

EXHIBIT "A"

2025-4473-ZC

THE FOLLOWING DESCRIPTION OUTLINES THE BOUNDARY OF AN AREA TOTALING APPROXIMATELY 145.70 ACRES,

LOCATED IN ST. TAMMANY PARISH, LOUISIANA, ESTABLISHED FOR THE PURPOSES OF RE-ZONING. THIS BOUNDARY IS DEFINED BY A SERIES OF BEARINGS AND DISTANCES, BEGINNING AT A DESIGNATED POINT AND PROCEEDING IN A CLOCKWISE DIRECTION.

BEGINNING AT A POINT OF BEGINNING LOCATED AT LATITUDE 30°30'15.14" NORTH, LONGITUDE 90°13'13.93" WEST;

THENCE NORTH 0°42'39" WEST, 100.00 FEET TO A POINT; THENCE SOUTH 89°42'41" WEST, 777.64 FEET TO A POINT; THENCE NORTH 0°52'10" WEST, 3,724.06 FEET TO A POINT; THENCE NORTH 89°05'39" EAST, 1,323.69 FEET TO A POINT; THENCE NORTH 0°41'30" WEST, 3,393.13 FEET TO A POINT; THENCE NORTH 58°26'37" EAST, 551.25 FEET TO A POINT; THENCE SOUTH 31°33'23" EAST, 145.00 FEET TO A POINT; THENCE NORTH 58°26'37" EAST, 153.89 FEET TO A POINT; THENCE SOUTH 31°33'23" EAST, 80.00 FEET TO A POINT; THENCE SOUTH 58°26'37" WEST, 464.18 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY, SAID CURVE HAS A RADIUS OF 210.23 FEET, TO WHICH A RADIAL LINE BEARS NORTH 33°11'38" WEST; THENCE SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 57°29'21" AN ARC DISTANCE OF 210.94 FEET TO A POINT; THENCE SOUTH 0°41'23" EAST, 274.15 FEET TO A POINT; THENCE NORTH 89°18'30" EAST, 145.01 FEET TO A POINT; THENCE SOUTH 0°41'30" EAST, 127.12 FEET TO A POINT; THENCE SOUTH 31°33'23" EAST, 353.03 FEET TO THE BEGINNING OF A CURVE CONCAVE WESTERLY, SAID CURVE HAS A RADIUS OF 45.00 FEET; THENCE SOUTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 30°50'44" AN ARC DISTANCE OF 24.23 FEET TO A POINT; THENCE SOUTH 0°42'39" EAST, 428.49 FEET TO THE BEGINNING OF A CURVE CONCAVE WESTERLY, SAID CURVE HAS A RADIUS OF 45.00 FEET; THENCE SOUTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 45°01'09" AN ARC DISTANCE OF 35.36 FEET TO A POINT; THENCE SOUTH 44°18'30" WEST, 39.41 FEET TO A POINT; THENCE SOUTH 45°41'30" EAST, 125.00 FEET TO A POINT; THENCE SOUTH 42°08'22" EAST, 60.12 FEET TO A POINT; THENCE SOUTH 45°57'09" EAST, 135.83 FEET TO A POINT; THENCE NORTH 41°02'22" EAST, 189.94 FEET TO A POINT; THENCE SOUTH 0°42'08" EAST, 1,185.66 FEET TO A POINT; THENCE SOUTH 0°58'29" EAST, 60.00 FEET TO A POINT; THENCE SOUTH 89°18'30" WEST, 120.10 FEET TO A POINT; THENCE SOUTH 0°03'20" WEST, 373.89 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE EASTERLY, SAID CURVE HAS A RADIUS OF 370.00 FEET, TO WHICH A RADIAL LINE BEARS SOUTH 89°17'21" WEST; THENCE SOUTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 14°04'41" AN ARC DISTANCE OF 90.91 FEET TO A POINT; THENCE SOUTH 14°47'20" EAST, 106.77 FEET TO THE BEGINNING OF A CURVE CONCAVE WESTERLY, SAID CURVE HAS A RADIUS OF 430.00 FEET;

2025-4473-ZC – CONT'D

THENCE SOUTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 12°19'57" AN ARC DISTANCE OF 92.55 FEET TO A POINT; THENCE SOUTH 87°32'36" WEST, 60.00 FEET TO A POINT; THENCE SOUTH 89°17'21" WEST, 124.83 FEET TO A POINT; THENCE SOUTH 0°42'41" EAST, 381.06 FEET TO A POINT; THENCE SOUTH 0°42'39" EAST, 391.94 FEET TO A POINT; THENCE SOUTH 89°17'21" WEST, 43.98 FEET TO A POINT; THENCE NORTH 0°42'39" WEST, 125.00 FEET TO A POINT; THENCE SOUTH 89°17'21" WEST, 1,152.50 FEET TO A POINT; THENCE SOUTH 0°42'39" EAST, 564.82 FEET TO THE BEGINNING OF A CURVE CONCAVE EASTERLY, SAID CURVE HAS A RADIUS OF 965.00 FEET; THENCE SOUTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 14°50'02" AN ARC DISTANCE OF 249.84 FEET TO A POINT; THENCE SOUTH 15°32'41" EAST, 256.88 FEET TO THE BEGINNING OF A CURVE CONCAVE WESTERLY, SAID CURVE HAS A RADIUS OF 1,035.00 FEET; THENCE SOUTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 14°50'02" AN ARC DISTANCE OF 267.96 FEET TO A POINT; THENCE SOUTH 0°42'39" EAST, 224.82 FEET TO A POINT; THENCE NORTH 89°17'21" EAST, 145.00 FEET TO A POINT; THENCE SOUTH 0°42'39" EAST, 222.57 FEET TO A POINT; THENCE NORTH 89°11'36" EAST, 0.01 FEET TO A POINT; THENCE SOUTH 0°49'29" EAST, 1,252.20 FEET TO A POINT; THENCE SOUTH 89°42'41" WEST, 147.50 FEET TO A POINT; THENCE SOUTH 0°42'39" EAST, 100.00 FEET TO A POINT; THENCE SOUTH 89°42'41" WEST, 80.00 FEET TO THE POINT OF BEGINNING.

THE FOLLOWING DESCRIPTION OUTLINES THE BOUNDARY OF AN AREA TOTALING APPROXIMATELY 118.65 ACRES,

LOCATED IN ST. TAMMANY PARISH, LOUISIANA, ESTABLISHED FOR THE PURPOSES OF RE-ZONING. THIS BOUNDARY IS DEFINED BY A SERIES OF BEARINGS AND DISTANCES, BEGINNING AT A DESIGNATED POINT AND PROCEEDING IN A CLOCKWISE DIRECTION.

BEGINNING AT A POINT OF BEGINNING LOCATED AT LATITUDE 30°31'27.86" NORTH, LONGITUDE 90°13'00.76" WEST;

THENCE SOUTH 31°33'23" EAST, 1,057.58 FEET TO A POINT; THENCE SOUTH 0°42'39" EAST, 2,363.62 FEET TO A POINT; THENCE SOUTH 18°03'07" EAST, 167.75 FEET TO A POINT; THENCE SOUTH 0°42'39" EAST, 2,339.67 FEET TO A POINT; THENCE SOUTH 0°42'39" EAST, 220.00 FEET TO A POINT; THENCE SOUTH 89°11'36" WEST, 1,539.05 FEET TO A POINT; THENCE NORTH 0°49'29" WEST, 3.01 FEET TO A POINT; THENCE NORTH 0°42'39" WEST, 219.56 FEET TO A POINT; THENCE SOUTH 89°17'21" WEST, 145.00 FEET TO A POINT; THENCE NORTH 0°42'39" WEST, 224.82 FEET TO THE BEGINNING OF A CURVE CONCAVE WESTERLY, SAID CURVE HAS A RADIUS OF 1,035.00 FEET; THENCE NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 14°50'02" AN ARC DISTANCE OF 267.96 FEET TO A POINT; THENCE NORTH 15°32'41" WEST, 256.88 FEET TO THE BEGINNING OF A CURVE CONCAVE EASTERLY, SAID CURVE HAS A RADIUS OF 965.00 FEET; THENCE NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 14°50'02" AN ARC DISTANCE OF 249.84 FEET TO A POINT; THENCE NORTH 0°42'39" WEST, 564.82 FEET TO A POINT; THENCE NORTH 89°17'21" EAST, 1,152.50 FEET TO A POINT;

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THENCE SOUTH 0°42'39" EAST, 125.00 FEET TO A POINT; THENCE NORTH 89°17'21" EAST, 43.98 FEET TO A POINT; THENCE NORTH 0°42'39" WEST, 391.94 FEET TO A POINT; THENCE NORTH 0°42'41" WEST, 381.06 FEET TO A POINT; THENCE NORTH 89°17'21" EAST, 124.83 FEET TO A POINT; THENCE NORTH 87°32'36" EAST, 60.00 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE WESTERLY, SAID CURVE HAS A RADIUS OF 430.00 FEET, TO WHICH A RADIAL LINE BEARS NORTH 87°32'36" EAST; THENCE NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 12°19'57" AN ARC DISTANCE OF 92.55 FEET TO A POINT; THENCE NORTH 14°47'20" WEST, 106.77 FEET TO THE BEGINNING OF A CURVE CONCAVE EASTERLY, SAID CURVE HAS A RADIUS OF 370.00 FEET; THENCE NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 14°04'41" AN ARC DISTANCE OF 90.91 FEET TO A POINT; THENCE NORTH 0°03'20" EAST, 373.89 FEET TO A POINT; THENCE NORTH 89°18'30" EAST, 120.10 FEET TO A POINT; THENCE NORTH 0°58'29" WEST, 60.00 FEET TO A POINT; THENCE NORTH 0°42'08" WEST, 1,185.66 FEET TO A POINT; THENCE SOUTH 41°02'22" WEST, 189.94 FEET TO A POINT; THENCE NORTH 45°57'09" WEST, 135.83 FEET TO A POINT; THENCE NORTH 42°08'22" WEST, 60.12 FEET TO A POINT; THENCE NORTH 45°41'30" WEST, 125.00 FEET TO A POINT; THENCE NORTH 44°18'30" EAST, 39.41 FEET TO THE BEGINNING OF A CURVE CONCAVE WESTERLY, SAID CURVE HAS A RADIUS OF 45.00 FEET; THENCE NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 45°01'09" AN ARC DISTANCE OF 35.36 FEET TO A POINT; THENCE NORTH 0°42'39" WEST, 428.49 FEET TO THE BEGINNING OF A CURVE CONCAVE WESTERLY, SAID CURVE HAS A RADIUS OF 45.00 FEET; THENCE NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 30°50'44" AN ARC DISTANCE OF 24.23 FEET TO A POINT; THENCE NORTH 31°33'23" WEST, 353.03 FEET TO A POINT; THENCE NORTH 0°41'30" WEST, 127.12 FEET TO A POINT; THENCE SOUTH 89°18'30" WEST, 145.01 FEET TO A POINT; THENCE NORTH 0°41'23" WEST, 274.10 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTHEASTERLY, SAID CURVE HAS A RADIUS OF 210.23 FEET; THENCE NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 57°30'10" AN ARC DISTANCE OF 210.99 FEET TO A POINT; THENCE NORTH 58°26'37" EAST, 364.18 FEET TO THE POINT OF BEGINNING.



ZONING STAFF REPORT
2025-4473-ZC

MICHAEL B. COOPER
PARISH PRESIDENT

PLANNING & DEVELOPMENT
Ross Liner
Director

985-898-2529 21454 Koop Drive, Suite 1B, Mandeville, LA 70471 stpgov.org/planning

Location: Parcel located on the north side of Ronald Reagan Hwy, east of Gotschalk Road and west of Hwy 1077, Covington; S17 & S20, T6S, R10E; Ward 1 District 3

Petitioner: H1 Associates – Jeff Vallee

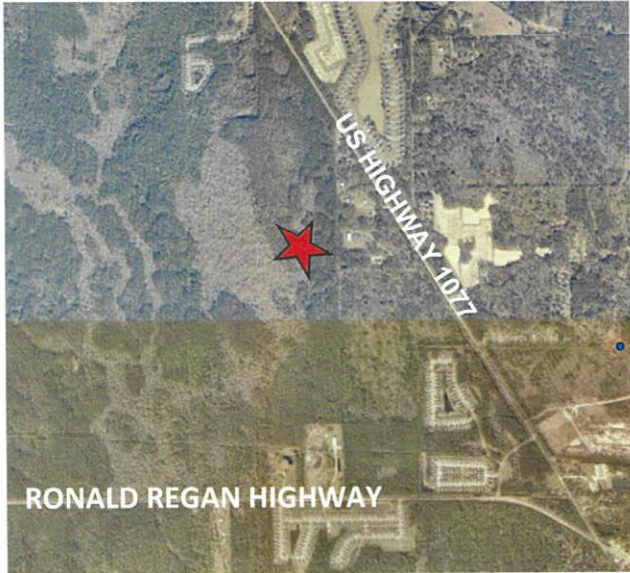
Posted: May 20, 2026

Owner: Marietta Trust and Warren Trust Humphries

Commission Hearing: June 2, 2026

Size: 264.35 acres

Determination: Denied



Current Zoning: R-1 (Rural Residential District), R-2 (Rural Residential District) & NC-2 (Neighborhood Commercial District)

Requested Zoning: S-1 (Suburban Residential District) & S-2 (Suburban Residential District)

Future Land Use: Residential-Low Intensity and Residential-Medium Intensity

Flood Zone: Effective Flood Zone: A; Preliminary Flood Zone: AE; CDA: Yes

Elevation Requirements: Because the subject property is located within an unnumbered Flood Zone A and the proposed development exceeds fifty lots, the applicant will be required to perform hydrologic and hydraulic analyses and submit supporting data necessary to establish Base Flood Elevations (BFEs) for the site in accordance with 44 CFR 60.3 and applicable National Flood Insurance Program (NFIP) standards.

LAND ANALYSIS

1. The applicant is requesting to rezone 264.35 acres from R-1 and R-2 Rural Residential District and NC-2 Neighborhood Commercial District to S-1 Suburban Residential District and S-2 Suburban Residential District. The parcel is located on the north side of Ronald Reagan Hwy, east of Gotschalk Road and west of Hwy 1077, Covington. The requested rezoning would allow the property to transition from a predominantly large-lot rural residential development pattern toward a more compact suburban residential development pattern consisting primarily of single-family detached residential uses.

Zoning History

Table 1: Zoning history of Subject Lot(s)		
Ordinance	Prior Classification	Amended Classification
85-116B	Unknown	SA
09-2116	SA	R-2

Table 2: Surrounding Land Use and Zoning		
Direction	Surrounding Use	Surrounding Zoning Classification
North	Residential	Spring Lakes PUD (Planned Unit Development) and R-1 Rural Residential District
South (across HWY 190)	Residential	Preston Vineyard PUD (Planned Unit Development) and R-1 (Rural Residential District)
East	Residential	R-1 (Rural Residential District) and R-2 (Rural Residential District)
West	Commercial	Eagle Landing PUD (Planned Unit Development) and R-1 (Rural Residential District)



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2. As shown in Table 2, the subject parcel abuts the undeveloped property zoned R-2 Rural Residential District and the Spring Lakes PUD to the north, undeveloped property zoned R-1 Rural Residential District and the Preston Vineyards PUD to the south, undeveloped property zoned R-1 Rural Residential District and the Eagle Landing PUD to the west, and undeveloped property zoned R-1 and R-2 Rural Residential District to the east.

Zoning Comparison

Table 3: Zoning Comparison					
	Zoning Classification	Acres	Min Lot Size	Min. Width	Net Density*
Existing	R-1 Rural Residential	209.35 acres	5 acres	300'	29 lots
	R-2 Rural Residential	50.5 acres	3 acres	150'	11 lots
	NC-2 Neigh. Commercial	4.5 acres	7,500 sq. ft.	75'	18 lots
Proposed	S-1 Suburban Residential	145.70 acres	11,000 sq. ft.	90'	403 lots*
	S-2 Suburban Residential	118.65 acres	7,500 sq. ft.	75'	482 lots*
* Due to a lack of information at the zoning change phase of development, best Planning practice reduces gross density by 30% to account for infrastructure (roads, drainage, utilities), unmitigated wetlands, and other land constraints. This is an estimate based on best available data.					

3. The requested zoning change would increase the development potential of the subject property compared to the existing R-1 and R-2 Rural Residential districts. Under the current zoning classifications, the subject property would generally support large-lot rural residential development characterized by lot sizes ranging from approximately three to five acres. In contrast, the requested S-1 and S-2 zoning districts are intended to accommodate more compact suburban residential development patterns with smaller lot sizes and reduced lot widths.

REQUEST ANALYSIS

4. The applicant has submitted a conceptual development plan and affidavit illustrating a boulevard-style collector roadway connection between US Highway 190 and LA Highway 1077, enhanced buffering, curb-and-gutter roadway sections within the S-2 zoned areas, and an overall interconnected suburban neighborhood layout. While the submitted concept plan and affidavit commitments exceed several minimum requirements of the Unified Development Code, the proposed layout is conceptual in nature and, if the requested zoning is approved, future development would not be legally bound to maintain the exact subdivision layout, lot arrangement, roadway alignment, or design features shown on the submitted concept plan unless otherwise required through subsequent major subdivision approvals including Concept Subdivision Plan and Final Subdivision Plat and Construction Plan. Commitments include the following:
- a. 100' buffer where the subdivision abuts US Highway 190 and LA Highway 1077
 - i. The UDC requires a 50' natural area buffer where a major subdivision abuts external roadways.
 - b. 100' buffer where the subdivision abuts existing residential homes
 - i. The UDC does not require a buffer in this location.
 - c. 25% reduction in run-off during a 200-year storm event
 - i. The design of a major subdivision on this tract will require a 25% reduction in run-off during a 100-year storm event with mitigation for fill separately calculated.
 - d. All streets within S-2 zoned areas of the subdivision will be developed with curb and gutter roadways to eliminate roadside ditches
 - i. The design of a major subdivision can employ a 50' right-of-way using a curb and gutter design or 60' right-of-way with ditching on both sides.
 - e. The construction of an 80' boulevard connecting US Highway 190 and LA Highway 1077
 - i. An 80' right-of-way is required at the entrance of all subdivisions; however, this design is not required to continue throughout the subdivision. Staff suggests the implementation of sidewalks within this boulevard right-of-way to provide safe, accessible, and connected facilities for people to walk and bike to destinations.
 - f. A cap on density, not to exceed 2.5 units per acre
 - i. The Unified Development Code does not require a density calculation and only requires minimum lot sizes and widths.



5. While the applicant's self-imposed development commitments represent enhanced design measures intended to help mitigate concerns related to traffic, drainage, buffering, and infrastructure design, similar improvements may also qualify for incentives through the Major Subdivision review process. The Major Subdivision Incentives allow residential subdivisions to receive up to a 20% reduction in minimum lot area and lot width requirements, as well as up to a 20% reduction in impact fees, in exchange for incorporating enhanced planning and community benefit features. As a result, some of the same development concessions being voluntarily offered at the zoning phase could also support additional lot size reductions and increased residential density during the subsequent subdivision review process.

Compatibility or Suitability with Adjacent Area

Table 4: Surrounding PUD Comparison						
Zoning Classification	Avg. Lot Size	Avg. Width	Total Acreage	# of lots	Density	Year Approved
Spring Lakes PUD	15,000 sq. ft.	100'	136.55 acres	168 lots	1.23 du/ac	2004
Eagle Landing PUD	15,000 sq. ft.	100'	78.70 acres	101 lots	1.28 du/ac	2004
Countryside PUD	7,663 sq. ft.	55'	94.77 acres	152 lots	1.6 du/ac	2006
The Preserve at Goodbee Lakes	6,900 sq. ft.	60'	31.88 acres	66 lots	2.07 du/ac	2006
Preston Vineyards PUD	7,200 sq. ft.	59'	82.759 acres	165 lots	1.99 du/ac	2016
Providence Park PUD	6,811 sq. ft.	53'	163.74 acres	456 lots	2.78 du/ac	2016
Isadora Development*	8,651 sq. ft.	65.12'	305.55 acres	727 lots	2.38 du/ac	N/A

6. Although the requested zoning signifies an increase in potential residential density compared to the existing zoning classifications, the conceptual density proposed by the applicant of approximately 2.38 dwelling units per acre remains generally within the range of densities approved in nearby PUDs. The requested zoning change represents an evolving development pattern within the Ronald Reagan Highway/Hwy 1077 corridor, including the approval of smaller-lot residential developments such as Preston Vineyards, Providence Park, and Preserve at Goodbee Lakes.

Though the proposed development represents a substantial residential subdivision, full buildout of the project is anticipated to occur over an extended period of time rather than immediately upon approval. According to additional information submitted by the applicant, Phase 1 of the development is expected to include approximately 100 residential lots and is projected to require approximately five years for completion. As such, associated traffic generation, infrastructure demand, and residential growth impacts would likely occur incrementally over multiple phases of development rather than as a single concentrated increase.

Trip Generation

7. According to the Department of Engineering, the proposed 727 single-family detached dwelling units are estimated to generate approximately 453 trips during the AM peak hour and 641 trips during the PM peak hour at full build out, based on ITE fitted curve methodology. Because the estimated peak-hour trips exceed 400 trips, the project meets Threshold 3 under St. Tammany Parish UDC, Sec. 900-3.1. As such, a Traffic Impact Analysis, including additional crash analysis, will be required at the Concept Plan Review phase of the design, if the project moves forward.

CONSISTENCY WITH PARISH ADOPTED PLANS

Multi-Modal Transportation Plan

8. While the Multi-Modal Transportation Plan, adopted in March, 2025 doesn't specifically address LA Highway 1077 north of Ronald Reagan Highway, it does speak to a potential road widening project south of Ronald Reagan Highway to I-12. This project is also within the 2026 Capital Improvement



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Plan for Roads and Drainage projects and includes roadway widening, intersection improvements, and access management for LA-1077 from I-12 to US-190.

The Multi-Modal Transportation Plan recognizes that low-density and segregated development patterns outside of the urbanized portions of the Parish contribute to increased automobile dependency and road demands. The proposed development, which is estimated to generate approximately 641 PM peak-hour trips, reflects the continued growth pressure identified within the corridor and reinforces the importance of coordinated roadway capacity improvements, multimodal connectivity, and interconnected roadway networks as stated by the MMTP.

Pedestrian and Bicycle Plan

9. The plan proposed paved shoulders on LA Highway 1077 between US Highway 190 and LA Highway 1078 at an estimated cost of \$16,227,367. As per the FHWA's publication Small Town and Rural Multimodal Networks, "paved shoulders on the edge of roadways can be enhanced to serve as a functional space for bicyclists and pedestrians to travel in the absence of other facilities with more separation." The LADOTD Complete Streets Design Guide allows shoulders to be used by pedestrians and bicyclists with a 4-foot minimum paved shoulder. To provide a safer option for pedestrians and bicyclists, 10-foot shoulders are recommended along the proposed paved shoulder routes in St. Tammany Parish.

New Directions 2040

10. The proposed zoning change is consistent with the below goals, policies, and strategies of the Comprehensive Plan where the property is mapped with the Residential-Medium Intensity Future Land Use Category. However, portions of the site designated Residential-Low Intensity may experience a greater degree of suburban intensity than historically associated with large-lot rural residential development patterns.
 - i. Strategy 2:1:5: Locate high intensity land uses adjacent to high capacity transportation corridors.
 - ii. Goal 1: A connected grid of roadways will reduce congestion and provide multiple routes to destinations.
 - iii. Strategy 5:1:1: Require new roads in developments to connect with roadways serving adjacent areas where feasible to improve network connectivity.

Residential – Low Intensity: Predominantly single family, detached homes on very large lots. The lower residential density creates a more spacious character appropriate as a transition between the Parish's Rural or Conservation areas and more intense land uses. The dispersed development pattern makes public services and amenities less efficient and more expensive to provide, and so residents typically must travel farther to access them.

Residential – Medium Intensity: Medium Intensity neighborhoods include a broader mix of large and small lots but remain predominantly, single-family detached homes. Attached homes such as townhomes and 2-unit homes, as well as assisted living centers may fit into the character of Medium Intensity Residential Neighborhoods. The higher density of development makes central water and sewer more practical than on-site water and wastewater systems, and infrastructure like sidewalks, subsurface drainage, and street lighting are more common. These areas are appropriate buffers between Rural or Low Intensity Residential Neighborhoods and High Intensity Residential Neighborhoods or Commercial and Institutional areas.

SUMMARY

While the request represents an increase in residential density and suburban intensity compared to portions of the surrounding rural residential area, the request is generally consistent with the evolving development pattern of the Ronald Reagan Highway corridor, nearby approved residential developments, and the Residential Medium Intensity future land use designation applicable to a large portion of the site. However, the request also raises considerations related to transportation capacity, drainage, floodplain management, and long-term corridor development patterns, which will require additional review during future subdivision and engineering review processes.

Standards for Review (Sec. 200-3.1.G) - When reviewing a zoning map amendment, the St. Tammany Parish Planning & Zoning Commission shall take the following items into consideration prior to recommending a decision to the Council:

- i. The proposed amendment is compatible with the Comprehensive Plan and consistent with the future land use map.

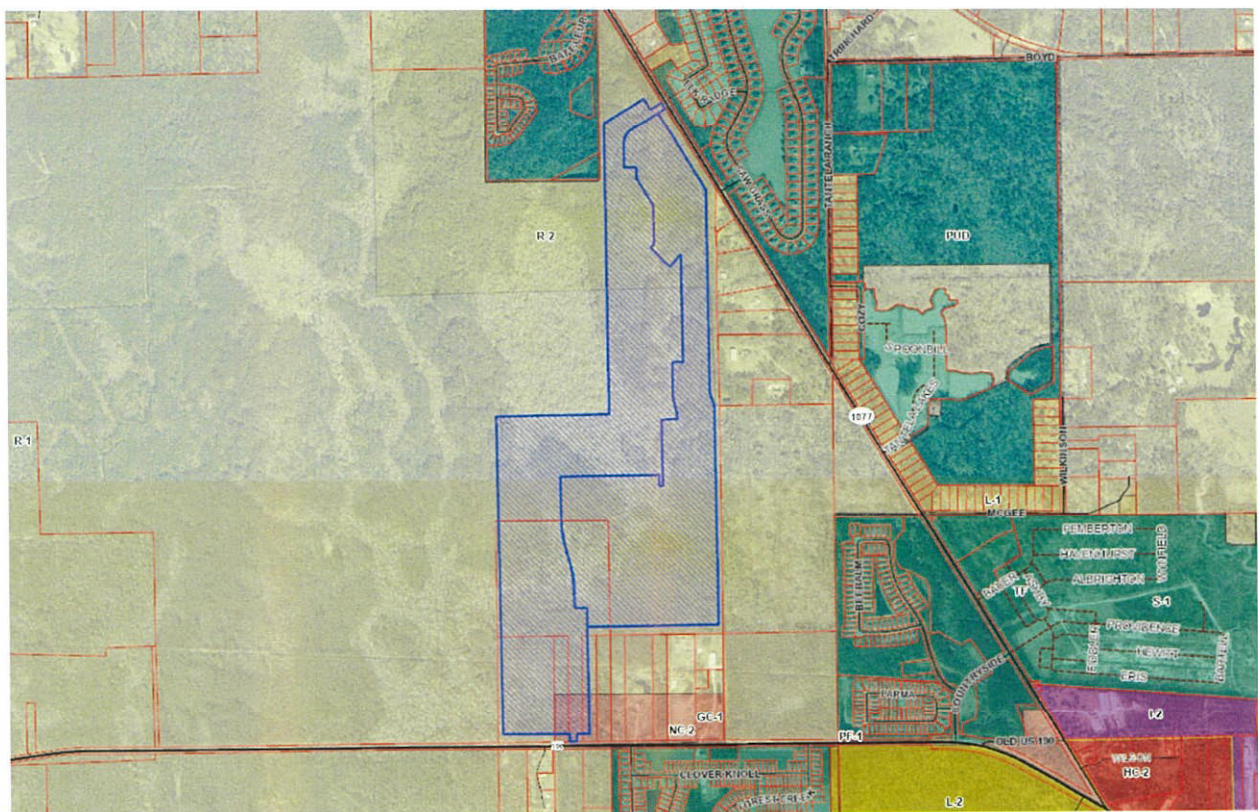


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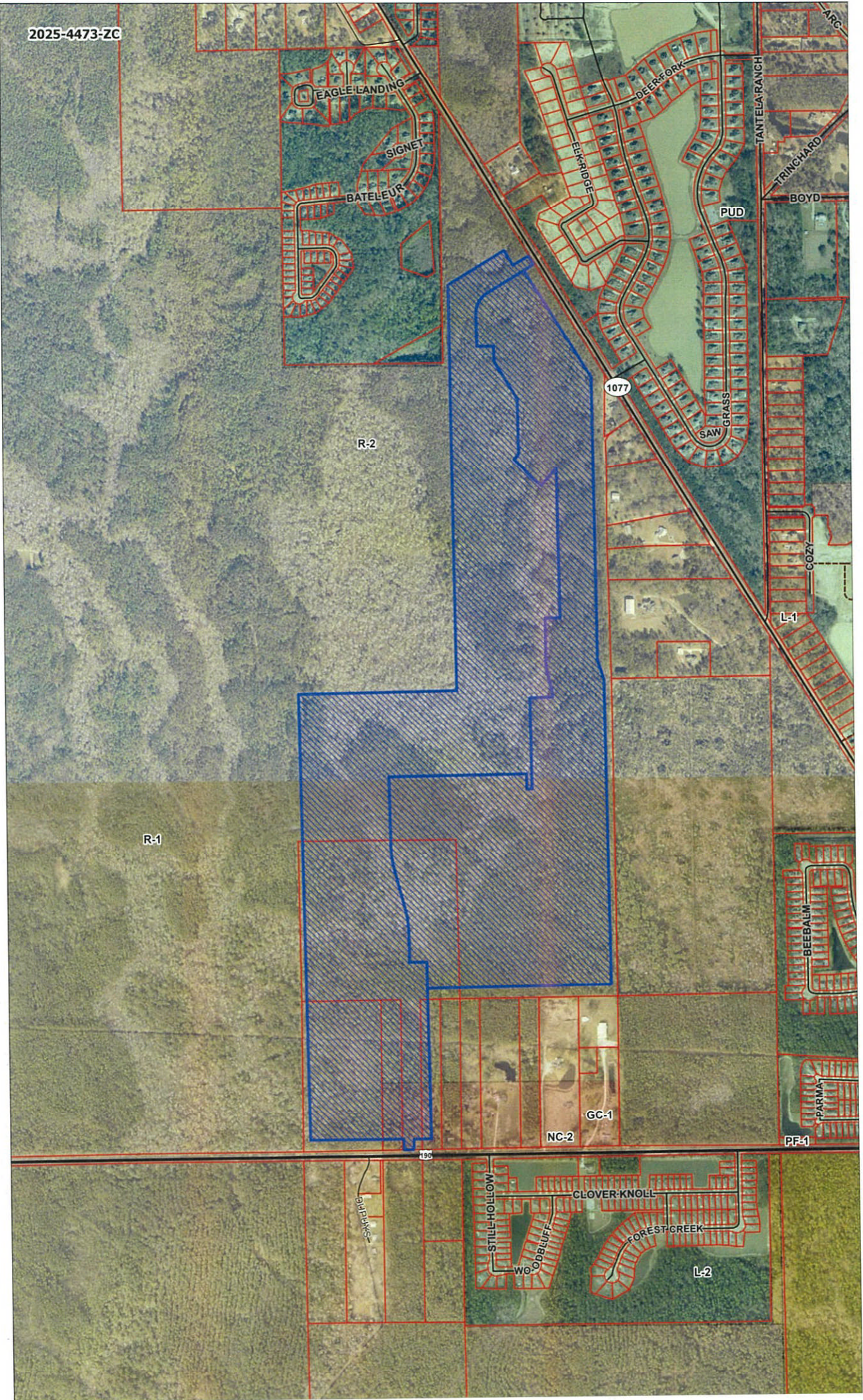
MICHAEL B. COOPER
PARISH PRESIDENT

PLANNING & DEVELOPMENT
Ross Liner
Director

- ii. The proposed amendment promotes the public health, safety, and welfare of the Parish.
- iii. The proposed amendment corrects an error or meets the challenge of some changing conditions, trend or fact.
- iv. The proposed amendment is compatible with existing use and zoning of nearby property.
- v. The proposed amendment is a more suitable zoning classification for the property than the current classification.
- vi. The proposed amendment enhances or protects the surrounding natural environment, including air, water, stormwater management, wildlife, and vegetation.



2025-4473-ZC



STATE OF LOUISIANA

PARISH OF ST. TAMMANY

AFFIDAVIT OF JEFF VALLEE

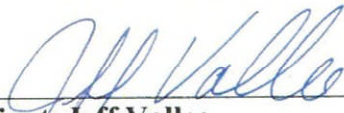
BEFORE ME, the undersigned Notary Public, personally came and appeared

JEFF VALLEE

who, after first being duly sworn by me, Notary, did depose and state that:

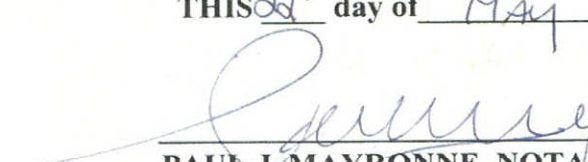
1. I am a person of the full age of majority and manager of H1 Associates, LLC ("H1").
2. H1 is a real estate development company domiciled in the Parish of St. Tammany, State of Louisiana.
3. H1 is proposing to develop a residential subdivision located in the northwestern quadrant of U.S. Highway 190 and Louisiana Highway 1077, comprised of approximately 305.5 acres, referred to as "Isadora".
4. As part of the development of Isadora, the undersigned is committed to exceed certain requirements in the St. Tammany Parish Unified Development Code (the "UDC").
5. The purpose of this sworn affidavit is to memorialize and provide a record of these commitments.
6. In furtherance of the foregoing, H1, through the undersigned, commits to the following:
 - A. Where Isadora abuts U.S. Highway 190 and Louisiana Highway 1077, a one hundred (100ft) foot buffer will be provided, where a fifty (50ft.) buffer is required by the UDC.

- B. At all boundary points where Isadora abuts existing residential homes, a one hundred (100ft) foot buffer will be provided, where a fifty (50ft) buffer is required by the UDC.
 - C. The drainage system for Isadora will be designed to achieve a twenty-five (25%) percent reduction in run-off during a two hundred (200) year storm event, where the design criteria in the UDC is for a one hundred (100) year storm event.
 - D. All streets within the S-2 zoned areas of Isadora will be developed with curb/gutter construction, thus eliminating roadside ditches.
 - E. Isadora will be designed with an eighty (80ft) wide right-of-way connecting U.S. Highway 190 and Louisiana Highway 1077, with a divided section boulevard to be constructed within this right of way.
 - F. The residential density on the 305.5 acre tract comprising Isadora will not exceed two and one-half (2.5) units per acre.
7. The undersigned offers this affidavit for the purposes set forth above and declares he is fully competent to provide this affidavit on the subject matter set forth herein.


Affiant, Jeff Vallee

SWORN TO AND SUBSCRIBED BEFORE ME

THIS 22nd day of May, 2026.


PAUL J. MAYRONNE, NOTARY PUBLIC

Bar Roll No: 25788

My Commission is for Life.

Supplemental Information in Support of 264.10-acre Re-Zoning Application

Overview

This document is respectfully submitted as supplemental information in support of the proposed re-zoning application for approximately 264.10 acres of a larger 305.55-acre tract. The intent of this summary is to provide Planning & Zoning Commission and Parish Council members with concise information regarding the proposed concept plan, drainage considerations, traffic impacts, and community engagement efforts.

Concept Plan Summary

- The application requests re-zoning of approximately **264 acres** of the larger **305-acre site**, with approximately **14% of the property remaining under its current zoning classification**.
 - The proposed zoning breakdown includes:
 - **145.70 acres of S-1 zoning** (approximately **48%** of the site)
 - **118.65 acres of S-2 zoning** (approximately **39%** of the site)
 - The concept plan includes substantial buffering and open space measures:
 - **34 acres of boundary buffers**
 - **100-foot buffers adjacent to neighboring properties**, exceeding the **50-foot buffer requirement** established by the UDC
 - **59 acres of greenspace** throughout the development
 - Drainage infrastructure and improvements comprise approximately **48 acres** of the overall site.
 - The proposed residential density is **less than 2.5 units per acre**, which is generally comparable to the gross density associated with **L-2 zoning classification**.
 - The Parish's adopted **New Directions 2040 Comprehensive Plan** identifies more than **half of the site as RM future land use category**, which allows density of **8 units per acre**.
-

Drainage Considerations

- Approximately **48.26 acres** of the development are dedicated to drainage improvements and stormwater management.
 - The drainage system is being designed to accommodate a **200-year storm event**, which exceeds the current UDC requirement of a **100-year storm event**.
 - The project drains toward the **Tangipahoa River Basin**, rather than the more-challenged **Tchefuncte River Basin**.
 - Portions of the property are located on the boundary of the FEMA 100-year floodplain; however, the site is **not entirely within the floodplain**.
 - For those portions of the site located within the 100-year floodplain, the existing ground elevations average approximately **0.5 feet below the base flood elevation**.
-

Traffic and Transportation

- The property includes approximately **3,750 feet of frontage** along two state highways:
 - **US Highway 190** – approximately **1,150 feet**
 - **LA Highway 1077** – approximately **2,600 feet**
- The concept plan proposes an **80-foot-wide right-of-way connection** between US 190 and LA 1077.
- The proposed roadway connection is planned as a **divided boulevard section with a landscaped median**, ultimately providing an internal connection between the two state highways through the development.
- Development is anticipated to begin from the southern portion of the property, with the initial access connection originating from US 190.
- The roadway connection to LA 1077 is not anticipated to be constructed until approximately **8–10 years after development commencement**. Thus, not creating any morning traffic SB on LA 1077 for some time.
- Phase 1 is expected to include approximately **100 homes** and is projected to require approximately **5 years** for completion.
- Based on the preliminary traffic analysis:
 - In 5 years, this project will add approximately **70 peak-hour morning and evening trips** at the US 190 / LA 1077 intersection.

- This represents an estimated **7% increase** in existing morning peak-hour traffic volumes.
- The projected evening peak-hour impact at the intersection is estimated to be **less than 5%**.

Community Engagement and Public Outreach

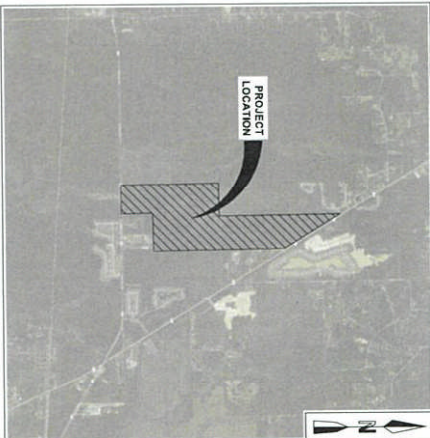
The development team has actively engaged neighboring residents, homeowner associations, and public bodies throughout the review process.

Date	Meeting / Outreach Activity
February 4, 2025	Zoning Commission Public Hearing
April 29, 2025	Community Meeting at Koop Drive
May 1, 2025	Council Meeting Appeal Public Hearing
May 6, 2026	Countryside Subdivision Property Owners Association
May 6, 2026	Eagle Landing Property Owners Association
May 7, 2026	Spring Lakes HOA
April 2026	Outreach to Goodbee Square HOA to request a meeting; the HOA declined to meet with the development team
April 2026	Outreach to Preston Vineyard HOA to request a meeting; the HOA declined to meet with the development team
May 28, 2026	Community Meeting at Goodbee Fire Station

Closing Statement

The proposed concept plan has been designed with significant attention to compatibility, drainage capacity, buffering, traffic management, and long-term planning objectives established by St. Tammany Parish.

The development team respectfully submits this information for consideration by the Planning & Zoning Commission and Parish Council and appreciates the time and attention dedicated to reviewing the application and associated materials.

[illegible]

GRAPHICAL SCALE IN FEET

0 100 200 300 400 500

LAYOUT EXHIBIT

LEGEND • NEW IMPROVEMENTS

INTERNET AREA	
LOT AREA 18 A 147	
LOT AREA 13 A 120	
CHURCH AREA	
LOT 17 MAY AREA	

THIS DRAWING IS FOR CONCEPTUAL PURPOSES ONLY. DESIGN MAY VARY DEPENDENT ON ACTUAL TOPOGRAPHICAL & BOUNDARY SURVEY, DRAINAGE, ETC. THIS ADDITIONAL INFORMATION COULD CAUSE CHANGES IN TOTAL SITE AREA REQUIRED DUE TO SLOPES, PAVING, ETC.

PRELIMINARY
NOT FOR
CONSTRUCTION

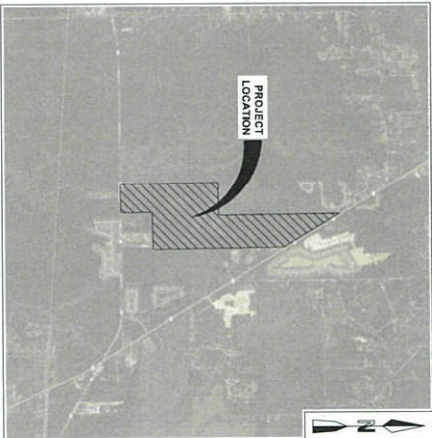
דבדב
16675 E. BRIGHTON ROAD, SUITE 166
COMPTON, CA 92626
951.249.1180

ISADORA DEVELOPMENT
U.S. HIGHWAY 190 AND LA HIGHWAY 1077
ST. TAMMANY PARISH, LOUISIANA
FOR H12, LLC

PROJECT NO. 20435
 ISSUE FOR REVIEW
 04/27/2020
 ROAD AND PAVING DIVISION
 04/28/2020

CHECKED
DRAWN BY

EX-1

[illegible]

THE DRAWING IS FOR CONCEPTUAL PURPOSES ONLY. DESIGN MAY VARY DEPENDING ON ACTUAL TOPOGRAPHY AND A BOUNDARY SURVEY. DRAINAGE, ETC., THIS ACCIDENTAL INFORMATION COULD CAUSE CHANGES IN TOTAL SITE AREA REQUIRED DUE TO SLOPES, PAVEMENT, ETC.,

LEGEND • NEW IMPROVEMENTS

EST AREA 74 V-45	
EST AREA 62 V-20	
CHANNING AREA	
ESTIMATE OF WAY AREA	

PHASE 1 EXHIBIT

HORIZONTAL SCALE IN FEET

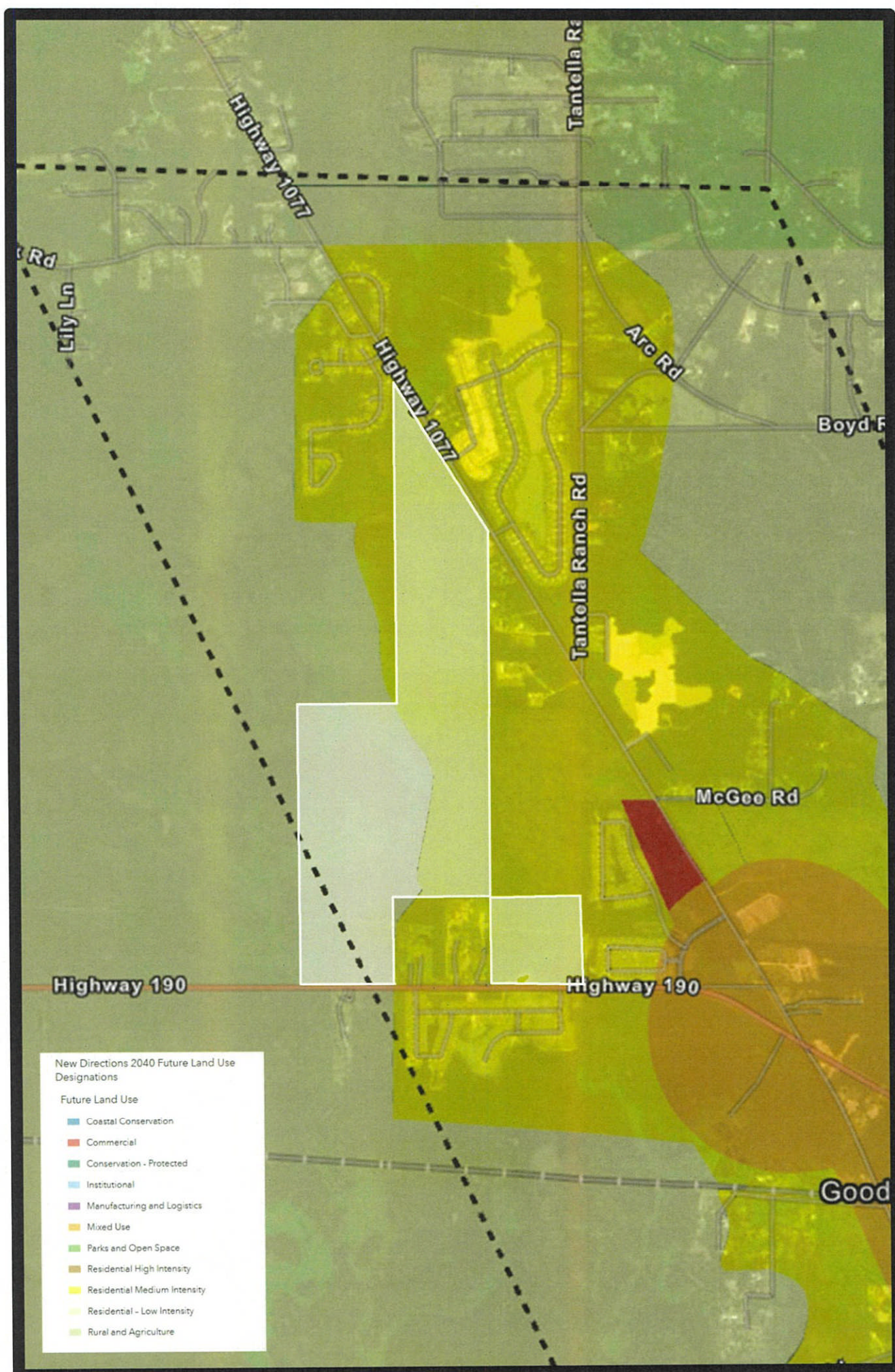
250 125 0 250 500 750

**PRELIMINARY
NOT FOR
CONSTRUCTION**

DDC
10975 E. BUCKLEWORTH ROAD, SUITE 110
COMPTON, CA 92626
(951) 249-8180

ISADORA DEVELOPMENT
U.S. HIGHWAY 190 AND LA HIGHWAY 1077
ST. TAMMANY PARISH, LOUISIANA
FOR H12, LLC

PRODUCT NO.	20-352
 VULCRAFT STEEL FOR BUILDING	
DATE	04/20/2004
BY	DAVIDSON
DATE	04/20/2004
BY	DAVIDSON
CHECKED	JCA
DATE	04/20/04
BY	DAVIDSON
SHEET	



May 8, 2026

To the Members of the Zoning Commission:

I respectfully ask for your support of the requested rezoning of my property.

My family and I have owned this land for many years. During that time, we have responsibly maintained the property and paid property taxes to St. Tammany Parish year after year. This land has been a long-term investment for our family, and like any property owner, I hoped that one day I would be able to realize the fair and reasonable value of that investment.

For almost two years, I have been under contract to sell this property, contingent upon the requested rezoning approval. The proposed rezoning is necessary so that the purchaser will be able to move forward with the project and ultimately close on the property. Without the rezoning, the sale cannot occur.

As a property owner, it is difficult to understand investing in and carrying land for many years, paying taxes throughout that time, and then being unable to sell the property for its highest and most reasonable use. I believe the requested rezoning is consistent with the growth and development patterns of the area and represents a fair and appropriate use of the property.

I am not asking for special treatment – only the opportunity to sell an asset that I have owned and invested in for many years. I respectfully ask the Commission to consider the rights of long-time property owners like ourselves who have made substantial investments in this parish and simply wish to realize the value of their property in a reasonable and lawful manner.

Thank you for your time, consideration, and service to our community.

Respectfully,

Robert E. Humphries and

Susan S. Humphries

Robert E. Humphries
Susan S. Humphries



REIMERS COMPANY LLC

23107 Zemurray Gardens Drive • Loranger, LA 70446
985-878-8022 • Fax 985-878-8093

May 14, 2026

To the Members of the St. Tammany Parish Zoning Commission:

I respectfully ask for your support of the requested rezoning of the Marietta Trust and Warren Trust property.

The Reimers-Schneider family have owned this land for many years. During that time, we have paid property taxes to St. Tammany Parish year after year and maintained the property in a very responsible manner. This land has been a long-term investment for our family, and like any property owner, we hoped to, one day, realize the fair and reasonable value of that investment.

For almost two years, we have been under contract to sell this property, contingent upon the requested rezoning approval. The proposed rezoning is a necessary requirement for the purchaser to move forward with the project and ultimately close on the property. Without the rezoning, the land sale cannot occur.

As a property owner, it is difficult to understand investing in and carrying land for many years, paying taxes throughout that time, and then being unable to sell the property for its highest and best reasonable use. I believe the requested rezoning is consistent with the growth and development patterns of the area and represents a fair and appropriate use of the property.

I am not asking for special treatment, only the opportunity to sell an asset we have owned and invested in for many years. I respectfully ask the Commission to consider our rights as long-time property owners who have made substantial investments in this parish and simply wish to realize the value of their property in a reasonable and lawful manner.

Thank you for your time, consideration, and service to our community.

Respectfully,

Jeanine Connelley

Marietta Trust & Warren Trust

2026-4473-ZC



PUBLIC NOTICE
An application has been made to the
Planning or Zoning Commission
CASE NUMBER
2026-4473-ZC
with a request for a Technical Review of the Application
2100 Alton Drive, Metairie, LA 70002-3049
June 2, 2026
For more information
visit the website or
contact the Planning Commission
www.mt.com/planning

2026-4473-ZC

PUBLIC NOTICE

An application has been made to the
Planning or Zoning Commission

CASE NUMBER

2026-4473-ZC

will be heard at the St. Tammany Parish Council Chambers
21490 Koop Drive Mandeville, LA at 6:00 PM on

June 2, 2026

for more information
call: (985) 898-2529 or
email: planning@stpgov.org
www.stpgov.org/development

Posted on 5/20/2026 by C Guy