|
| City Boundary              | High Density Residential | Commercial       | Public / Institutional  |
| Low Density Residential    | Mixed Use                | Light Industrial | Marina                  |
| Medium Density Residential | Low Traffic Mixed Use    | Office           | Recreation / Open Space |

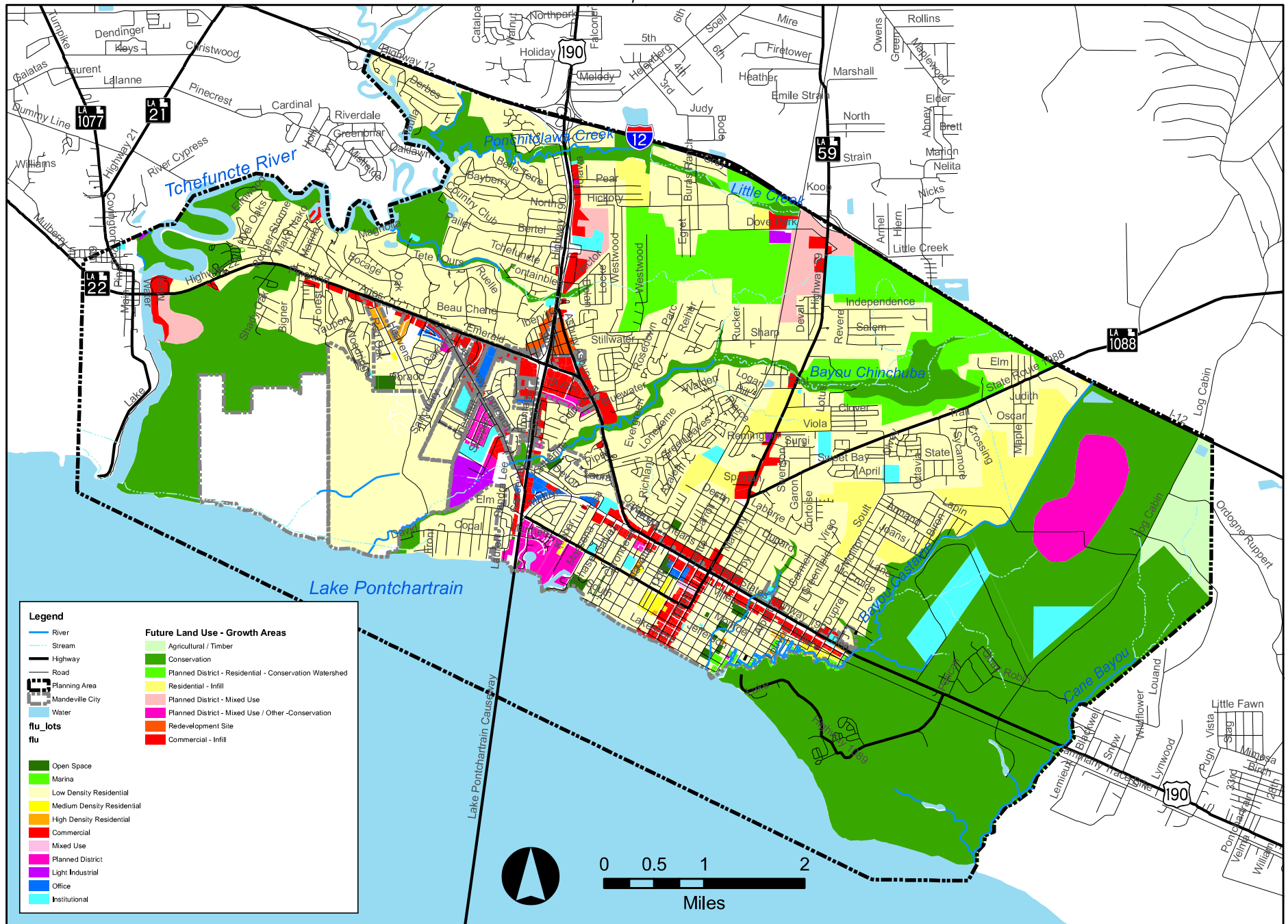
Data Source: City of Mandeville  
Author: EC, KD, Desire Line  
Date: August 6, 2025



DESIRE LINE

# Future Land Use Map from 2007 Mandeville Comprehensive Plan

For Reference



# Appendix D

PDF of Projects Tracking Spreadsheets



## Mandeville Thrives 2045



Comprehensive Plan

### How to Use This Document

This document serves as a master inventory of projects outlined in 1) Mandeville Thrives 2045 Comprehensive Plan (2025); 2) Mandeville's Flood Resilience Plan (2023); 3) Pedestrian and Bicycle Plan (2023); and 4) Parks and Recreation Plan (2024).

Projects are organized in separate sheets according to the plan document they are derived from.

This document may be used to track progress, record project start and completion dates, plan for project implementation years, track overlap with other projects, and more.

This page gives a brief overview on how to use this document.

### CIP Project Inventory Measures

Measure	Measure uses/descriptions
<b>Project</b>	Briefly describes/names a project or objective detailed within the corresponding plan.
<b>Location</b>	Outlines the relative or anticipated geographic location of the project where applicable.
<b>Timeline</b>	This column is only applicable to plans that provide a suggested timeline, outlining whether the project is a short-term, midterm, or long-term.
<b>Page #</b>	Lists the project's page number in the plan. Page numbers listed correspond to the page numbers found ON the actual documents and not to the page counter which may be present in a PDF reader application.
<b>Description</b>	Provides a description of the project as it is outlined in its respective plan.
<b>Sub Project Area</b>	Details sub-project objectives described within an overarching project, where applicable.
<b>Existing or Proposed Infrastructure</b>	Details whether a project applies to infrastructure that already exists or to proposed new infrastructure, where applicable.
<b>Project Progress</b>	Allows for documentation of a project's progress. Cells in this column are formatted with a drop down menu including the following options: Not Yet Started, In Design, Design Complete, Under Construction, Construction Complete, and Project Closed Out. <i>Categories are editable to best support Mandeville's preferred tracking terms.</i>
<b>Project Start Date</b>	Allows for documentation of the year in which a project is started. Columns in this cell are formatted with a drop down menu in which user's can select the corresponding fiscal year that a project begins (ex. FY 2025, FY 2026) through FY 2045. <i>This allows for quick filtering by year to support planning and budgeting.</i>
<b>Project Completion Date</b>	Allows for documentation of the year in which a project is completed. Columns in this cell are formatted with a drop down menu in which user's can select the corresponding fiscal year that a project is completed (ex. FY 2025, FY 2026) through FY 2045. <i>This allows for quick filtering by year to support planning and budgeting.</i>
<b>Overlap with Other Plans</b>	Details when and how a project's objectives may overlap with projects detailed in other plans, where known.
<b>Potential External Funding Sources</b>	This additional information has been provided independent of plan content to aid in identifying potential funding sources for implementation outside of City budgeting.
<b>Comments</b>	Included as a space for users to leave comments, notes questions, etc. related to each project.

Applicable only to Mandeville Thrives 2045 Tracking	
<b>Goal</b>	Describes the high level vision.
<b>Objective</b>	Breaks down goals into measurable, actionable steps.
<b>Strategy</b>	Is the plan of action or policy.
<b>Performance Measure</b>	Details quantifiable or objective based end goals by which each objective can be measured for completion.
<b>Responsible Parties</b>	Supports plan implementation by outlining the parties or entities who will be responsible for executing each objective.



Mandeville Thrives 2045 Comprehensive Plan Goals												
Goal	Objective	Strategy	Performance Measure	Timeline	Responsible Parties	Page #	Project Progress	Project Start Date	Project Completion Date	Overlap with Other Plans	Potential External Funding Sources for Plan Projects	Comments
Natural Environment (NE) Goals												
NE G1: Protect and enhance Mandeville's tree canopy.	O1: Measure the tree canopy.	Contract a canopy study and tree management plan.	Create and adopt a tree management plan that quantifies the current tree canopy to use for benchmarking and makes recommendations for restoring and replanting.	short term	Parks & Parkways Commission, Planning Department, Public Works	103						
	O2: Plant trees and restore ecosystems.	Use the tree management plan to create a multi-year planting / replanting plan.	Creation of replanting plan (does not include continuing maintenance).	midterm	Parks & Parkways Commission, Planning Department, Public Works	103						
		Execute the planting / replanting plan.	Completion of replanting plan; update plan as needed.	midterm	Parks & Parkways Commission, Planning Department, Public Works	103						
		Bolster current Re-Leaf program, and increase funding, by focusing on smaller areas of the City each cycle through going door to door or providing targeted mailers about the program.	Adjustments and increased funding for Re-Leaf program to ensure all geographic areas of the City are aware of the program.	midterm	Parks & Parkways Commission, Planning Department, Public Works	13						
	O3: Amend the tree ordinance to increase tree preservation and replacement requirements.	Update the CLURO regulations to increase tree protection requirements to specific tree species of a certain diameter at breast height (DBH), increase the number of trees required to replace removed trees, and create more impactful fines for infractions, such as a 30 day suspension for new permits.	Drafting and adoption of tree preservation amendment to CLURO.	short term	Planning Department, Code Enforcement	103						
		Include City Arborist in advising during development and enforcing penalties for unauthorized tree removal.	Increase the number and severity of enforcement actions for tree removal.	short term	Planning Department, Code Enforcement	103						
			Implement policy to use increased fines for tree replanting around the City.	short term	Planning Department, Code Enforcement	103						
	O1: Restore aquatic habitats.	Conduct an inventory on existing aquatic habitat health and species.	Identification of up to 4 focused sub-areas for analysis (ex: Lakefront, Little Bayou Castine, network of ditches with standing water that provide habitat).	midterm	Planning or Public Works Department with outside contracted organizations	104						
			Completion of inventory / assessment.	midterm	Planning or Public Works Department with outside contracted organizations	104						
		Implement at least one restoration project to support current habitats.	Design of restoration project and identification of funding.	long term	Planning or Public Works Department with outside contracted organizations	104					Louisiana Outdoors Forever (LOF)	
			Amendments to ordinances per recommendations from inventory / assessment, including the possibility of City-protected waterways.	long term	Planning or Public Works Department with outside contracted organizations	104						

NE G2: Maintain clean water and protect wildlife habitats.			Implementation of habitat restoration project.	long term	Planning or Public Works Department with outside contracted organizations	104						
	O2: Improve water quality and visual aesthetics in marinas.	Measure major water quality indicators as a benchmark for water quality improvement efforts.	Collection of water quality benchmarking data.	short term	Planning or Public Works Department with outside contracted organizations	104						
		Reduce contaminants entering waterways from lawn chemicals through prohibition of certain herbicides or filtration methods for sites using herbicides.	CLURO amendments drafted and adopted.	short term	Planning Department	104						
		Prohibit dumping and marine debris in marinas.	Develop designated refuse areas in marinas, prohibit dumping in all other areas.	midterm	Planning Department, Public Works	104						
			Amend ordinances related to dumping in marinas to clarify language and enhance penalties as needed.	midterm	Planning and Public Works Departments	104						
		Determine and implement standards / processes related to abandoned watercraft.	Amend ordinances related to abandoned watercraft to clarify language and enhance regulations as needed.	midterm	City Council, Public Works	105						
			Initiate a marine debris cleanup program.	midterm	City Council, Public Works	105						
		Update Marina District regulations to protect water quality and aesthetics from waterways.	Update CLURO regulations.	short term	Planning Department, Planning & Zoning Commission	105						
	O3: Reduce or mitigate the impacts of impermeable surfaces on stormwater runoff (both runoff quantity and water quality).	Ensure appropriate definitions are in CLURO.	Define and codify impermeable surfaces and green infrastructure techniques.	short term	Planning Department, Planning & Zoning Commission	105					U.S. EPA Environmental Protection Agency (EPA) Planning, Design, & Implementation Programs	
		Review and improve parking, driveway, and sidewalk standards.	Define and codify mitigation techniques and requirements for impermeable surfaces, and fines for not meeting requirements.	short term	Planning Department, Planning & Zoning Commission	105						
		Increase opportunities to maintain runoff on site as well as mitigate soil compaction and use of off-site soils.	Define and codify mitigation techniques for site runoff (ex: increased setback area, review/impact of slopes, avoiding soil compaction).	short term	Planning Department, Planning & Zoning Commission	105				Flood Resilience Plan- green infrastructure projects		



EE G1: Prioritize developing or redeveloping underutilized areas of the City.	O1: Create incentives for redevelopment that further community character.	Determine incentives related to infrastructure, drainage, tree planting, location-based incentives for infill, etc.	Creation and dissemination of (re)development incentives via CLURO update.	midterm	City Council, Planning & Zoning Commission, Planning Department, Public Works	108						
	O2: Target commercially-zoned parcels identified in plan for infill.	Prioritize parcels for infill or redevelopment based upon the Commercial Space Study (part of the Comprehensive Plan development).	Creation and dissemination of a map related to focus areas for (re)development .	midterm	Planning & Zoning Commission, Planning Department	108						
		Coordinate with developers and anchor tenants to create redevelopment plans and proposals with the City.	Production of a development plan for one or more infill sites.	long term	City Council, Planning & Zoning Commission, Planning Department	108						
			Adoption and execution of development plan.	long term	City Council, Planning & Zoning Commission, Planning Department	108						
	O3: Strengthen mixed-use zoning to align with community character and support revitalization.	Promote gentle (low intensity) mixed use in appropriate zoning districts, conditional use processes, etc. Ex: two-story mixed use, low intensity neighborhood commercial, integration of open space.	Adopt CLURO updates for identified zoning districts.	short term	Planning & Zoning Commission, Planning Department, City Council	108						
EE G2: Preserve and enhance the Four Corners and commercial corridors as drivers for sales tax and the City's economy.	Assess opportunities for enhancing the current development standards applicable to commercial corridors.	Combine with efforts to codify community character City-wide and enhance aesthetics, sense of place, and roadway/sidewalk connectivity.	Revised CLURO standards.	short term	Planning and Zoning Commission, Planning Department	108						
	Develop strategies to retain the economic viability in the areas.	Coordinate with developers and business owners to understand barriers to (re)development and means to strengthen commercial areas.	Revised CLURO standards or permitting processes after engaging developers and the business community.	short term	City Council, Planning and Zoning Commission, Planning Department	108						
EE G3: Incentivize development and investments that align with, and add to, Mandeville's community character.	O1: Create a strategy to ensure commercial and retail developments are maintained after construction.	Collaborate with local developers invested in the community.	Focus economic development efforts on building developer relationships at the local level.	short term	Mayor, Planning Department, City Council, Planning & Zoning Commission	109						
		Create or strengthen standards related to commercial property maintenance.	Adoption of maintenance standards / performance requirements.	short term	Mayor, Planning Department, City Council, Planning & Zoning Commission	109						
	O2: Disincentivize leaving commercial properties vacant, affecting surrounding businesses.	Consider requiring demolition after a certain amount of time or a higher tax rate.	Implementation of one disincentive tool.	midterm	Planning Department, Code Enforcement	109						
	O3: Attract compatible business that align with community character.	Designate a point person to support the Mayor in coordinating with interested businesses to share what Mandeville's community character entails and what the community desires.	Designation of staff person, hiring of new staff, or contracting with an outside consultant, to support the initiative.	midterm	Mayor, Planning Department, Cultural Development & Events	109						
EE G4: Determine barriers to local business staffing	O1: Assess what barriers or markers of success lead to a stable local business, such as	Create a survey and distribute to local businesses or contract a consultant to assist.	Completion of analysis.	midterm	Mayor, Planning Department, Cultural Development and Events, Local Business Associations	109						

and success / longevity of businesses.	attainable housing for staff, expertise, City support, infrastructure, etc.	Create and implement action items to support business success.	Implementation of recommendations from analysis.	midterm	Mayor, Planning Department, Cultural Development and Events, local business associations	109						
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Community Character (CC) Goals											
CC G1: Actively protect, and invest in, Mandeville's community character.	O1: Increase code enforcement and fines.	Implement significant increases in fines and suspensions to deter violations.	Fines and other penalties increased in CLURO.	short term	Planning and Zoning Commission, Planning Department	110					
	O2: In accordance with Louisiana Revised Statute 33:107, support the wise and efficient expenditure of public funds, including assessing ways to allocate City funds in furtherance of comprehensive plan implementation.	Research the possibility of proposing changes to the City legislation (Charter, ordinances) that dictates restrictions on dedicated funds.	Completed study to determine feasibility of changes to legislation assessed.	midterm	Planning and Zoning Commission, Planning Department	110					
		If feasible, work with a financial consultant to assess the prudent application of passive fixed income, to better mitigate future risks, and to determine thresholds to possibly transfer between funds when specified conditions are met.	Consider and propose potential processes moving forward, including thresholds for transferring capital, potential funds to transfer from, and total amounts.	midterm	City Council, Finance Department	110					
		Share study outcomes with the public and draft referendum for ballot to allow fund transfers when specific parameters are met.	Put forth referendum.	midterm	City Council, Finance Department	110					
CC G2: Translate Mandeville's community character into implementable design standards.	O1: Create implementable, replicable, and scalable (based upon the area of the City) design standards based upon community feedback.	Update standards related to the scale and aesthetic of surrounding development, pedestrian and vehicle connectivity between developments, public art, lighting, signage, green space preservation, trees and landscaping, gardens, and prioritizing quaint, small-town feel.	Codify updated design standards.	short term	City Council, Planning & Zoning Commission, Planning Department	111					
	O2: Provide incentives (commercial and residential) for building and site updates to align with community character.	Façade / site grant program for signage, façade improvements, landscaping, or Homeowner's Associations (HOA) needs.	Develop and fund grant program.	short term	Planning Department	111					
	O3: Reassess non-conforming use rules to bring more sites into conforming status.	Consider a lower damage % cause for when buildings must be brought to current standards.	Codify new threshold or more stringent standards.	short term	City Council, Planning Department, Planning & Zoning Commission	111					
CC G3: Expand community gathering spaces and bolster the Town Center (TC) District surrounding the Mandeville Trailhead.	O1: Expand outdoor space around the Mandeville Trailhead.	Purchase land, or partner with a private entity to purchase and develop land, east or north of the Trailhead to expand use for events, Farmer's Market, and parking.	Expanded footprint of the Trailhead for public use.	long term	City Council, Planning & Zoning Commission, Planning Department, Public Works	112					Land and Water Conservation Fund (LWCF)
	O2: Construct an indoor event venue / meeting space.	Construct an indoor event space that supports community gathering for both City event use and community rental.	Build indoor event venue.	long term	City Council, Planning & Zoning Commission, Planning Department, Public Works	112					
	O3: Create a hub (physical, programmatic) for youth and teens to gather, socialize, learn new skills, volunteer in the community, and provide a voice in local government.	Generate recommendations from teen task force.	Implement recommendations from teen task force.	midterm	Cultural Development & Events	112					
	O1: Increase pedestrian infrastructure.	Prioritize projects in Bicycle and Pedestrian Master Plan when adjacent road work occurs.	Creation of internal policy for implementing plan.	long term	Planning Department, Public Works	112				Pedestrian & Bicycle Plan	Safe Routes to Public Places (SRTPP);

CC G4: Increase walkability, connectivity, and pedestrian safety.	Prioritize major north-south, east-west, and Tammany Trace pedestrian connectivity projects.	Prioritize implementation of Bicycle and Pedestrian Master Plan projects that support moving pedestrians across the City and new connections to the Tammany Trace.	Construction of one each major north-south, east-west, and Tammany Trace connectivity projects that develop pedestrian infrastructure.	long term	City Council, Public Works, Planning Department	112					Pedestrian & Bicycle Plan	Recreational Trails Program (RTP); Safe Streets & Roads for All (SS4A) Implementation funding in alignment with the St. John the Baptist, Tangipahoa, and St. Tammany Parish Safety Action Plan;	
CC G5: Mitigate the effects of noise and light pollution.	O1: Reduce the effects of light pollution on people and the environment.	Clearly define light pollution in the CLURO and design guidelines.	Review and update definition with detail needed to codify the Dark Sky Association design regulations.	short term	Planning Department, Planning & Zoning Commission, City Council	113							
		Educate community on mitigating the impacts of light pollution.	Use updated regulations to create a pamphlet for community education and impact.	midterm	Planning Department, community partners and stakeholders	113							
	O2: Mitigate noise pollution surrounding residential areas.	Define compatible commercial uses near residential uses in both residential and mixed use districts (ex: open hours, noise levels, delivery times).	Update zoning districts.	short term	Planning Department, Planning & Zoning Commission, Council	113							
	O3: Implement regulations related to light and noise pollution.	Enforce infractions related to light and noise pollution.	Train CLURO officer on updated regulations related to light and noise pollution.	midterm	Planning Department, Code Enforcement	113							
CC G6: Create and implement Small Area Plans for locations requiring a comprehensive assessment and recommendations.	O1: Identify, assess, and make recommendations for specific geographic areas via Small Area Plans.	Develop Small Area Plan and recommendations for connectivity, infrastructure, aesthetics, traffic, bicycle, and pedestrian infrastructure.	Develop a Plan for Area #1: Florida Street corridor between Bayou Castine and East Causeway Approach.	midterm	City Council, Planning & Zoning Commission, Planning Department, Public Works	113							
			Develop a Plan for Area #2: Four Corners.	midterm	City Council, Planning & Zoning Commission, Planning Department, Public Works	113							
			Develop a Plan for Area #3: Mariner's Village Site.	midterm	City Council, Planning & Zoning Commission, Planning Department, Public Works	113							
			Develop a Plan for Area #4: Pre-Stress and Mariner's Village Sites.	midterm	City Council, Planning & Zoning Commission, Planning Department, Public Works	113							
			Develop a Plan for Area #5: Trailhead and TC district.	midterm	City Council, Planning & Zoning Commission, Planning Department, Public Works	113							

Land Use and Development (LU) Goals												
LU G1: Preserve the Pre-Stress Concrete and Mariner's Village sites as open space or develop in alignment community perspective and guidance.	O1: Protect the shoreline, access to water, and opportunity for a western Marina.	Pursue a waterfront easement / overlay to protect ecosystems and community access.	Codify a requirement to protect waterfront access in CLURO.	short term	Planning Department, Planning & Zoning Commission, Council	114						
	O2: Recognize a clear community demand for open space prioritized over dense housing or commercial units.	Collaborate with a potential developer / landowner to acquire the space for preservation purposes or evaluate potential City ownership.	Determine, and document, whether preserving or purchasing either property is feasible.	short term	City Council, Planning & Zoning Commission, developer, and conservation community partners	114						
	O3: If preservation or purchase is not pursued, enable development of the Pre-Stress Concrete and Mariner's Village sites in a manner that aligns with community character, including gentle density through low-traffic mixed-use (low density residential and mixed use), neighborhood-scale commercial, and protection of green space.	Adjust Future Land Use Map (FLUM) designations to align with community preferences.	Updates to the Future Land Use Map (FLUM) category for the properties.	short term	City Council, Planning & Zoning Commission, developer, and conservation community partners	114						
		Ensure definitions and regulations for these land uses are in the CLURO.	Updates to the CLURO.	short term	City Council, Planning & Zoning Commission, developer, and conservation community partners	114						
		Rezone properties in alignment with FLUM.	Updates to the Official Zoning Map for these sites, post-CLURO work.	midterm	City Council, Planning & Zoning Commission, developer, and conservation community partners	114						
		Assess whether road networks and infrastructure can support intense uses beyond low density residential units.	Completion of traffic study outlining proposed and future development capacity, and transportation system recommendations to reduce impacts.	midterm	City Council, Planning & Zoning Commission, developer, and conservation community partners	114						
		Require a development proposal that aligns with recommendations in the <i>Recommendations: Mariner's Village and Pre-Stress Concrete Properties</i> section of this Plan and includes community engagement meetings.	Approval of development proposal by Planning & Zoning Commission and City Council.	long term	City Council, Planning & Zoning Commission, developer, and conservation community partners	114						
		Develop methods for requiring maintenance / cleanliness standards and protecting or replacing amenities after initial development.	As part of development proposal, require maintenance and replacement standards regardless of ownership.	long term	City Council, Planning & Zoning Commission, developer, and conservation community partners	114						
	O1: Assess the possibility of fully removing the PUD designation from CLURO and Official Zoning Map.	Work with representatives from the Planning Department, Planning & Zoning Commission, developer community, and residents to determine the impacts of removing the PUD designation.	Determination on whether to remove PUD completely or make improvements.	short term	Planning & Zoning Commission, City Council, Planning Department	115						

LU G2: Improve the application of Planned Use Districts (PUDs).	O2: If PUD is not removed completely, undertake CLURO updates to better define parameters, review criteria, and performance	Gather input and through both resident and developer perspectives and refine criteria including percentages of land uses, density, building height, traffic impacts, bicycle and pedestrian access, parking, environmental impacts, economic impacts, preservation, and continued maintenance.	Update and Codify PUD parameters and review criteria in CLURO.	short term	Planning & Zoning Commission, City Council, Planning Department	115						
LU G3: Require strong assessment of current conditions and impacts of development on the community.	O1: Improve requirements for traffic studies and infrastructure assessment provisions prior to any new development.	Review and update requirements (ex: more detailed analysis, greater community input, daily traffic vs. events).	CLURO amendment for new requirements.	short term	Planning Department, Public Works, Planning & Zoning Commission	115						
	O2: Increase community involvement in development.	Pilot the use of topic-specific task forces for input and information-sharing alongside purview of staff, boards, and commissions with the goal of aligning community needs with developer goals to streamline development processes.	Pilot task forces on two major (re)development projects.	midterm	Planning Department	115						
LU G4: Create housing opportunities while reflecting the City's small-town feel.	O1: Address the concerns regarding house scale regardless of lot size.	Review, and include residents in, discussions about lot dimensions, setbacks (particularly front setbacks), and floor area ratio in all residential districts to avoid construction of homes which appear too large for the lot.	CLURO updates based upon findings.	short term	Planning & Zoning Commission, Planning Department, City Council	116						
	O2: Engage community perspectives to create housing opportunities while reflecting the City's small-town feel.	Support 2- and 3-plexes or ADUs (accessory dwelling units) in specific districts.	CLURO updates regarding the provision of 2- and 3-plexes and ADUs.	short term	Planning & Zoning Commission, Planning Department, City Council	116						
		Include provisions/support for conservation subdivisions (clustered housing with environmental considerations).	CLURO updates regarding the provision of conservation subdivisions.	short term	Planning & Zoning Commission, Planning Department, City Council	116						
		Review contiguous lot rules for platted 60' lots.	CLURO review and updates regarding the contiguous lot law.	short term	Planning & Zoning Commission, Planning Department, City Council	116						
		Map and track the availability of sites for potential residential unit development.	Completed map of potential residential sites, available for interested developers.	short term	Planning & Zoning Commission, Planning Department, City Council	116						

Old Mandeville (OM) Goals											
OM G1: Increase connectivity and access surrounding Lakefront and Girod Street corridors.	O1: Assess safety/traffic improvements to Girod Street.	Study the impacts of making Girod Street south of Monroe Street one-way (with Lafitte).	Completion of the study.	midterm	Planning Department, Public Works	117					
	O2: Perform a Lakefront Utilization Study.	Collect, analyze, and make recommendations concerning day to day Lakefront walking, bicycling, general usage and parking; and event-specific permitting, frequency, number of vehicles and cars, costs incurred by the City, and local business revenue.	Completion of study, including community engagement, with recommendations for mitigating negative impacts and improvements to processes.	short term	Planning & Zoning Commission, Planning Department, Public Works, Cultural Development and Events, Historic Preservation District Commission, Old Mandeville Business Association	117					
OM G2: Address traffic and parking concerns within and impacting Old Mandeville.	O1: Complete a Parking Inventory and Analysis to define what constitutes parking and traffic problems, and determine how the impacts manifest.	Contract the study to determine capacity, compare to similar municipalities, define "parking problem" in this context, and determine recommendations for traffic mitigation (ex: offsite parking with shuttle) and proposed parking in Old Mandeville.	Completion of the Parking Inventory and Analysis, with community input.	short term	City Council, Planning Department, Public Works, Historic Preservation District Commission	118					
		Integrate study recommendations into Capital Improvement Plan.	Projects and recommendations planned and budgeted for in future funding cycles.	short term	City Council, Planning Department, Public Works, Historic Preservation District Commission	118					
	O2: Mitigate Traffic and increase Level of Service (LOS) at the intersection of East Causeway Boulevard and Monroe Street.	Work with the Causeway Commission and Regional Planning Commission to plan and develop funding for improvements based upon the Monroe Street Corridor Traffic Study (2025).	Complete engineering and design and secure funding.	short term	City Council, Public Works, Engineering, Causeway Commission	118					
		Construction of physical improvements to the intersection.	Construction completed and intersection meets LOS D or better.	midterm	City Council, Public Works, Engineering, Causeway Commission	118					
	O3: Include designated bicycle, golf cart, and electric vehicle parking to welcome more compact and low impact means of transportation.	Implement golf cart parking locations.	Designation of 3 golf cart parking areas.	midterm	Planning Department, Public Works	118					
		Trial one electric vehicle charging area (2-4 chargers) and assess usage.	Construct one electric vehicle charging area in Old Mandeville.	midterm	Planning Department, Public Works	118					
		Assess possibility of adding new bicycle racks, without impeding pedestrian flow, with a unique, artful design aesthetic specific to Mandeville that adds to community character.	Addition of 3-5 artful bike racks.	midterm	Planning Department, Public Works, Cultural Development and Events	118					
	O1: Make Historic District Guidelines more enforceable.	Codify Historic District Guidelines within the CLURO.	Guidelines are codified in CLURO.	short term	City Council, Planning & Zoning Commission, Planning Department, Historic Preservation District Commission	119					
	O2: Enforce the regulations in place to preserve the historic character.	Reduce the number, type, and hardship criteria for variances allowed.	Update criteria for variances in CLURO.	short term	Planning Department, Zoning Commission	119					



OM G3: Preserve the Historic District character and development patterns.	O3: Streamline the process for historic building updates while maintaining their integrity.	Review and update historic design guidelines and processes (ex: more administrative flexibility).	Updated historic design guidelines.	midterm	Planning Department, Planning & Zoning Commission, Historic Preservation District Commission	119						
	O4: Consider appropriate incentives for redeveloping historic properties.	Assess incentive strategies to implement such as local property tax incentives, waiving permit fees, or supporting a portion of infrastructure.	Implementation of one incentive.	midterm	City Council, Planning Department, Planning & Zoning Commission, Historic Preservation District Commission	119						
	O5: Promote smaller, boutique style development that complement the historic scale, siting, and mixed use nature of buildings.	When reuse of current structures is not viable, ensure scale and siting of new commercial buildings align with historic character through the assessment and updating of the B-3 and TC zoning districts.	Updates or clarification to CLURO.	midterm	Planning Department, Planning & Zoning Commission, Historic Preservation District Commission	119						

Flood Resilience Plan Goals										
Project	Location	Page #	Description	Sub Project Area	Project Progress	Project Start Date	Project Completion Date	Overlap with Other Plans	Potential External Funding Sources for Plan Projects	Comments
Structure Elevations	Mandeville	Pg 18 (118 of 134 in full PDF)	A non-structural program that attempts to mitigate structures at risk in the city by elevating them							
Regional Detention	Mandeville: location is south of I-12 and between Hwys 59 & 1088	Pg 22 (122 of 134 in full PDF)	A regional detention area that would increase floodplain storage in the northern reaches of Bayou Chinchuba						U.S. EPA Environmental Protection Agency (EPA) Planning, Design, & Implementation Programs; Community Development Block Grant- Disaster Recovery (CDBG-DR) with qualifying event; Hazard Mitigation Grants Program (HMGP); Louisiana Watershed Initiative Local and Regional Projects and Programs	
				Neighborhoods Park location						
				Lou's Lot, Garden Ave. and Beau Rivage Dr.						
				Green space on W. Causeway Approach, between Mark Smith Dr. and Tchefuncte Middle School Rd.						
				Dalwill Dr. lot between Rouses and Authentic Title businesses						
				St. Ann Dr. next to water tower						
				Golden Glen Park, Corin Pkwy. and Katherine Pkwy., next to Pickleball courts						
				Undeveloped space at Officer Beverly Watson Wy. and Kleber St.						
				Area between Barbara Pl. and Ave. A						
				Massena St. and E Causeway Approach area (We believe this has been developed. Confirm site development)						

Future America St. Park at America St., Lafayette St. and Tammany Trace				Some overlap with the Mandeville Parks and Recreation Plan for the Mandeville Cemetery and Landfill site; Comprehensive Plan NE G2 O3- mitigating
Area separating Rebecca Ln. and Aurora St.				
Wilkinson St. and Monroe St. area				
Girod St. between Montgomery St. and General Pershing St.				
Mandeville Trailhead				
Undeveloped space on Livingston St., between Lafayette St. and Adair St.				
Jean Baptiste Lang Creole House Museum Park				
Area surrounding creek on Monroe St. and Oak St.				
Greenspace adjacent to Ravine aux Coquille near Jefferson St between Coffee St. and Carroll St.				
Near Girod St. and Madison St.				
Parking Lot at Girod St. and Claiborne St.				
Greenspace between Jackson Ave and Foy St., on either side of Montgomery St. Parallel and adjacent to Mandeville Cemetery				
Greenspace between Foy St. and Lamarque St., across from Morning Star Baptist Church				
Greenspace on East side of Marigny between Livingston St. and Monroe St.				
Greenspace on Lamarque St., next to Dew Drop Jazz Hall				

Green Infrastructure Mitigation	City owned properties throughout the city.	Pg 25 (125 of 134 in full PDF)	properties and convert them into stormwater parks or other green infrastructure components to store rainfall runoff	Group of 4 greenspaces around and adjacent to Little Bayou Castine, between Madison St. and Claiborne St. extended.				the impacts of impermeable surfaces on stormwater runoff		
Ravine aux Coquille Improvements	Ravine aux Coquille, Mandeville	Pg 28 (128 of 134 in full PDF)	A channel improvement effort for Ravine aux Coquilles which would increase capacity of the ravine.							

Bicycle & Pedestrian Plan Goals													
Project	Location	Timeline	Page #	Description	Existing or Proposed Infrastructure?	Within City Limits?	Project Progress	Project Start Date	Project Completion Date	Overlap with Other Plans	Potential External Funding Sources for Plan Projects	Comments	
Claiborne St. Concrete Panel Replacement	Lamarque St. to Marigny St.	Short-term	47	Replace deficient concrete slabs.	Existing Infrastructure						Safe Routes to Public Places (SRTPP); Recreational Trails Program (RTP); Safe Streets & Roads for All (SS4A) Implementation funding in alignment with the St. John the Baptist, Tangipahoa, and St. Tammany Parish Safety Action Plan; Community Development Block Grant- Disaster Recovery (CDBG-DR) with qualifying event		
East St Concrete Panel Replacement	North St. to Center St.	Short-term	47	Replace concrete sidewalk between North St. and Center St.	Existing Infrastructure								
Girod St. Concrete Panel Replacement and ADA Ramp Rehabilitation	US 190 to Claiborne St.	Short-term	47	Repair concrete sidewalk panels. Repair ADA ramps at intersection of Girod St. and Livingston St.	Existing Infrastructure								
Girod St. Parking Enforcement	Montgomery St. to Tammany Trace	Short-term	47	Have enforcement of parking on sidewalk.	Existing Infrastructure								
Jackson Ave Path Repaving and Path Bridge	Tammany Trace to Lakeshore dr	Long-term	47	Repave and restripe the existing multi-use path along Jackson Ave. Special consideration needed at manhole currently in existing path near Jefferson St. Bridge structure needs to be checked for full replacement, but this assumes a replacement of deficit bridge railing.	Existing Infrastructure								
Lakeshore Dr. General Maintenance	W Beach Pkwy to Jackson Ave	Short-term	47	General maintenance along multi-use path	Existing Infrastructure								
Lakeshore Dr. and Path Improvements	W Beach Pkwy to Foy St	Short-term	47	New ADA Handicap Ramp installation at Lakeshore Dr intersections with W Beach Pkwy., Carondelet St., Wilkinson St, Coffee St., Carroll St, Lafitte St, Marigny Ave., Lamarque St., and Foy St.	Existing Infrastructure								
Lakeshore Dr. Curb parking Enforcement	Girod St. to Girod St.	Short-term	47	Remove perpendicular parking and convert to parallel parking. Provide curb as separation between cars and pedestrians.	Existing Infrastructure								
Lakeshore Dr. and Path Improvements	Lafayette St. to Coffee St.	Short-term	47	Repave Lakeshore Park Multi-Use path	Existing Infrastructure								
Lakeshore Dr. Path Widening	W Beach Pkwy. To Jackson Ave.	Long-term	47	Widen Lakeshore Dr. Multi-use path to 10 ft throughout and add striping to create pedestrian and bicycle lanes.	Existing Infrastructure								
Lafitte St. General Maintenance	Claiborne St. to Lakeshore Dr.	Not Listed	47	General maintenance along the sidewalk path.	Existing Infrastructure								
Lafitte St. Sidewalk Improvements	US 190 to Montgomery St.	Not Listed	47	Add new sidewalk to connect existing sidewalk on Lafitte St. to existing sidewalk on US 190. (To be included as part of a future project)	Existing Infrastructure								
Lafitte St. Sidewalk Improvements	Woodrow St. to Livingston St.	Not Listed	47	Construct ADA compliant ramps at the intersection with Woodrow St. Construct adequate connectivity between sidewalk along Lafitte St. between Woodrow St. and Livingston St. (To be included as art of a future project)	Existing Infrastructure								
Lafitte St. Sidewalk Improvements	Livingston St. to Jefferson St.	Not Listed	47	Set back the sidewalk to provide adequate buffer. Right-of-way likely required, may need to remove sidewalk in this section or consider closed drainage. The section between Livingston St. and Madison St. has on-street parking that could be removed at minimum on one side of the street to create adequate buffer. (To be included as part of a future project)	Existing Infrastructure								
Lafitte St. Sidewalk Improvements	Montgomery St. to General Pershing St.	Not Listed	49	Construct ADA compliant ramps at the intersections of Lafitte St. with Montgomery St. and General Pershing St. (To be included as part of a future project.)	Existing Infrastructure								
Livingston St. Sidewalk Realignment	Lamarque St. to Clausel St.	Not Listed	49	Setback sidewalk as there is room in front of Woodlake Elementary. (Will be included as a proposed project for the addition of Sharrows to connect to the Tammany Trace).	Existing Infrastructure								
Skipper Drive General Maintenance	W Causeway Approach to Baseball Field	Not Listed	49	General maintenance on sidewalk path.	Existing Infrastructure								
Skipper Dr. to US 190 Sidewalk	Baseball Field to Football Stadium	Not Listed	49	Provide sidewalk along fence line entire length, modify parallel parking. (To be included as a proposed project)	Existing Infrastructure								
Mandeville High Blvd Pavement Markings	Rue Degas to Rue Degas	Not Listed	49	Apply new pavement markings and proper signage for crosswalk. (To be included as a proposed project)	Existing Infrastructure								
Marigny St. Sidewalk Improvements	Monroe St. to Lakeshore Dr.	Short-term	49	Repair concrete sidewalk panels. Replace ADA ramps at Jefferson St. and Claiborne Ave.	Existing Infrastructure								
Monroe St. General Maintenance	E. Causeway Approach to Lafitte St.	Long-term	49	General maintenance along sidewalk path.	Existing Infrastructure								



Monroe St. Drainage and Sidewalk Improvements	Galvez St. to W Beach Pkwy.	Long-term	49	Consider providing curb and gutter in this section to allow for a catch basin at the gutter line. Will require regrading of sidewalk to avoid drainage issues along sidewalk.	Existing Infrastructure								
Monroe St. Drainage and Sidewalk Improvements	W Beach Pkwy to Carondelet St.	Long-term	49	There is sufficient space to route the sidewalk around the power pole. Reroute sidewalk around power pole.	Existing Infrastructure								
Monroe St. Drainage and Sidewalk Improvements	Antibes St. to Massina St.	Long-term	49	Replace concrete panels as needed between Antibes St. and Massina St.	Existing Infrastructure								
Monroe St. Drainage and Sidewalk Improvements	Carondelet St. to Wilkinson St.	Long-term	49	Construct new ADA ramps at the intersection of Monroe and Carondelet and improve the existing ADA ramps at the intersection of Monroe St. and Wilkinson St.	Existing Infrastructure								
Monroe St. Drainage and Sidewalk Improvements	Carondelet St. to Adair St.	Long-term	49	Replace concrete panels as needed between Carondelet St. and Adair St.	Existing Infrastructure								
St. Ann Dr. Improvements	Frontage Rd. to US 190	Short-term	49	Repair concrete sidewalk panels. Clear away dirt, debris, or gravel covering sidewalk at several locations.	Existing Infrastructure								
St. Ann Dr. Improvements	St. Joseph St. to St. Joseph St.	Short-term	49	Construct compliant ADA ramps at intersection	Existing Infrastructure								
Tammany Trac Pavement Markings	Carroll St. to Molitor St.	Not Listed	49	Reapply pavement markings at each intersection along the Tammany Trace. It is assumed that this will fall under the program of the Trace improvements under St. Tammany Parish	Existing Infrastructure								
Tammany Trace	Destin St. to Lonesome Rd.	Not Listed	49	St. Tammany has stated that the Trace has portions resurfaced every year. It is assumed that this project will fall under that program and not included as part of this plan.	Existing Infrastructure								
US 190 General Maintenance	Frontage Rd. to Foy St.	Long-term	49	General maintenance along sidewalk path.	Existing Infrastructure								
US 190 Sidewalk Improvements	Frontage Rd. to St. Ann St.	Long-term	49	Repair and replace concrete panels.	Existing Infrastructure								
US 190 Sidewalk Improvements	Chinchuba Gardens Dr. to Greenleaves Blvd.	Long-term	51	Repair and replace concrete panels.	Existing Infrastructure								
US 190 Sidewalk Improvements	Leah Dr. to Oakwood St.	Long-term	51	Install ADA compliant ramps at these locations.	Existing Infrastructure								
US 190 Sidewalk Improvements	E. Causeway Approach to E. Causeway Approach	Long-term	51	Reapply pavement markings at the intersection.	Existing Infrastructure								
US 190 Sidewalk Improvements	Park Ave. to Carondelet St.	Long-term	51	Repair and replace concrete panels.	Existing Infrastructure								
US 190 Sidewalk Improvements	Ramon St. to Lafayette St.	Long-term	51	Install handrail along elevation difference, keep driveway opening.	Existing Infrastructure								
US 190 Sidewalk Improvements	Carroll St. to Lafitte St.	Long-term	51	Move water meter outside of sidewalk concrete slab.	Existing Infrastructure								
US 190 Sidewalk Improvements	Lamarque St. to Foy St.	Long-term	51	Repair and replace concrete panels.	Existing Infrastructure								
W. Causeway Approach Path Improvements	Mark Smith Dr. to Mark Smith Dr.	Short-term	51	Remarking of crosswalk at Mark Smith Dr. intersection.	Existing Infrastructure								
W. Causeway Approach Path Improvements	Skipper Dr. to Mandeville High Blvd.	Short-term	51	Repair cracked and sunken concrete slabs.	Existing Infrastructure								
W Beach Pkwy Replacement	North St. to South St.	Short-term	51	Repair concrete sidewalk panels.	Existing Infrastructure								
Soult St. and LA 1088 Improvements	Soult St. and LA 1088	Short-term	59	Provide sidewalks on both sides of Soult St. as well as sharrow pavement markings on existing roadway between Tammany Trace and LA 1088 for bicyclists. A multi-use path will also be constructed on the south side of LA 1088 from Soult St. to Mandeville Sports Complex. Due to large number of subdivisions on Soult St., traffic calming devices are recommended at strategic locations to provide safe pedestrian and bicycle crossing.	Proposed Infrastructure								
Viola St. Improvements	Viola St.	Short-term	60	Provide sharrow pavement markings on the existing roadway and extend construction of sidewalks on both sides of Viola St. between the intersection at LA 1088 and the pedestrian crossing at Marigny Elementary. A crosswalk will be installed at intersection of LA 1088 at Viola St./Soult St. with ADA ramps to take advantage of all-way stop controlled intersection that is currently located there. It is also recommended that the pedestrian crossing at Marigny Elementary be renovated into a raised crossing.	Proposed Infrastructure								
Fairway Dr./ Judge Tanner Blvd. Multi-Use Path	Judge Tanner Blvd., N. Causeway Blvd to LA 59; and LA 59, Hurricane Alley to Bulldog Dr.	Long-term	61	A multi-use path will be constructed along Judge Tanner Blvd between N. Causeway Blvd and Holy Trinity Church. Moving eastward after this point the path will continue as a standalone multi-use path that runs through undeveloped property until it intersects LA 59 near Fontainebleau High School and Junior High School. To increase access and safety to both schools, a high visibility crosswalk will be placed at the intersection of the multi-use path and LA 59. Additionally, a sidewalk will be installed along the east side of LA 59 between Hurricane Alley and Bulldog Dr.	Proposed Infrastructure								
Heavens Dr. Improvements		Short-term	62	There is currently a proposed multi-use path from the City of Mandeville Bicycle and Pedestrian Master Plan (2007) that will connect LA 22 to Garden Dr. via a multi-use path along Heavens Dr. The proposed project will construct a multi-use path along Heavens Dr. from LA 22 to Dorado Dr. The multi-use path will intersect a proposed project along Garden Ave. The multi-use path will be for pedestrians and bicyclists.	Proposed Infrastructure								



E. Causeway Approach Improvements		Short-term	77	A dedicated bike lane will be installed on both sides of the road to connect North Causeway Blvd. with US 190, providing access for the residents and visitors to local destinations. Due to the 45-mph speed limit along East Causeway Approach, the existing shoulder will be sacrificed, and additional striping will be placed between the bike lane and travel lanes. A sidewalk will also be installed on the north side of East Causeway Approach to compliment the current City project to construct a sidewalk along the south side. At minimum, signalized crosswalks will be placed at the crossings of Monroe Street, US 190, and Florida St. However, an additional high visibility crosswalk is recommended near Lisa Ln. to improve access and safety.	Proposed Infrastructure								
Massena St. Improvements		Short-term	78	The project will provide improvement to the existing bicycle pavement marking and extend the route via sharrow pavement markings between Monroe St. and the intersection with East Causeway Approach.	Proposed Infrastructure								
Monroe St. Improvements		Long-term	79 & 80	The proposed improvements along Monroe St. include renovating the existing sidewalk along the south side of the street into a multi-use path that will extend from East Causeway Approach to Barbara Pl. Past this point, the eastbound lane of Monroe St. will be widened to accommodate the installation of a two-way cycle track extending to Coffee St. Delineators between the cycle track and travel lanes are also suggested for added driver awareness and safety, but this may prove impractical due to the large number of driveways and intersections along Monroe St. Moving east past Coffee St., the cycle track will transition into a sharrow until terminating at Lafitte St. Advanced signing before Coffee St. will be necessary to warn drivers and cyclists of the ending cycle track and imminent merge. A 4-way stop control and appropriate crosswalk markings will need to be installed at Coffee St. to accommodate westbound cyclists leaving the sharrow and entering the cycle track. Additionally, the sidewalk along the north side of Monroe St. will be extended from Barbara Pl. to East Causeway Approach. At the intersection of Barbara Pl., installation of a raised crosswalk is suggested to give pedestrians at the end of the multi-use path safe access to the sidewalk along the north side of the street. This will also aid with traffic calming as bicycle users enter the cycle track from the multi-use path. These facilities are also suggested at Massena St. and Carondelet St., to accommodate pedestrians traveling to and from Mandeville Elementary and Mandeville Junior High. To improve safety conditions and connectivity at the junction of Monroe St., E Causeway Approach, W Causeway Approach, and N Causeway Blvd., pedestrian signal heads will be implemented for the crossing parallel to E Causeway Approach. It is also recommended that the intersection at W Causeway Approach Service Road and Monroe St. be signalized, including pedestrian signal heads and countdown timers. These improvements will significantly increase connectivity between the W Causeway Approach, the E Causeway Approach bike lanes and sidewalks, and the Monroe St. multi-use path, as well as increase user safety.	Proposed Infrastructure								
Carroll St. and Lafitte St. Sidewalk Improvements		Short-term	81	Sidewalks will be renovated along Lafitte St. to address typical section issues, and new sidewalks will be constructed where needed along Lafitte St. and Carroll St. from Lakeshore Dr. to US 190.	Proposed Infrastructure								
Girod St. Improvements		Short-term	82	Girod Street will be transformed into a southbound one-way street from Lakeshore Drive to Monroe Street. It will be reduced to a single lane, and a two-way cycle track will be installed along the east side. Narrow streets in combination with speed bumps or tables will be implemented in order to ensure drivers maintain a safe speed while traveling near bike users. Where possible, vertical lane dividers and concrete curbs will be used to separate bicyclist from the travel lanes. Existing parking on the east side will need to be reconfigured or removed in order to safely implement the cycle track.	Proposed Infrastructure								
West St. Sidewalk		Short-term	83	New sidewalks will be constructed, connecting existing sidewalks at West Beach Parkway to the sidewalks along West Street at Center Street.	Proposed Infrastructure								
Lamarque St. and Livingston St. Improvements		Short-term	84	Sharrow pavement markings will be added to the existing roadway from the Tammany Trace along Lamarque St. to Livingston St., and along Livingston St. in front of Woodlake Elementary School. Sidewalks will be constructed as well, and the existing sidewalk reconstructed to provide the proper buffer for pedestrians from the roadway. Installation of traffic calming devices (Table 8-7) such as traffic humps or bulb outs near Woodlake Elementary School is also recommended for additional safety.	Proposed Infrastructure								
W. Beach Pkwy Sharrow		Short-term	85	Sharrow markings will be added to the existing roadway from Lakeshore Dr. to Monroe St.	Proposed Infrastructure								
CLECO ROW Multi-Use Path from Shady Oaks Ln. to Cardinal Ln.		Long-term	86	A multi-use path will be constructed from the dead-end at Shady Oaks Ln. and terminate at Venus Dr. The path will be connected by three arterials at Scotchpine Dr., Woodbridge Blvd., and Willow Oak Ln.	Proposed Infrastructure								

Parks & Recreation Plan Goals										
Project	Location	Page #	Description	Existing or Proposed Project	Project Progress	Project Start Date	Project Completion Date	Overlap with Other Plans	Potential External Funding Sources for Plan Projects	Comments
Landfill Site	America St., Lafayette St. & Tammany Trace	23-27	<p>The former city dump, this site is an unusual property that is non-contiguous with the majority of the city of Mandeville. However, it is adjacent to the St. Tammany Trace and near the underpass that allows for safe crossing underneath Florida St. This is a prime opportunity to forge key connections: this new investment would connect Mandeville's parks to the regional asset of the Trace, and connect the city of Mandeville to a global trend in converting former landfills to next-generation urban parks. Conceptual designs include programs such as baseball field, phytoremediation, and a nature play destination playground; amenities such as restrooms, shade &amp; seating, and educational signage; and connections to Tammany Trace and neighborhoods East and West of the location. Sustainable Landscape Key Design Terms: bioretention swale; landfill cap; native planting; nature play; phytoremediation</p>	Proposed Infrastructure				Overlaps with green infrastructure site proposal from Mandeville Flood Resilience Plan	Land and Water Conservation Fund (LWCF); Community Development Block Grant- Disaster Recovery (CDBG-DR) with qualifying event	
West Toll Plaza Site	0 N. Causeway Blvd, Mandeville, LA	28-34	<p>Newly acquired by the City of Mandeville, this parcel is well positioned to join Neighborhoods as an "anchor park" for the area of Mandeville west of the Causeway. The development pattern of the west side of Mandeville is characterized by subdivisions and a privatized lakefront. Compared to the historic east side of the City, which is characterized by a more legible urban street grid punctuated by historic bayous, there are less opportunities for new parks within the existing urban fabric on the west side. Consolidating investment in this signature lakefront park makes good use of this vacant parcel. This master plan recommends that additional parcels on the west side should be identified in the future.</p> <p>Slightly larger than Sunset Point, the West Toll Plaza site is oriented in a more north-south direction, which suggests two complementary identities within a single park: a neighborhood-facing high side and a lake-facing low side.</p> <p>Conceptual designs include programs such as destination playground, nature trail, living shoreline and marsh creation, environmental education signage, and public art; amenities such as an activity building, parking forest, restroom and water fountains, and seating; and connections such as Monroe St. to East. Kayak trail to Sunset Point, and North into West Mandeville neighborhoods.</p> <p>Sustainable Landscape Key Design Terms: Breakwaters; Constructed Wetlands; Living shoreline; Marsh Creation; Shoreline Protection; Parking Forest; Parking Garden; Permeable Pavers; Porous Asphalt and Concrete.</p>	Proposed Infrastructure						
Cemetery Site	Florida St., Foy St. Montgomery St. and Jackson St.	35-39	<p>This potential park is emblematic of many vacant flood-prone parcels adjacent to the historic bayous that weave through Old Mandeville. As a conservation area, this park need not be overbuilt. A simple boardwalk trail connecting Montgomery Street, where Little Bayou Castine crosses underneath via triple concrete culverts, to the existing pedestrian and bike path on Jackson Street could be the first phase of a future Bayou Trail: additional strategic property acquisitions by the City could eventually connect Florida Street to the Lakefront along Little Bayou Castine. Conceptual design includes programs such as nature trails, water quality monitors, and educational signage; amenities such as seating and boardwalk; and connections such as to historic bayous to lakefront, to Mandeville Cemetery, and to Jackson Ave bike path.</p> <p>Sustainable Landscape Key Ecological Terms: Bayou; Floodplain; Slow, store, drain; Swamp; Wetlands</p>	Proposed Infrastructure				Partially overlaps with green infrastructure site proposal from Mandeville Flood Resilience Plan		

Carroll Street Property	Carroll St., Mandeville, LA	40-45	<p>Located just upstream of where Ravine aux Coquilles disappears into an underground culvert, the Carroll Street property is a site of frequent flooding. Re-naturalizing this relatively small property is a big idea: restoring the natural flow of the historic bayous is a key initiative of this master plan. This site's proximity to a school, position within a walkable neighborhood, and location at the approximate halfway point between the lakefront and the relative high ground of Florida Street make this a prime opportunity for a community-oriented stormwater park. Strategic cut and fill of this site will add both stormwater storage capacity and space for water from Ravine aux Coquilles during storm events. Developing this site into a neighborhood-scale park leverages previous City investments in two nearby parcels adjacent to the Ravine. Though these nearby parcels are smaller, they are well positioned for additional storage capacity of stormwater. Conceptual designs include programs such as planted bioswales, demonstration gardens, educational stormwater signage, outdoor classroom, and a dry stormwater detention area; amenities such as permeable paver areas, a pavilion, and seating; and a connection to the Ravine aux Coquilles corridor.</p> <p>Sustainable Landscape Key Design Terms; Bioretention Swale; Dry Detention Basin; Improved Waterway; Rain Garden</p>	Proposed Infrastructure						
Dog Park	<p>Proposed Sites:</p> <ul style="list-style-type: none"> <li>- Tammany Trace Bend</li> <li>- Sunset Point Fenced Areas</li> <li>- Paul Cordes Park (3 options outlined)</li> </ul>	47	<p>Conceptual designs include programs such as fenced areas for large and small dogs, restrooms, agility equipment, access to water, and a splash pad water feature</p>	Proposed Infrastructure						
Multigenerational Parks	Paul D. Cordes Park; Lakefront Park	46	<p>Multi-generational activities and spaces inclusive of programs for users of all ages and abilities.</p> <p>Conceptual designs include programs such as community gardens, senior fitness stations and planned group activities.</p>	Existing Infrastructure						



# Appendix E

## Example Application of Low-Traffic Mixed-Use Parameters

## Mandeville Thrives 2045: Appendix E

Example application of Low-Traffic Mixed-Use (LTMU) Parameters (see Chapter 8, pg. 93 for more information)

LTMU parameters recommend no more than 100 AM Peak Hour Trips combined be generated by development on the Mariner's Village and Pre-Stress Concrete Sites.

### Mariner's Village Previously Proposed Development

Approx. acreage 15

Land Use	# Units or Sqft	ITE Trip Generation Code	AM Peak Hour Trip Gen	Unit	Trips Generated
multifamily units (mid-rise)	201	LU 221: Multifamily Housing (Mid-Rise)	0.38	per dwelling unit	76.38
hotel rooms	82	LU 310: Hotel	0.34	per room	27.88
sqft restaurant	9,231	LU 930: Fast Casual Restaurant	1.58	per 1,000 sqft GFA	14.58
retail (variety store)	3,917	LU 814: Variety Store	3.04	per 1,000 sqft GFA	11.91

Other LTMU parameters not included: Lakefront access, bike and ped connectivity, open space and rec, single-family residential, mixed use, marina, assembly/civic

**Total AM Peak Hour Trips: 130.75**

### Pre-Stress Concrete Site Previously Proposed Development

Approx. acreage 75

Land Use	# Units or Sqft	ITE Trip Generation Code	AM Peak Hour Trip Gen	Unit	Trips Generated
sqft retail	25,000	LU 814: Variety Store	3.04	per 1,000 sqft GFA	76
sqft restaurants	12,000	LU 930: Fast Casual Restaurant	1.58	per 1,000 sqft GFA	18.96
single-family units	207	LU 210: Single-Family Detached Housing	0.7	per dwelling unit	144.9
town homes	41	LU 210: Patio Home	0.26	per dwelling unit	10.66
apartments (low-rise)	102	LU 220: Multifamily Housing (Low-Rise)	0.41	per dwelling unit	41.82

Other LTMU parameters not included: Lakefront access, bike and ped connectivity, open space and rec, mixed use, marina, assembly/civic

**Total AM Peak Hour Trips: 292.34**

### Example Development to Demonstrate Meeting Low-Traffic Mixed Use Parameters

Example Acreage 15

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

**Total AM Peak Hour Trips: 96.88**