



SLIDELL 2040

COMPREHENSIVE PLAN

Appendix- Adopted February 2022

APPENDIX A: EXISTING CONDITIONS MEMOS

This section includes memos detailing existing conditions research for each element of the plan. These memos served as the basis of the final plan. They were reviewed by the Planning Director, Team Slidell, and the Steering Committee and revised before informing the final plan and its recommendations.

TECHNICAL MEMORANDUM

DATE: June 30, 2021

TO: Melissa Guilbeau, AICP, City of Slidell

FROM: Burk-Kleinpeter, Inc.

RE: **Slidell 2040: Existing Conditions - Overview**

Executive Summary

The purpose of this memorandum is to provide an overview of the Slidell 2040 Comprehensive Plan process, Key Community Indicators and Background Documents used to inform the planning process.

Slidell is in the process of creating its first true Comprehensive Plan. A previous plan was developed following in a two stage process in 2005 and 2009, but it was never fully adopted and only partially implemented.

Findings

Since 2010, Slidell's residential population has risen at a moderate pace (0.31% annually) while St. Tammany Parish as a whole has risen at a faster pace (1.09%). Slidell is about 71.8 percent non-minority and 28.2% minority (non-white, or Latino). The median household income for Slidell is \$54,906 and 15.1% of the population lives below the poverty threshold.

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Introduction

Purpose and Intent

The Comprehensive Plan is an official document that sets forth the goals, policies and guidelines to direct the present and future physical, social and economic development that occurs within the City of Slidell.

The Comprehensive Plan is designed to be used by City Officials to direct development decisions, to assist with budgeting and capital improvement prioritization, and to steer private investment within the community.

The Comprehensive Plan is designed as a broad “umbrella document” that addresses a range of topics that may be covered in greater detail in other plans and studies, and is guided by the planning principals of regionalism, health, equity, livability, environmental sustainability and economic resiliency.

Figure 1. Slidell Comprehensive Planning Principles



Source: BKI, 2020.

The Comprehensive Plan will be implemented through the City's Code of Ordinances, as well as policies, programs, and project concepts recommended to achieve the community's vision, goals and objectives for the future of Slidell.

About Slidell 2040

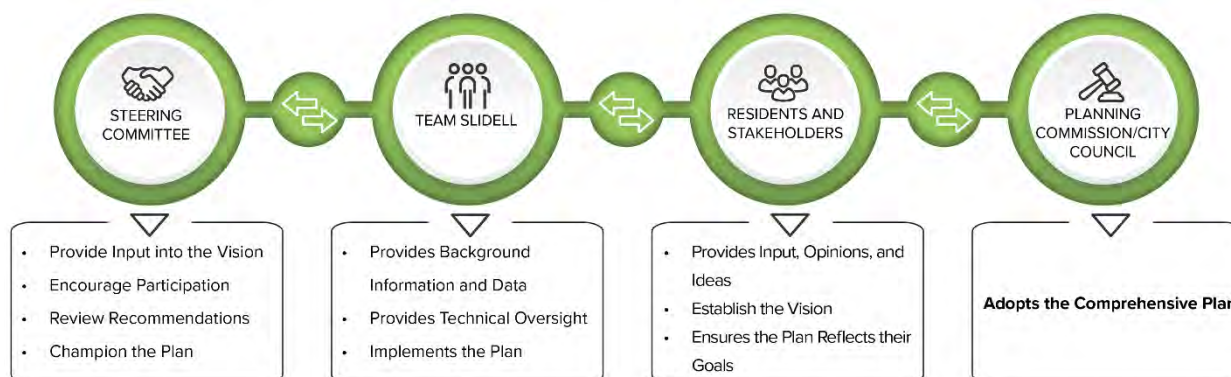
Slidell 2040 is a citizen-driven planning effort guided by broad public and stakeholder participation.

The project Steering Committee consisted of 14 community members – one appointed by the mayor, one representing the Planning Commission, and the remaining 12 appointed by the City Council. The Steering Committee's role is to guide the vision of the planning process, encourage community participation, and ensure that the Plan is reflective of the values of the community.

Team Slidell is the Technical Advisory Committee, providing resources and oversight to the Planning Team.

Residents and other stakeholders were engaged through a variety of mechanisms to solicit their input and feedback.

Figure 2. Slidell Comprehensive Plan Participants



Source: BKI, 2020.

Organization of Document

In accordance with state law, the planning commission of the City of Slidell “shall make and adopt a master plan for the physical development of the municipality” (Louisiana RS 33:106). Once the plan is adopted, any local laws, ordinances, or regulations should be consistent with the elements of the master plan (Louisiana RS 33:109).

The elements of Slidell 2040 will be:

Figure 3. Comprehensive Plan Elements



Source: BKI, 2020.

Study Area

Planning Jurisdiction

The study area of this Plan includes both the land within the City limits over which the City has authority over development decisions, as well as the land surrounding the City where development could impact the City or where the City may have an interest in future annexation.

Figure 4 (next page) shows the City Boundaries as of February 2021 when GIS data was provided by the City of Slidell.

Regional Context

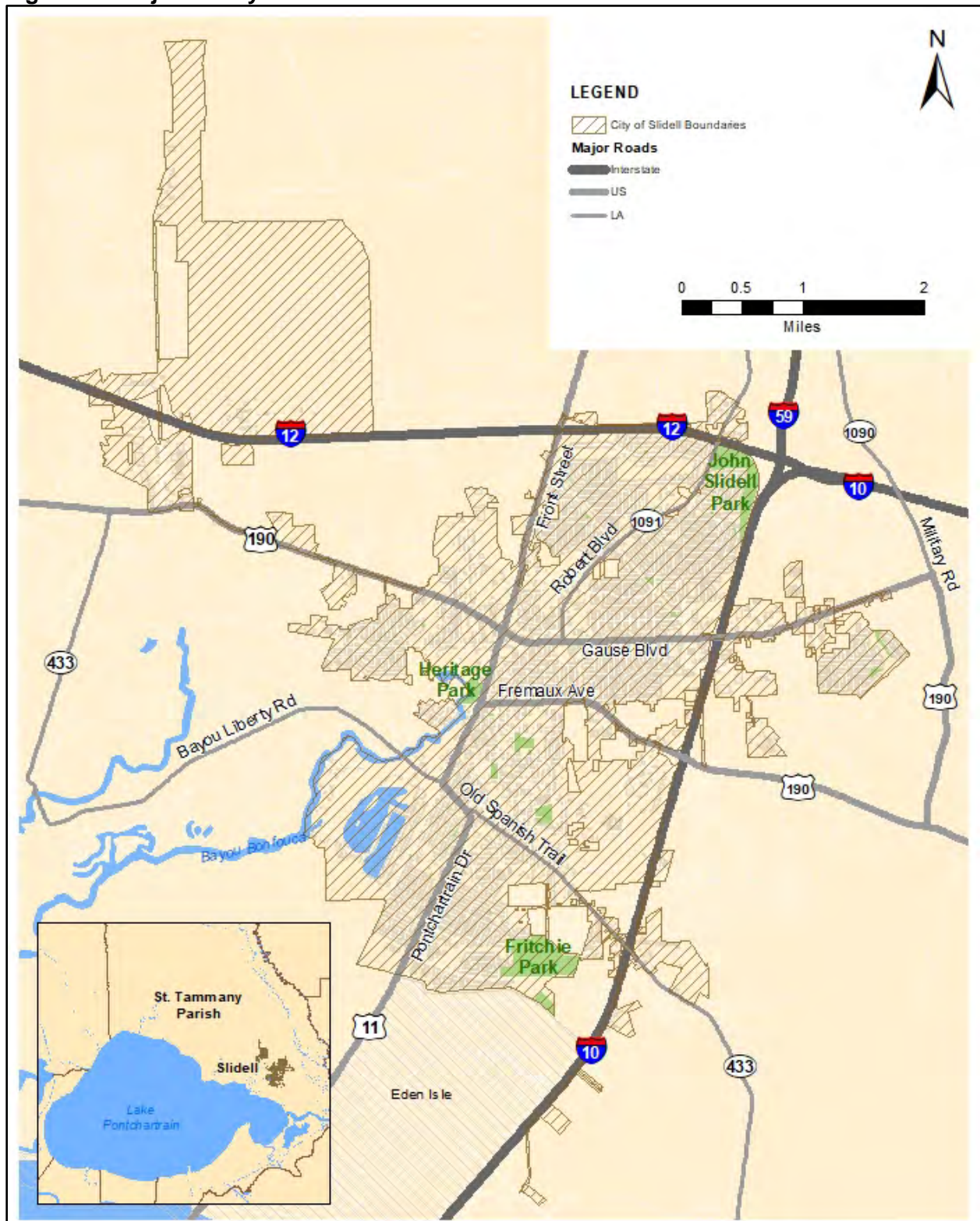
Slidell is located in Southeast Louisiana near the Mississippi border on the “Northshore” of Lake Pontchartrain, approximately 30 miles from downtown New Orleans and 90 miles from the state capital of Baton Rouge. Originally a lumber and shipbuilding town, Slidell’s population grew rapidly with the suburbanization of New Orleans in the 1960s, partially due to the burgeoning U.S. space program and the city’s unique position between NASA’s Michoud Assembly Facility on the outskirts of New Orleans and the John C. Stennis Space Center in Hancock County, Mississippi. Today, the city’s location at the intersection of three interstate highways (I-10, I-12, and I-59) makes Slidell a major crossroads of the Gulf Coast.

Local Government Profile

The City of Slidell is governed by a Home Rule Charter¹, operating with a Mayor-Council form of government. The City provides a range of services/departments including police protection, water and sewer services, roadway, bridge, and drainage construction and maintenance, planning and zoning, cultural and public affairs, parks and recreation, public operations (airport, property maintenance including municipal auditorium), civil service, finance department, etc. There is a Planning Commission, and a Zoning Commission, which are two separate boards that have the same members. There is a Board of Zoning Adjustments and the Olde Towne Preservation District Commission. Services provided by St. Tammany Parish include fire protection, schools, and libraries.

¹ 1978

Figure 4. Project Study Area



Source: City of Slidell GIS, BKI, 2021.

Key Community Indicators

Population Trends

St. Tammany Parish has seen high population growth over the previous nine years, from 228,894 in 2010 to 255,155 in 2019, or an annual growth rate of 1.21%. Slidell's population has remained relatively stable, from 27,067 in 2010 to 27,822 in 2019, an annual growth rate of 0.31%. During that same time period, the annual rate of growth for the 44 census block groups that make up the greater Slidell Area (generally bound by Lake Pontchartrain on the South, Bayou Liberty to the West, Military Road and LA 433 to the East, and Journey Road/Dr. TJ Smith Road, and Hwy 11 to the North²), showed a change of 0.66% annually, from 72,879 to 77,352 (See Table 4, in Appendix.)

Table 1. Growth Rate Estimates

	2010	2019	Annual Rate of Growth
St. Tammany Parish	228,894	255,155	1.21%
Greater Slidell Block Groups	72,879	77,352	0.66%
City of Slidell	27,067	27,822	0.31%

Source: ACS 2010, 2019 5-year estimates.

To provide a simple estimate Slidell's population change in the year 2040, our team will use an estimate of 0.50%, which is nearly evenly between the rate of annual growth for the City and for the block groups that extend beyond it. That rate, and the resulting population estimate, for planning purposes, is shown below in Table 2, and would result in a population of around 30,894 people. That is an increase of 3,072 people over the 21 year period.

Table 2. Population Estimates for City of Slidell, 2019-2040

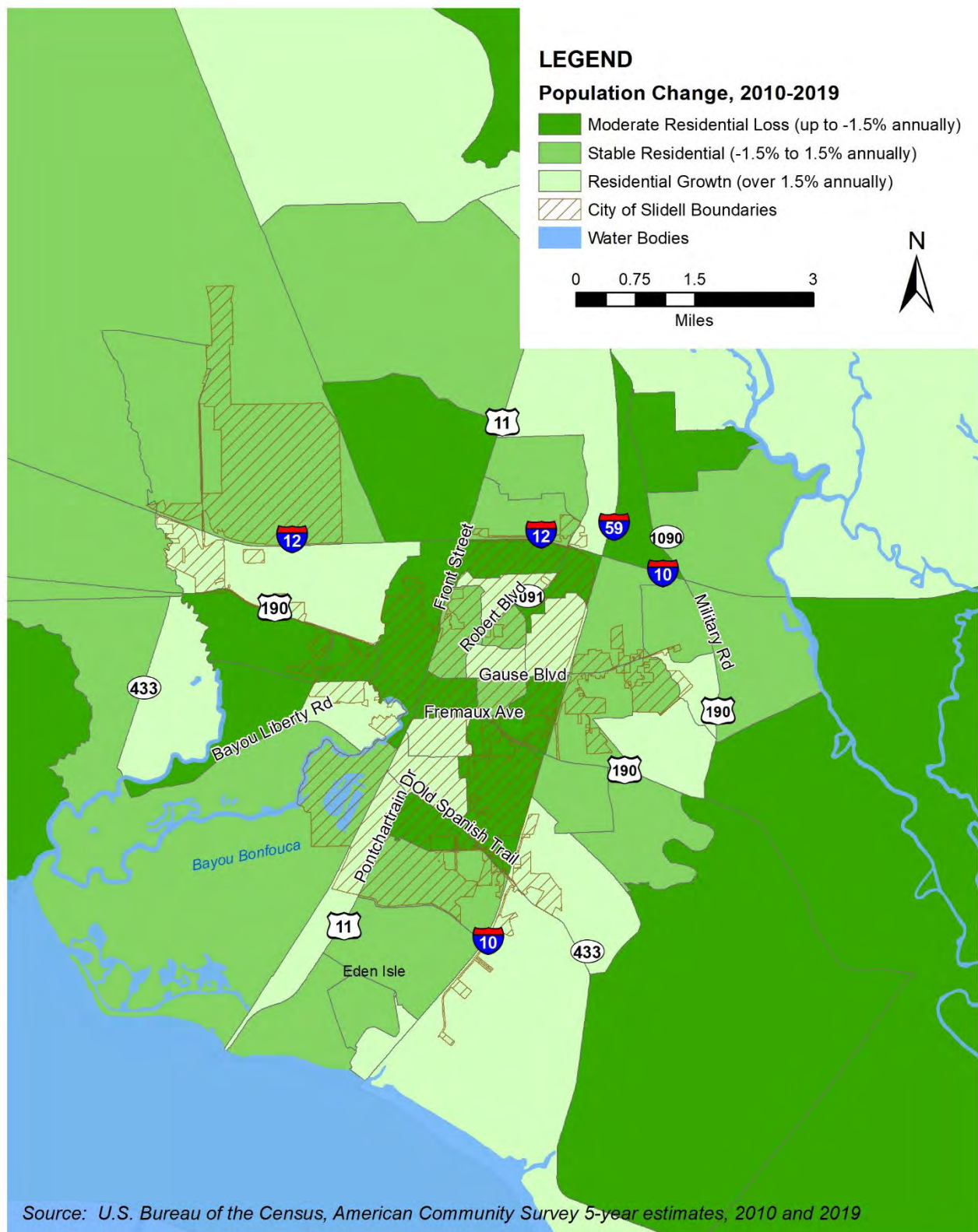
2019	Annual Rate of Growth	2040
27,822	0.31%	29, 576
27,822	0.50%	30,894
27,822	0.66%	31,944

Source: BKL, 2021. Population estimates based on straight calculation using the compound annual growth method. Births, deaths, and in and out-migration were not included.

Figure 5, next page, shows the population trend from 2010-2019 at the block group level.

² Except for the Large Census Block Group encompassing the Airport, which extends further north to LA 36.

Figure 5. Population Trends, 2010 – 2019



Diversity and Ethnicity

According to the ACS 2019 estimate, the population of the City of Slidell is 27,822. Over three-fourths of the population is white while 17% is black. Other categories make up less than seven percent. Just over 7% of the population is Latino. When considering all races, and ethnicity status (Latino/non-Latino), approximately 28.2% of the population is a minority, while 71.8% of the population is not.

When compared to St. Tammany Parish, the population breakdown follows roughly the same trend, with a slightly more diverse population in Slidell as compared to the parish as a whole.

Table 3. Race and Ethnicity, 2019

	Slidell		St. Tammany Parish	
	Number	%	Number	%
White	21,330	76.7%	211,276	82.8%
Black or African-American	4,735	17.0%	30,925	12.1%
Asian	613	2.2%	4,135	1.6%
American Indian and Alaskan Native, Native Hawaiian, Other	468	1.7%	1,540	0.6%
Two or more races	676	2.4%	4,740	1.9%
Latino	1,966	7.1%	14,329	5.6%
White and Non-Latino (Minority)	19,971	71.8%	200,457	78.6%
Non-white or Latino (Minority)	7,851	28.2%	54,698	21.4%

ACS 5-year estimates, 2019.

Income and Poverty

According to the ACS 2019 estimate, the median household income for Slidell is \$54,906 as compared to \$68,905 in St. Tammany Parish. In Slidell, 15.1% of the population lives in poverty, whereas only 11.5% live in poverty in St. Tammany Parish.

Table 4. Income and Poverty

	Slidell	St. Tammany Parish
	Number %	Number %
Median Household Income	\$54,906	\$68,905
Percent of Population in Poverty	15.1%	11.5%

ACS 5-year estimates, 2019.

Figure 6. Minority Status, by Block Group

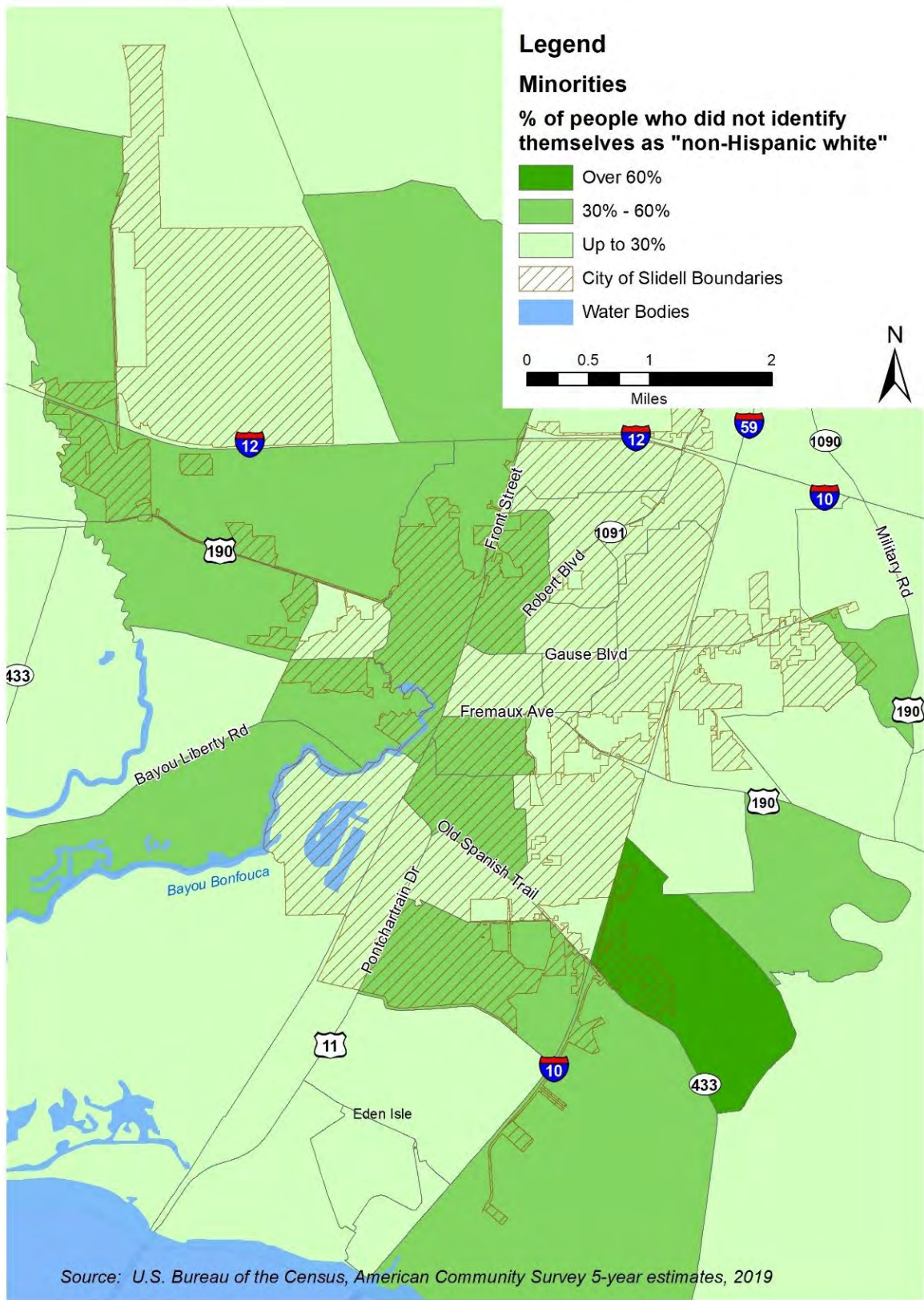


Figure 7. Median Household Income, by Block Group

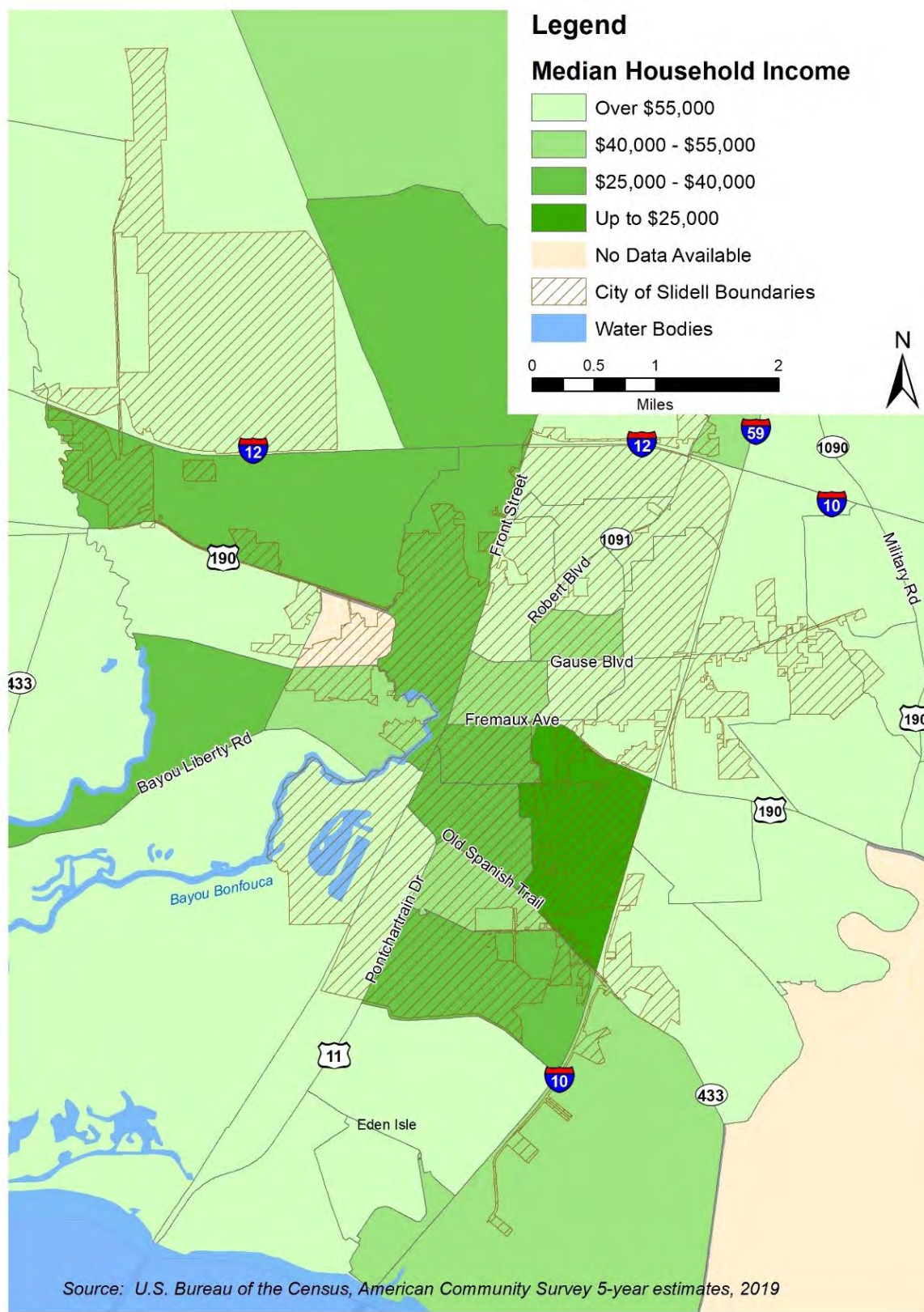
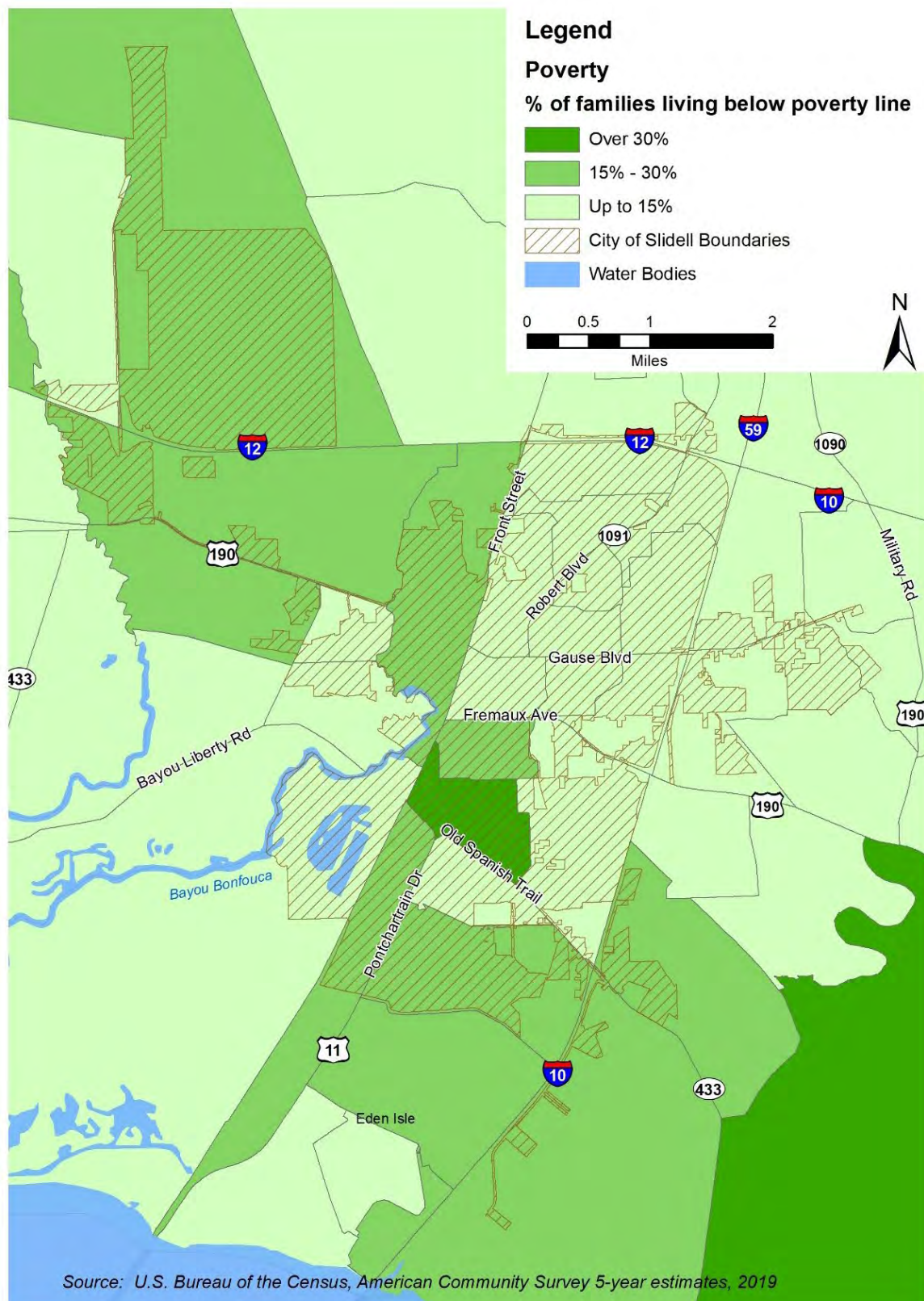


Figure 8. Percent of Families in Poverty



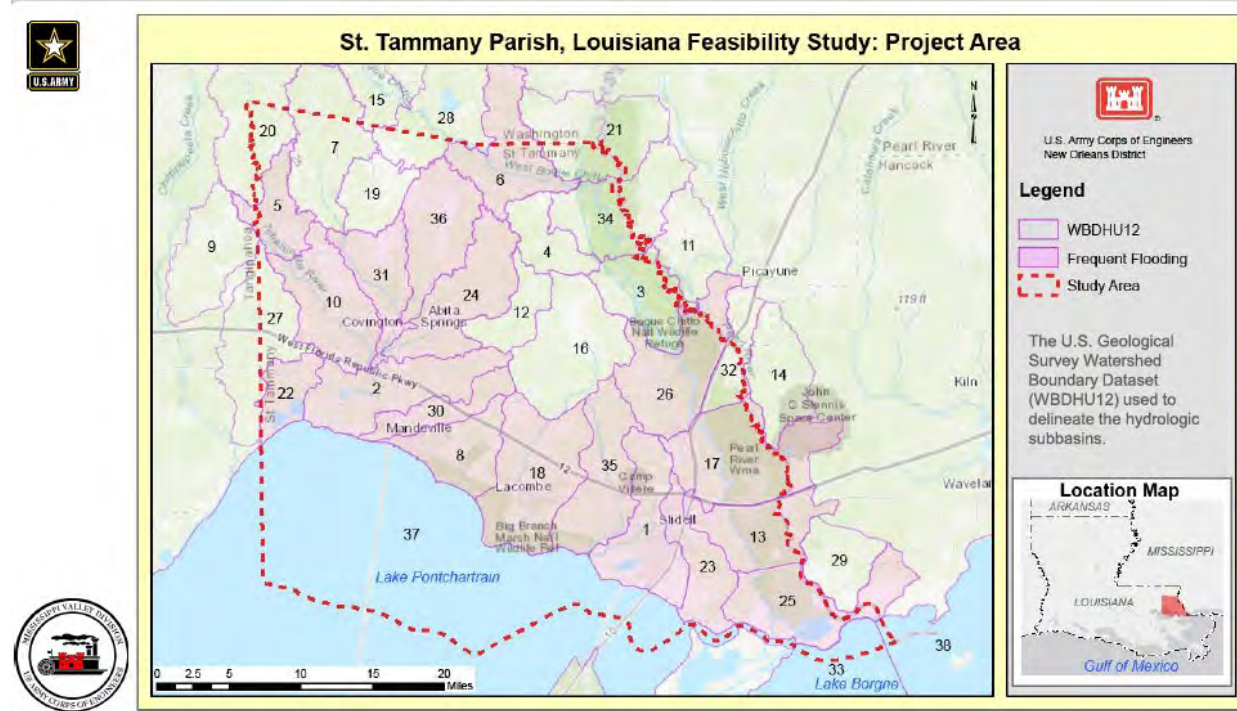
Existing Planning Documents

A number of existing plans were reviewed to inform the Slidell 2040 Comprehensive Plan. While several of these concern past planning efforts within the City of Slidell, a key component of a comprehensive plan is coordination with the parish, state, and region. Therefore, more recent and ongoing plans at those levels have also been considered as well. The most pertinent plans to this study are summarized below.

USACE St. Tammany Feasibility Study – 2020-Ongoing

The goal of the St. Tammany Parish Feasibility Study is to develop alternatives to reduce flood damages to St. Tammany Parish from riverine and coastal storm flooding. Potential flood risk reduction alternatives may include dredging, snagging and clearing, conveyance channels, levees, detention ponds, floodwalls/gates, pumping stations, non-structural efforts and engineering with nature efforts. The study is fully federally funded through the BBA-18 at a total cost of \$3m and is ongoing.

Figure 9: USACE St. Tammany Parish Frequent Flooding Areas



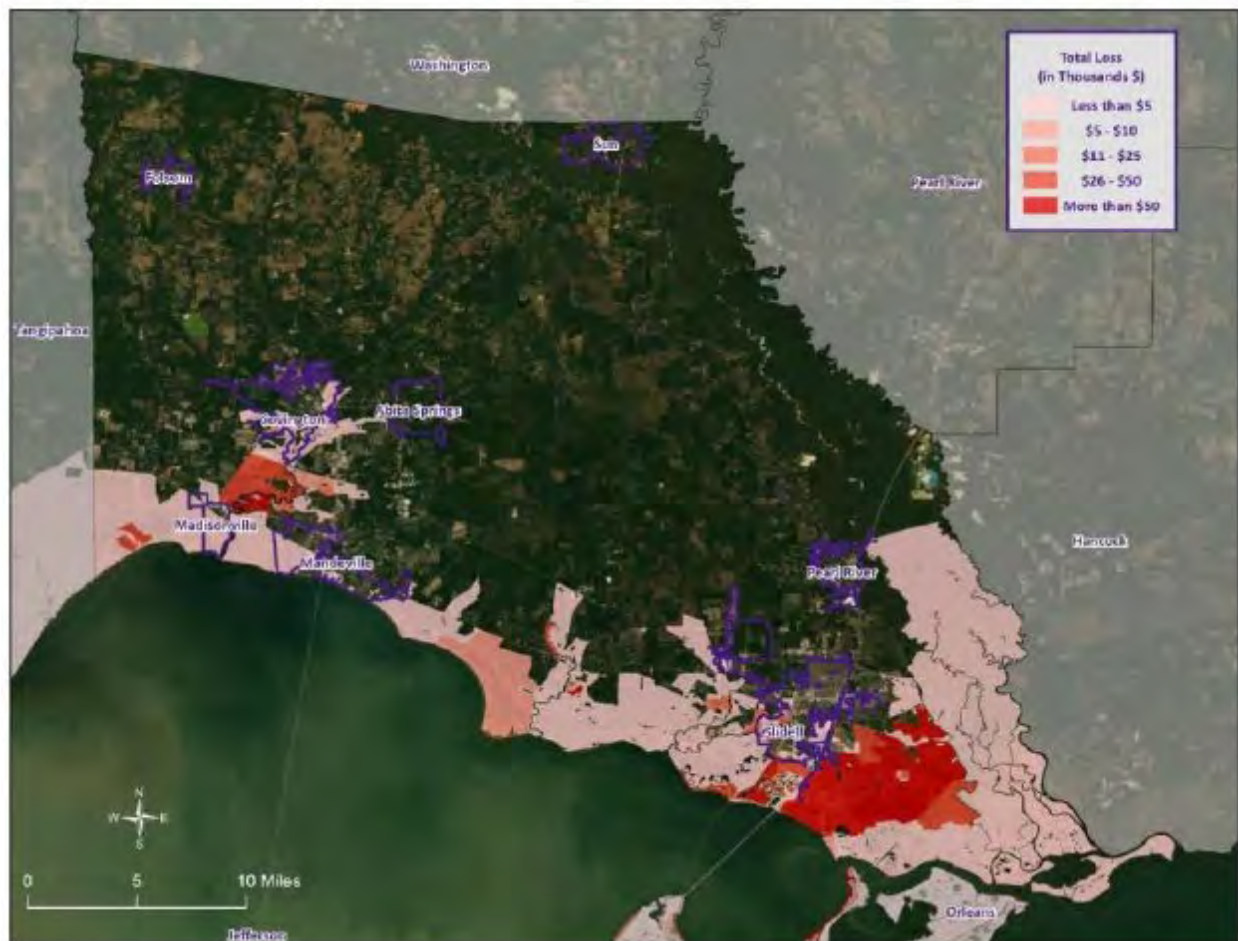
Source: USACE St. Tammany Feasibility Study, 2020

STP Hazard Mitigation Plan – 2020

This document was coordinated by the St. Tammany Parish Hazard Mitigation Plan Update Steering Committee in collaboration with community stakeholders and the general public. The City of Slidell was a participating jurisdiction and adopted the plan. Parish assets and essential Parish facilities were identified and future impacts throughout the Parish were analyzed by hazard type. The Plan incorporates National Flood Insurance Program's (NFIP) Community Rating System (CRS) into its recommendations. It is recommended that any future land use maps generated by future planning efforts as well as any changes to existing zoning maps are made

with improvement of Slidell's CRS rating from a 7 (with a discount of 15%). This would reduce flood insurance rates and improve safety outcomes for residents of Slidell.

Figure 10: Increase in Total Loss Estimates in 2024 by Census Block Group Based on the Hazus Flood Model and NOAA SLOSH Model



Source: STP Hazard Mitigation Plan, 2020

THRIVE 2023 St. Tammany 5-year Economic Development Strategic Plan

This Economic Development initiative entails the launch of a proactive marketing and communications plan, coordinating a workforce development assessment and gap analysis, performing an evaluation of the entrepreneurial ecosystem in St. Tammany, and facilitating an educational economic development summit. Industry clusters across St. Tammany were identified and location quotients were analyzed to help reveal what industries regions of the Parish should focus on strengthening (see Table 5) In addition, demographic analysis of current labor pools was made which will be helpful to current planning efforts. A SWOT analysis of St. Tammany Parish was made as part of the Plan which lists growth outpacing infrastructure and increased lakefront flooding as pertinent threats to the St. Tammany region. Stakeholders surveyed (130 residents over the course of a 3-week period) mentioned “infrastructure” 16 times, “roads” 14 times, and “traffic” 14 times. In order to increase economic development in the St. Tammany region and Slidell more specifically, the document asserts that targeted investments in critical infrastructure should be made at the same time as desired industries are targeted for location in

the area. Additionally, it is recommended that St. Tammany leverage publicly-owned land by marketing it to desired land uses. Specifically, a 15 acre parcel west of the Airfield is mentioned in the document, but an organized acquisition and marketing system is recommended.

Table 5. Top Industry Clusters in St. Tammany Parish (note: yellow highlights reflect potential industry targets)

Industry Group	Average Annual Employment Forecast Rate (%) 2018 Q3- 2028 Q3	Average Wages	LQ
Auto/Auto-related	1.17	\$43,641	0.76
Machinery Manufacturing	0.15	\$62,016	0.76
Coal/Oil/Power	2.05	\$158,777	1.69
Retail	0.90	\$40,261	1.27
Professional Services	1.34	\$60,194	0.81
Consumer Services	1.25	\$20,699	1.08
Education	1.09	\$38,047	1.15
Financial Services	1.06	\$78,946	0.85
Construction	1.60	\$56,084	1.43
Freight Transportation	1.00	\$75,325	1.13
Utilities	1.51	\$48,578	1.17
Public Administration	0.85	\$47,097	0.68
Health	2.17	\$47,466	1.07

Source: Thrive 2023

2015-2019 Slidell Consolidated Plan

Focused on housing needs in Slidell, this document intersects demographic analysis with a housing needs assessment. Some conclusions are drawn based on relatively limited public outreach (<100 surveyed individuals), and publicly available demographic and housing affordability data. Articulated in the document are the need for updates to the City's zoning, land use, and subdivision codes as well as coordination with FEMA to assist homeowners in elevating homes to meet new flood level requirements. These issues are still of concern and relevant to current planning efforts. Barriers to affordable housing and fair housing resources are also of concern, as are a lack of emergency and transitional housing options for homeless persons.

North Slidell Revitalization Project Master Plan – 2016

The North Slidell Revitalization Project (NSRP) area is a triangular-shaped area in St. Tammany Parish, LA, bounded by I-12 on the north, US 11 on the east, and the abandoned Gulf, Mobile and Ohio/Illinois Central railroad on the west. Despite its designation, only some portions of "North Slidell" are within the city limits of the City of Slidell. This study is focused on the portions of the triangle within unincorporated St. Tammany Parish. This unincorporated area, the study concludes, is lacking in critical infrastructure (water, sewer, drainage, and roadway), the bulk of which is substandard or nonexistent. Improvements to and expansion of roadways to accommodate increased truck traffic (and route truck traffic away from residential areas) combined with the other infrastructure improvements of the plan would be likely to encourage

further build-out and infill development of the area. Though the study is not located in Slidell, it is of interest to the City of Slidell as annexation of unincorporated areas continues.

Slidell Bicycle Master Plan – 2014

This city-adopted document serves as a brief exploration of Slidell's need for improved bicycle and pedestrian connectivity. One proposed bicycle path would effectively connect Olde Towne with Heritage Park, a commonly-voiced desire of Slidell residents. An additional path connects two schools (Salmen High School and Our Lady of Lourdes) with nearby Fritchie Park. Another path is near St Tammany Jr High School, and Abney Elementary School, connecting them both with nearby Possum Hollow Park, the 3rd Street Park, and the Boys and Girls Club Slidell Unit.

Slidell Bicycle and Pedestrian Element – 2013

The Bicycle and Pedestrian Element is four-fold:

1. To plan for a bicycle path that connects the Tammany Trace with Heritage Park and Olde Towne Slidell;
2. To establish pedestrian connectivity between Heritage Park and Olde Towne Slidell
3. To establish development concepts for city-owned parcels along Bayou Bonfouca and for Bayou Pattasat; and
4. To engage the community in the planning process

The City of Slidell has many appealing amenities but is lacking in pedestrian and bicycle connectivity between pedestrian-scale commercial areas and parks/nature preserves. Pedestrian crossings between Olde Towne and Heritage Park at Fremaux Ave and Front St are needed to establish a safe connection and passage. Additional bicycle and pedestrian infrastructure would encourage the type of development that many residents desire such as restaurants, cultural centers, and shopping. Expansion of the Tammany Trace at the Covington Trailhead to Heritage Park at Olde Towne would improve outdoor connectivity, making Heritage Park and Olde Towne a whistle stop for cycling enthusiasts and outdoor events. The recommendations proposed by this study attempt to maintain consistency with the Louisiana Complete Streets policy; each roadway reviewed is considered as a bicycle path with a pedestrian crossing option. In addition, several community-recommended bicycle path options would be located near a neighborhood school and could integrate the Safe Routes To Schools Program (SRTS). In this plan it is recommended that the City of Slidell utilize SRTS where possible to improve safety outcomes.

Slidell Tomorrow Master Plan – Phase 1: 2005, Phase 2: 2008

This two-phase Planning document, though in need of updating due to age, is comprehensive and useful to current planning efforts. In addition, many issues such as the desire for increased flood protection, beautification of neutral grounds and parks, and increased economic development of Olde Towne remain of concern to residents. The Slidell Tomorrow Master Plan divides Slidell into seven distinct planning districts (District Seven, at the time, did not have any residents and so is not included in demographic breakdowns). Major components of this Master Plan are:

1. Demographic Analysis/Growth Projections: Analysis of 2000 Census data and recommendations were made based on growth projections (presuming a future growth rate of 2%). Irregular municipal boundaries caused by haphazard annexation presented a challenge regarding which census and block groups fall within or outside of city limits. This

challenge will likely remain for current and future planning efforts in the absence of a systematic plan for annexation and expansion. Future growth is contingent on policies which determine the prevailing housing densities/types and whether aggressive annexation of nearby unincorporated areas is pursued. Funding for phase one of the Master Plan was limited and public meetings at the planning district or neighborhood level were not pursued.

2. Land Use Survey/ FLUM: Creation of existing land use map for Slidell using knowledge of Slidell Planning Department staff knowledge, aerial photography, and field verification was completed. Land use classification system was developed with assistance of the RPC. Land uses were entered parcel-by-parcel into a GIS database manually. A lot-by-lot field survey was not undertaken to confirm existing land use due to budget concerns.
3. Transportation: Primary methodology involved utilizing land use and origin-destination data to estimate vehicle trips among the traffic zones. A long-range travel demand model was then employed and assigned these vehicle trips to the appropriate major thoroughfares. Strategic improvements are proposed in 1st 2nd and 3rd order priority and are organized by status (implemented/not implemented, constructed/not constructed). Street design standards were developed in coordination with the current subdivision regulations and in consultation with the Slidell Planning Department.

TECHNICAL MEMORANDUM

DATE: June 30, 2021

TO: Melissa Guilbeau, City of Slidell

FROM: Burk-Kleinpeter, Inc., Michael Lauer Planning

RE: **Slidell 2040: Existing Conditions – Land Use**

Executive Summary

The purpose of this memorandum is to identify and illustrate the existing conditions of the City of Slidell's land use so that assets, concerns, and challenges can be addressed in the regulations.

Findings

The City of Slidell consists of 8,852 acres of land of which 7,479 (84.5%) are developed.¹

Land Use	Acres	%
Single-Family Residential	2,639.9	29.8%
Multi-Family Residential	295.6	3.3%
Commercial	1,113.2	12.6%
Industrial	225.4	2.5%
Institutional	2,826.5	31.9%
Recreational	378.1	4.3%
Vacant	1,373.0	15.5%
Total	8,851.8	

Preliminary review of existing land use and development regulations in the City reveals the following issues and opportunities:

- Purposes of Districts - Many of the zoning districts do not include clear purpose statements
- Number of Districts - The zoning ordinance has many districts, some of which do not appear to be used within the City based on the zoning database
- Cumulative Zoning - The City should consider transitioning to use tables as opposed to use lists
- Compatibility Standards - The City should review its design standards and expand its use of context-sensitive design standards to mitigate potential land use compatibility issues
- Zoning Map – The City should evaluate demands for various land uses to identify whether the City's zoning adequately accommodates projected demands
- Non-Conformities – Regulations provide limited flexibility and can create financial incentives to continue, rather than cure incompatibilities of non-conforming situations
- Design Standards in Subdivision Regulations - Reorganization of these provisions within a UDC would provide the opportunity to eliminate enforcement challenges
- Consolidation of Regulations – The City should consolidate regulations into a UDC and reference standards with provisions that are best located in other chapters of the code

¹ The measure of 8,851.8 total acres does not include the land occupied by roads and other rights-of-way, only property data at the lot level.

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Introduction

The purpose of this memorandum is to identify and illustrate the existing conditions of the City of Slidell's land use so that assets, concerns, and challenges can be addressed in the comprehensive plan to follow.

Existing Land Use

Land Use Classification

The city's existing land use has been classified at the individual lot level using the American Planning Association's (APA) Land-Based Classification Standards (LBCS) as a general guide.² Due to the age of the data, all lots deemed "vacant" were cross-checked via a combination of Google Maps and the St. Tammany Parish Assessor's Office in order to reclassify them to their current land use. During this process, it was noticed that many surrounding lots were also incorrectly classified or had otherwise changed use since the dataset was last updated. This led to further spot checks and more thorough reviews and reclassifications where there appeared to be the most discrepancies. The below Table 1 lists and describes the land use classifications used while the following Figure 1 shows a map of their locations.

Annexation History

Due to the ad-hoc nature of the City's annexation history, there are significant pockets of unincorporated land found in and around the core of the Slidell area. The land use of unincorporated areas is not reflected on the following maps, but many contain residential subdivisions or vacant land.

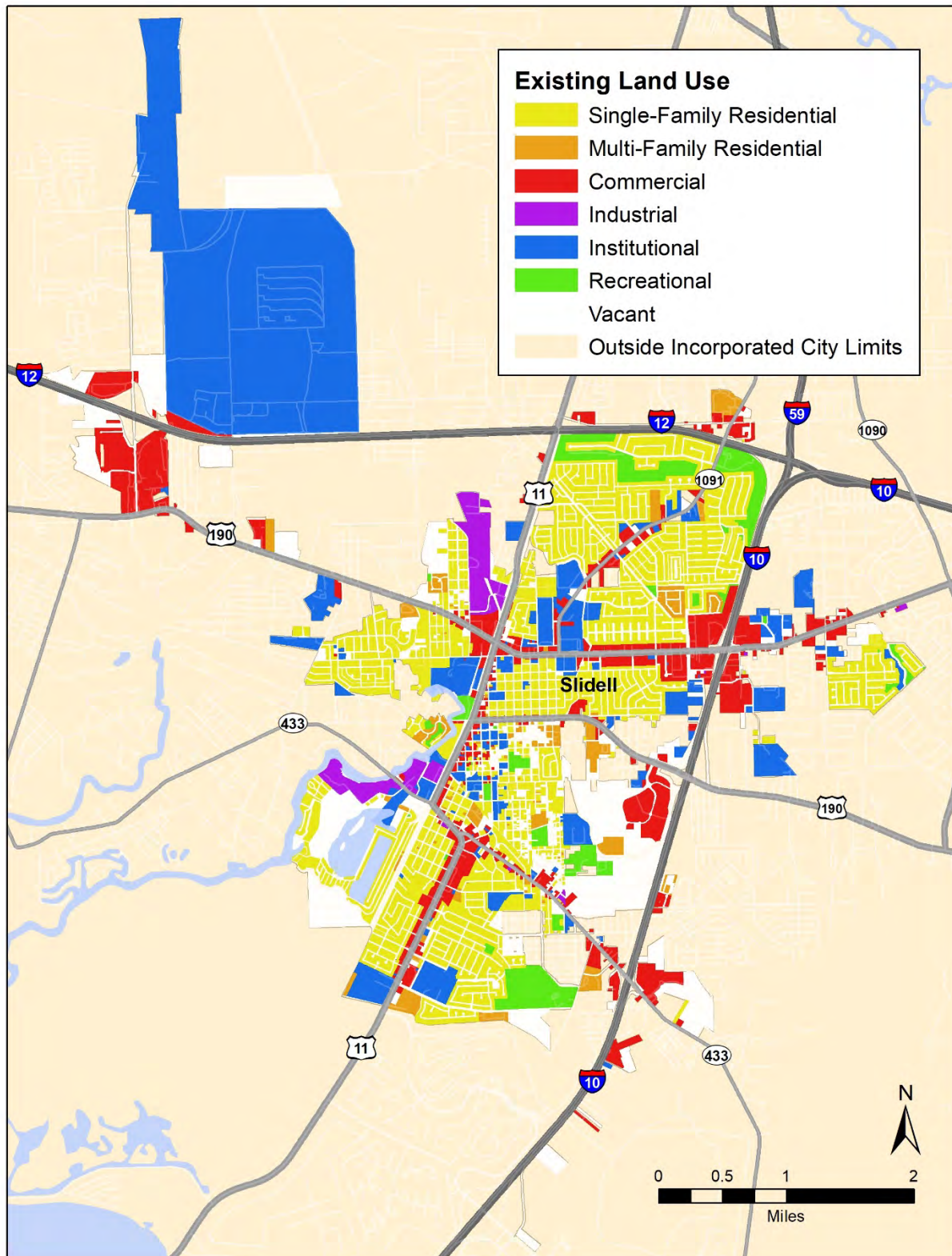
Table 1 - Land Use Classification

Category	Description
Single-Family Residential	Single-family homes of all types and sizes
Multi-Family Residential	Multi-family residences of all types (duplexes, apartment complexes, retirement homes, assisted-living, group homes, etc.)
Commercial	Business-related uses (retail goods or services, restaurants, bars, offices, hotels, etc.)
Industrial	Manufacturing, assembly, warehousing, etc.
Institutional	All social, civic, and infrastructural-related sites (schools, libraries, emergency-response, public safety, utilities, healthcare, internment, military, airport, municipal properties, churches, social organizations, museums, etc.)
Recreational	Parks and other spaces for outdoor recreation and leisure (walking, running, bicycling, sports, swimming, boating, etc.)
Vacant	Empty lots with no consistent human activity

Source: BKI, 2021.

² For the purposes of this analysis, 39 polygons were created in ArcMap in places within the City of Slidell boundaries for which lot-level data were not available. These areas were assigned a land use category broadly based on the existing use in the newly-drawn polygon but do not reflect legal lot designations. Most of these polygons exist around the margins of the lot-level data where incorporated areas may have extended or otherwise been mistakenly omitted in the original dataset.

Figure 1 - Existing Land Use Map



Source: City of Slidell GIS, BKL, 2021.

Land Use Inventory

The City of Slidell consists of 8,852 acres of land of which 7,479 (84.5%) are developed.³ That leaves 1,373 acres of vacant land, though some of these areas may currently be under early stages of development. While institutional uses make up the largest percentage of land at nearly 32%, Slidell is defined by its significant portion of single-family residential throughout the core of the city. The institutional land use category is somewhat skewed by the vast areas of land in the far northwestern quadrant of the city that make up the Camp Villere military facility and the Slidell Municipal Airport. Combined, these two facilities make up 1,955 (69%) of the 2,827 acres in the institutional land use category. Commercial land use makes up nearly 13%, mostly found along the highways through Slidell while multi-family residential, industrial, and recreational uses combined comprise only about 10% of land use in the city.

Table 2 - Existing Land Use

Land Use	Acres	%
Single-Family Residential	2,639.9	29.8%
Multi-Family Residential	295.6	3.3%
Commercial	1,113.2	12.6%
Industrial	225.4	2.5%
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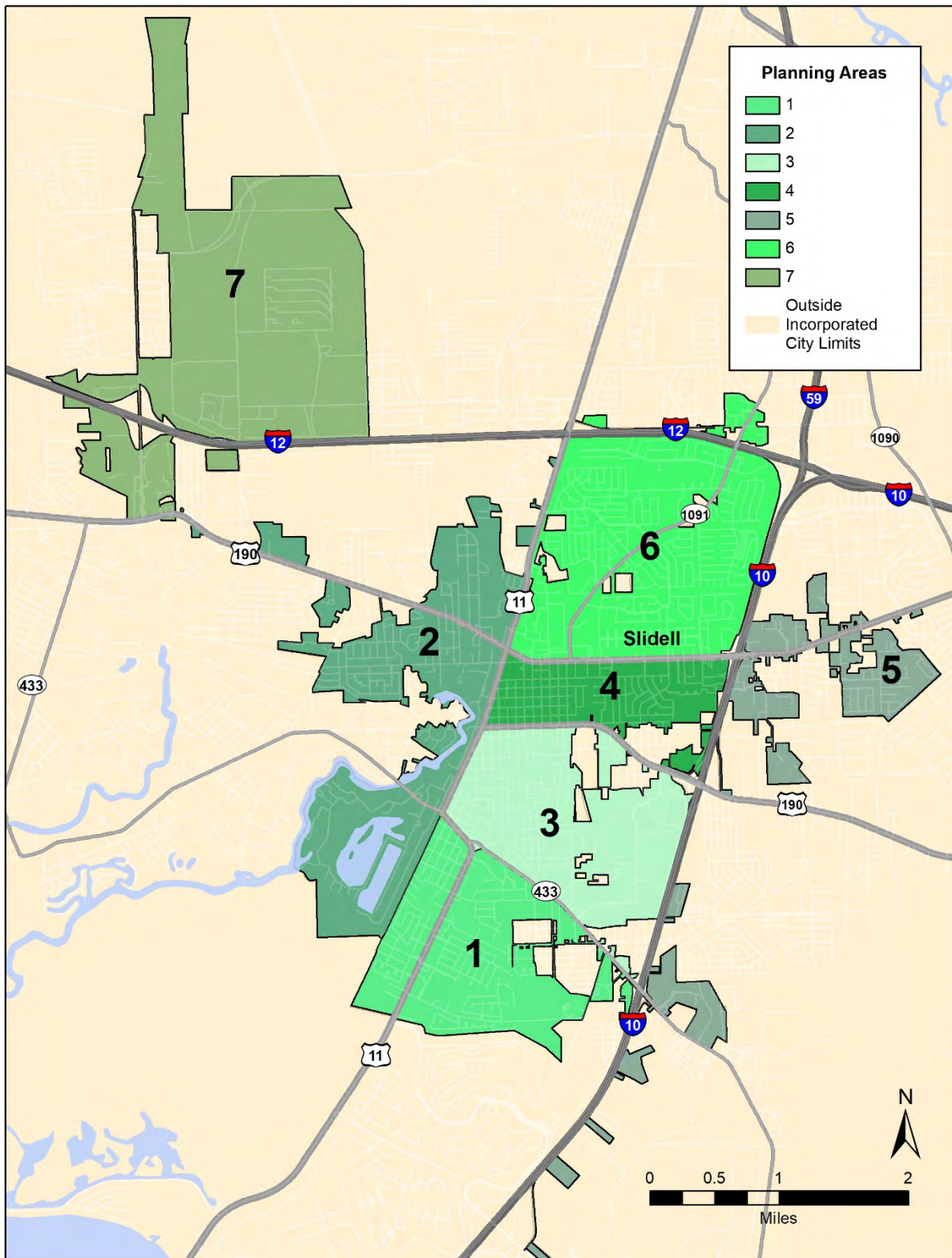
Source: City of Slidell GIS, BKL, 2021.

Planning Areas

The City of Slidell is divided into seven Planning Areas to be able to “zoom in” and see areas of the city in more detail (see Figure 2). For consistency, the Planning Areas are largely based on the “Planning Districts” from Slidell’s previous comprehensive plan effort in 2009 (*Slidell Tomorrow: The 20-Year Master Plan*). Some may include small portions of land that have since been annexed, but the general layout of the Planning Areas remains the same. “Area” was chosen as opposed to “District” to help avoid confusion with these areas and any official designations, such as zoning or city council districts. Planning Areas 1, 3, 4, and 6 make up the core that comprises most of the city between Front Street on the west and I-10 to the east. These areas are further divided by the major east-west corridors of Gause Boulevard, Fremaux Avenue, and Old Spanish Trail. Planning Area 5 makes up the incorporated areas east of I-10 while Planning Area 2 makes up the incorporated areas immediately west of Front Street. Further west and clustered around I-12, Planning Area 7 lies in the northwest quadrant of the map.

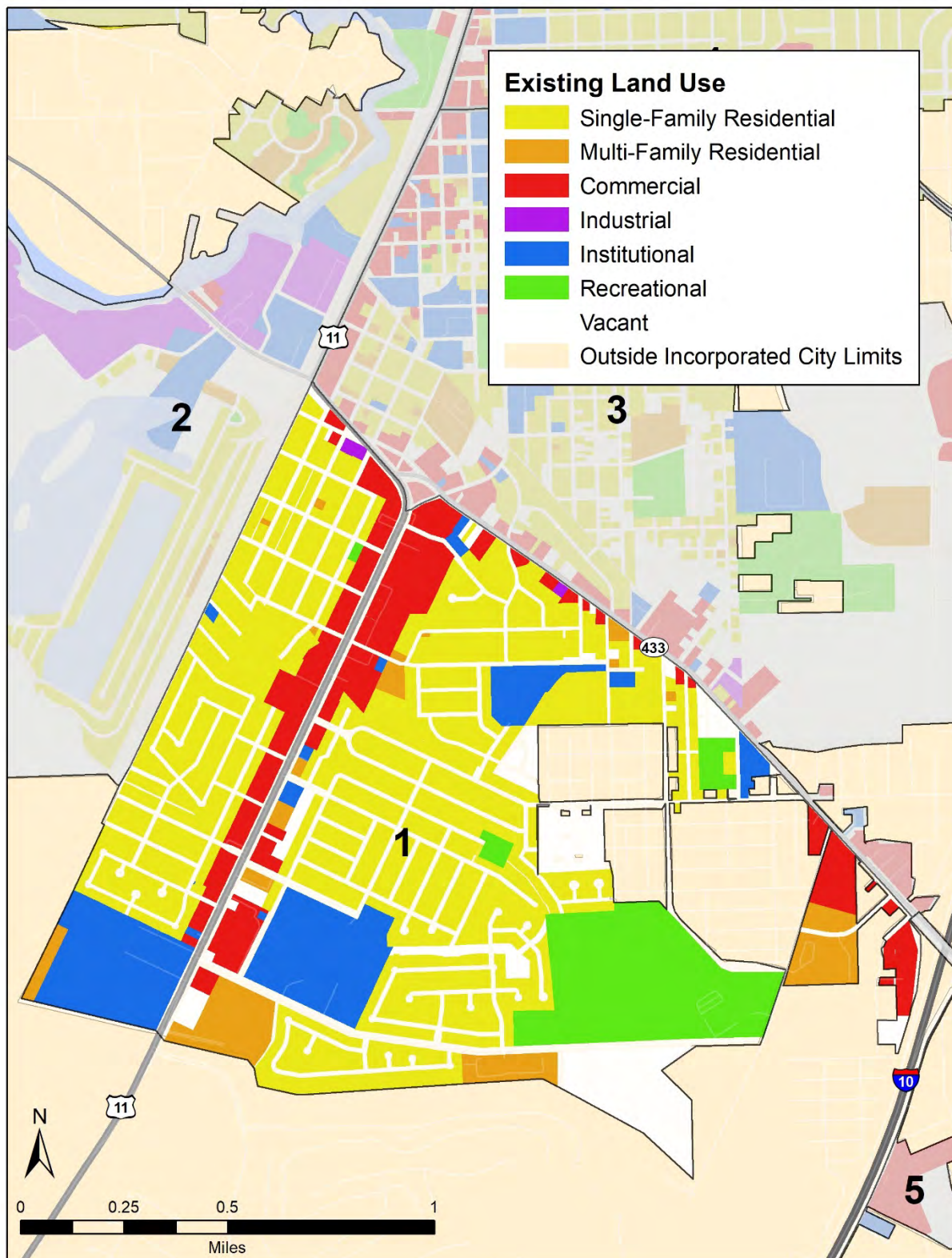
³ The measure of 8,851.8 total acres does not include the land occupied by roads and other rights-of-way, only property data at the lot level.

Figure 2 - Planning Areas Map



Source: City of Slidell GIS, BKL, 2021.

Figure 3 - Planning Area 1 Map



Source: City of Slidell GIS, BKL, 2021.

Planning Area 1

Planning Area 1 covers incorporated areas south of Old Spanish Trail between Front Street and I-10. The area is nearly 50% residential with commercial concentrated along US 11 (Pontchartrain Drive) and Old Spanish Trail. Most of the housing west of Pontchartrain Drive is older (1960s-1980s) and smaller. Westchester Estates, one of the largest subdivisions in the area, is located off of Pontchartrain Drive just to the east and features housing stock from the 1960s and '70s as well but with larger homes and yards. Further east and bordering Fritchie Park, Eagle Point features newer, larger homes from the late 1990s and 2000s.

Pontchartrain Drive features a mix of commercial types, including local favorite restaurants as well as many fast-food, auto parts, and other national chains. Despite sidewalks on most of this stretch, it is very auto-centric, with limited pedestrian connectivity to cross the 5-lane highway. With the closure of the US 11 bridge over Lake Pontchartrain (exacerbated by the COVID-19 pandemic), this corridor has experienced a drop in usage and disinvestment that has left a number of businesses vacant in recent years. Similarly, the Old Spanish Trail commercial corridor has faded in favor of development on Fremaux Avenue and Gause Boulevard. Old Spanish Trail features very few of the restaurant-type businesses on these other corridors or even in this area on Pontchartrain Drive, instead trending heavily toward automotive-related retailers and service facilities.

Institutional use is just behind commercial in terms of acreage in this area. Salmen High and Abney Elementary are found here as well as the First Baptist Church of Slidell in the large piece of land in the southwest corner of the map on the previous page (See Figure 3).

This area features a large percentage of recreational land compared to most areas thanks to Fritchie Park, a large park in the southeast corner of the map.

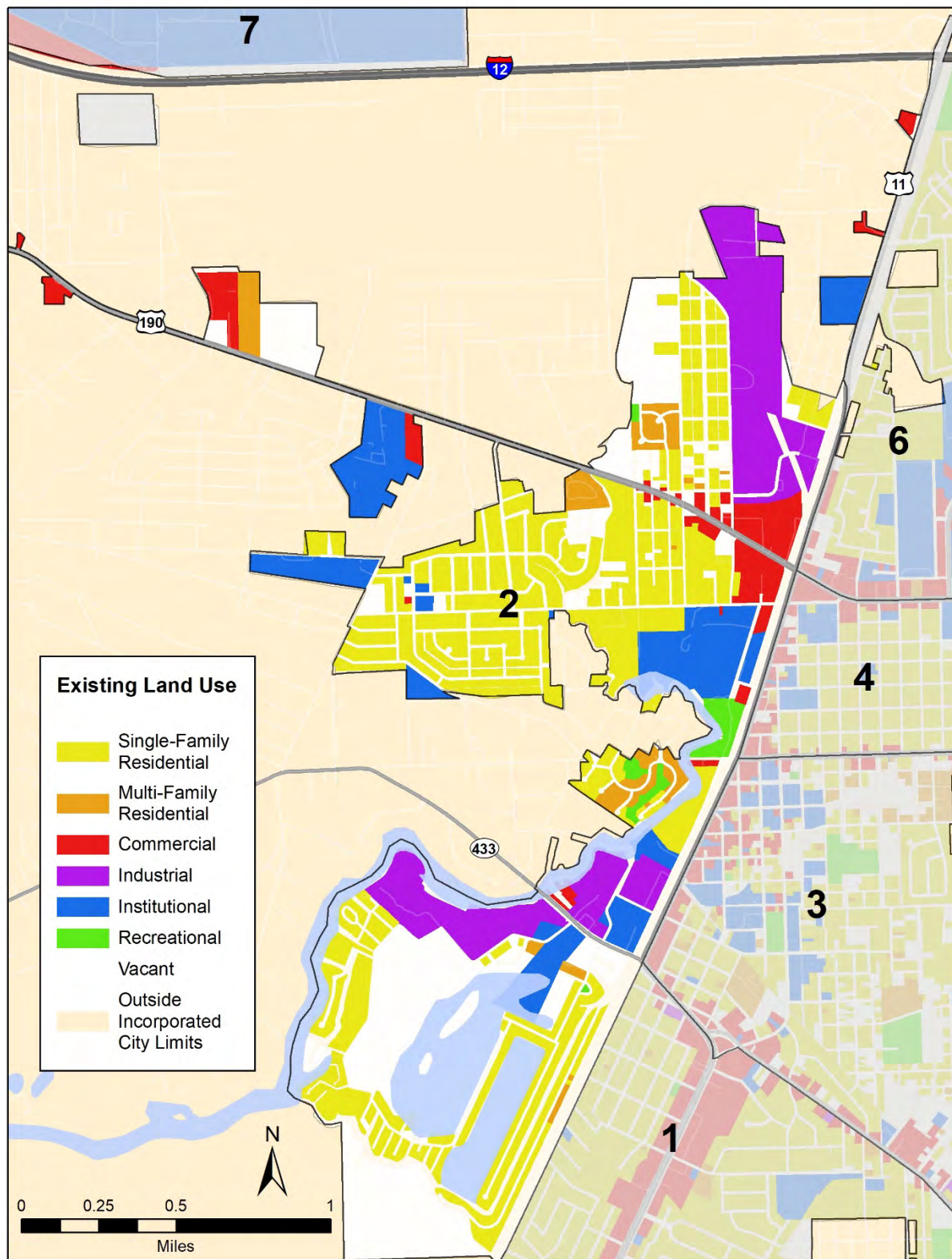
A large tract of land south of Fritchie Park remains vacant. To the north, between Fritchie Park and Old Spanish Trail are large sections of unincorporated, residential land.

Table 3 - Planning Area 1 Existing Land Use

Activity Category	Acres	%
Single-Family Residential	511.4	49.6%
Multi-Family Residential	58.8	5.7%
Commercial	135.8	13.2%
Industrial	1.8	0.2%
Institutional	133.9	13.0%
Recreational	106.4	10.3%
Vacant	82.2	8.0%
Total	1,030.3	

Source: City of Slidell GIS, BKI, 2021.

Figure 4 - Planning Area 2 Map



Source: City of Slidell GIS, BKI, 2021.

Planning Area 2

Planning Area 2 includes the incorporated areas of Slidell immediately west of Front Street and scattered sites along Gause Boulevard. While primarily residential in nature, this area includes nearly all (96.6%) of the industrial land use within the city limits (217.8 of 225.4 acres). These areas are northwest of Front Street's intersection with Gause Boulevard and south of Heritage Park along Bayou Bonfouca where the Port of Slidell – Marine Business & Industrial Park/Shipyard is located. Several public utility-related sites are found across this area as well, including the City of Slidell Department of Public Works.

The Slidell Heights subdivision borders the industrial land to the north and features mostly smaller housing stock from the 1970s. Bayou Bonfouca Estates and Brentwood Estates, containing many larger homes with waterfront views, border the industrial land to the south along the bayou. Chamale Cove, just across the bayou from Heritage Park and Olde Towne, features both single and multi-family residences primarily from the 1980s and '90s with an inlet off the bayou for boat slips and piers. A couple of the larger subdivisions off of W. Hall Avenue include Carolyn Park and Hermadel Estates, both of which have predominantly 1970s style homes with large front and/or back yards. The Slidell Extension of the Tammany Trace bike path runs along W. Hall Avenue in this area.

Though not the largest by any means, the aforementioned Heritage Park is arguably Slidell's preeminent park, featuring waterside views, a stage for outdoor music and events, and close proximity to Olde Towne Slidell just across the train tracks and Front Street. However, while the park and Olde Towne itself are mostly walkable within their own confines, crossing Front Street's four lanes of traffic and the railroad tracks without much pedestrian infrastructure make two of Slidell's great amenities feel miles apart.

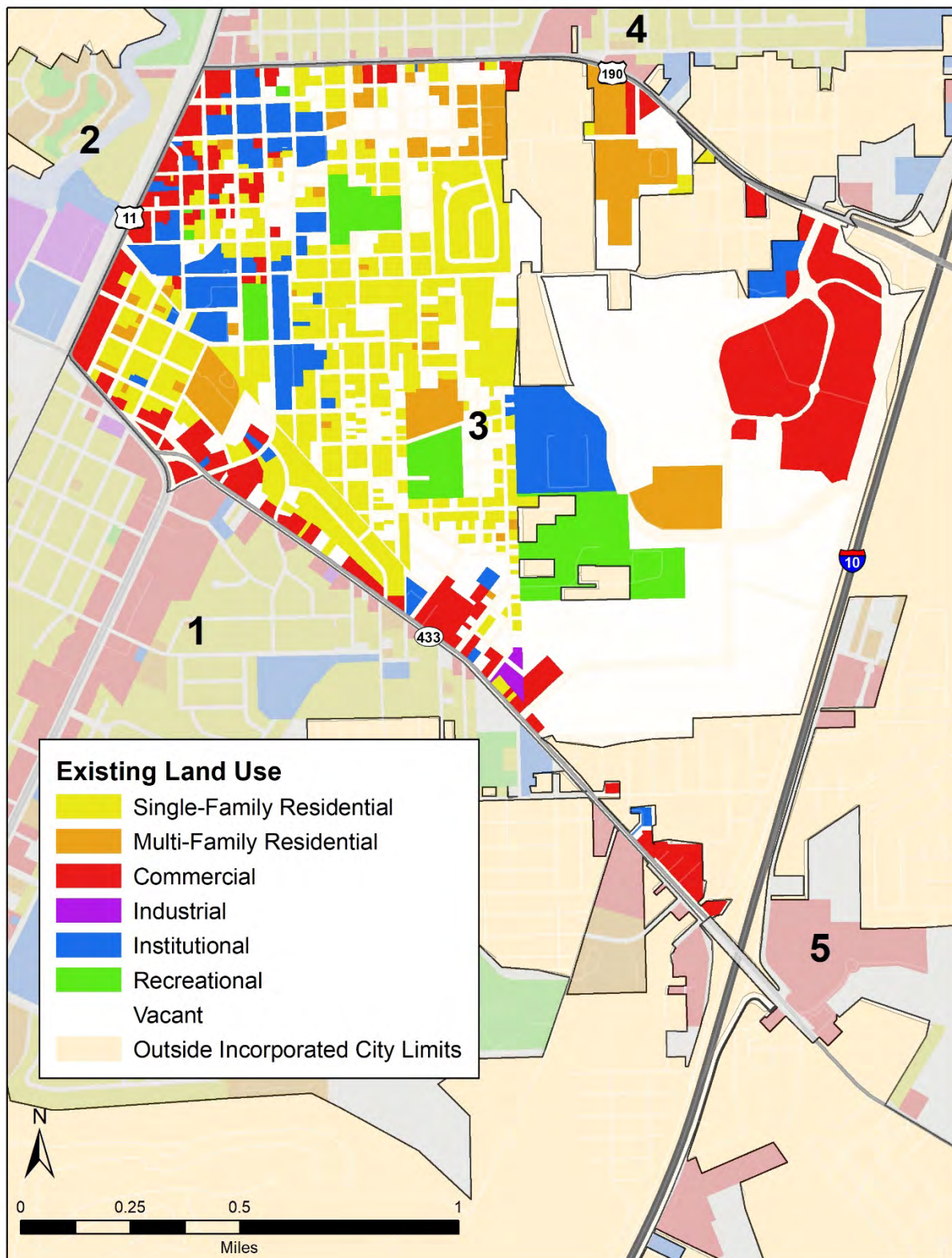
With Olde Towne just outside of Planning Area 2, most of the commercial activity in this area is on the Gause Boulevard corridor, particularly in The Crossing Shopping Center and Northside Plaza located at the intersection with Front Street. Vacant lots also make up a significant part of this area, lying mostly around its outer edges.

Table 4 - Planning Area 2 Existing Land Use

Activity Category	Acres	%
Single-Family Residential	648.3	40.8%
Multi-Family Residential	52.8	3.3%
Commercial	78.1	4.9%
Industrial	217.8	13.7%
Institutional	261.6	16.5%
Recreational	20.3	1.3%
Vacant	310.9	19.6%
Total	1,590.0	

Source: City of Slidell GIS, BKL, 2021.

Figure 5 - Planning Area 3 Map



Source: City of Slidell GIS, BKL, 2021.

Planning Area 3

Planning Area 3 is bounded by Front Street to the west, Fremaux Avenue to the north, I-10 to the east, and Old Spanish Trail to the south. The area features large swaths of residential in the middle with commercial around its edges along the highways, including the large Fremaux Town Center development in the northeast corner.

There is ample room for development around Fremaux Town Center and further south along I-10 as this planning area currently features the most vacant land (395.4 acres) and highest percentage of vacant land (38.7%) within its boundaries compared to the other six planning areas. However, some of the areas south of Fremaux Town Center along I-10 are in early development stages, including a proposed Amazon facility on Town Center Parkway near Old Spanish Trail, just north of the unincorporated space at the southernmost tip of this planning area.

On the area's western side lies the Olde Towne neighborhood of Slidell, which is the most diverse section of the city in terms of land use. While the commercial corridors (Front Street and Old Spanish Trail) contain most of the business as in other planning areas, Olde Towne features Slidell's greatest example of mixed-use development and a walkable, urban nature. Restaurants and bars are scattered along older, narrow streetscapes with offices and other commercial uses in between. Some residential use is sprinkled into the mix or located in walking distance of this commercial cluster. Additionally, many of the city government facilities are located here to give the area life during the day as well as other social and cultural amenities like the Slidell Municipal Auditorium and the Slidell Museum.

There are several parks and other public facilities scattered around the area. Parks include Possum Hollow Park, Ducksworth Park, and a large youth sports facility featuring baseball fields, football fields, and a basketball gym located near the large vacant areas between Fremaux Town Center and the future Amazon facility.

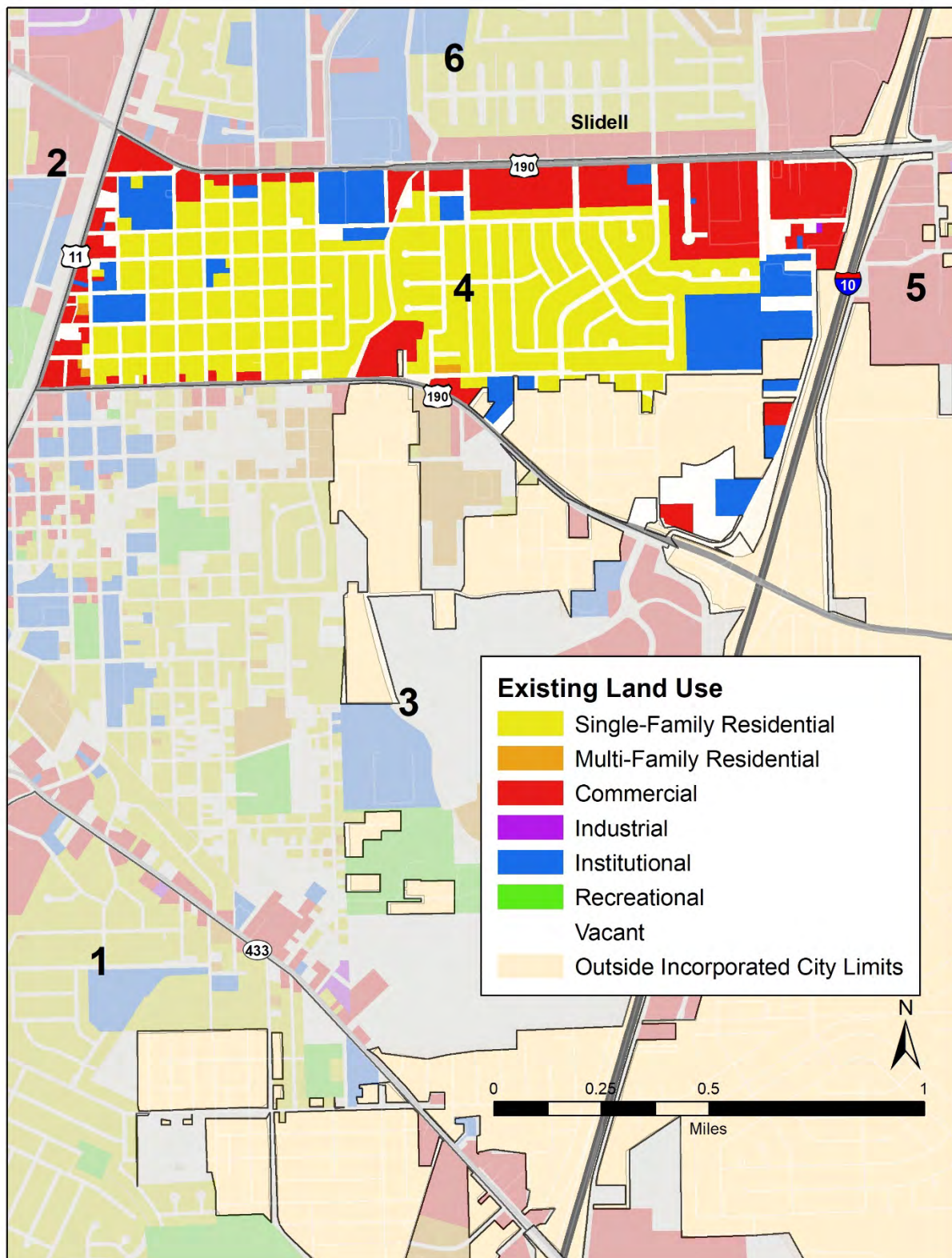
Fremaux Town Center includes a large, multi-family apartment complex. This development, along with an older style apartment complex near the intersection of Old Spanish Trail and Pontchartrain Drive, called Forestwood Apartments, help give this planning area by far the largest percentage (10.3%) of multifamily residential compared to the existing land use of the other planning areas. The multi-family residential land in this area (110.5 acres) accounts for over one-third (37.4%) of the multi-family land use of the entire city. Much of the housing stock in this area is from the 1960s through the '80s with some much older but modest houses in and around the Olde Towne neighborhood.

Table 5 - Planning Area 3 Existing Land Use

Activity Category	Acres	%
Single-Family Residential	201.8	19.8%
Multi-Family Residential	110.5	10.8%
Commercial	153.0	15.0%
Industrial	2.4	0.2%
Institutional	94.3	9.2%
Recreational	63.4	6.2%
Vacant	395.4	38.7%
Total	1,020.8	

Source: City of Slidell GIS, BKI, 2021.

Figure 6 - Planning Area 4 Map



Source: City of Slidell GIS, BKL, 2021.

Planning Area 4

Planning Area 4 comprises a narrow east-west strip between Fremaux Avenue and Gause Boulevard in the central corridor of Slidell bounded by Front Street and I-10. It is primarily residential (51.3%) but does feature a wealth of commercial activity along the major corridors that serve as its boundaries. The Lakewood subdivision makes up a good portion of the eastern half of this area and features large homes from the 1970s with ample front yards and swimming pools. The western half of the area features a wide range of houses with restored homes from the 1950s and earlier closer to Olde Towne, newer homes from the 2010s, and everything in between.

Gause Boulevard boasts a wide variety of commercial uses but, like other major corridors in the city, is very auto-centric overall with multiple lanes of traffic, middle turning lanes, large parking lots, and drive-through businesses with scant pedestrian infrastructure.

Slidell Memorial Hospital is also located on Gause Boulevard as well as a few other medical facilities along the major corridors. Other institutional uses include Slidell Junior High, Florida Avenue Elementary School, Montessori Academy of Slidell, and Liberty Preparatory Christian School.

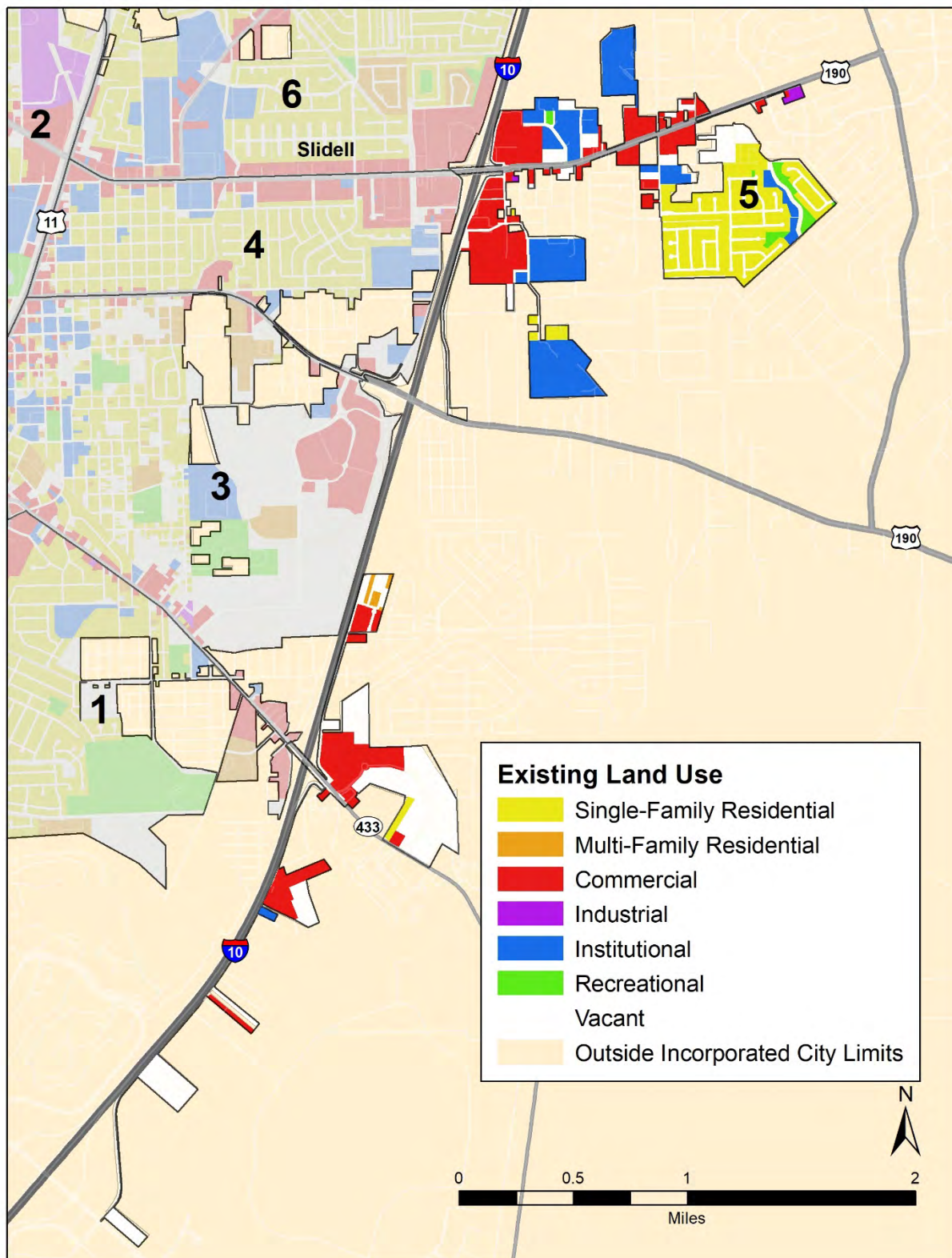
There is very little land in this area dedicated to multi-family residential aside from a few scattered duplexes. Only one small industrial lot remains in an area off of I-10 and Gause Boulevard that was once largely industrial but is now mostly commercial. There are no parks or other outdoor recreational facilities in this area. Finally, Planning Area 4 does not feature a great amount of vacant land though a significantly sized area of unincorporated land (mostly residential and vacant) exists in the southeast quadrant of the area.

Table 6 - Planning Area 4 Existing Land Use

Activity Category	Acres	%
Single-Family Residential	250.7	51.3%
Multi-Family Residential	1.6	0.3%
Commercial	115.7	23.7%
Industrial	0.2	0.04%
Institutional	85.6	17.5%
Recreational	0.0	0.0%
Vacant	34.7	7.1%
Total	488.5	

Source: City of Slidell GIS, BKL, 2021.

Figure 7 - Planning Area 5 Map



Source: City of Slidell GIS, BKL, 2021.

Planning Area 5

Planning Area 5 covers outlying incorporated areas east of I-10, primarily along Gause Boulevard but also near the intersection of I-10 and Old Spanish Trail. This area is defined by its commercial activity near the interstate exits at Gause Boulevard and Old Spanish Trail. It has the highest percentage (30.4%) of commercial land use of all the planning areas.

The Gause Boulevard exit is anchored by mega stores like Walmart, Lowe's, and Home Depot with chain restaurant activity typical of a highway exit sprinkled in between. The Old Spanish Trail exit has a few fast food restaurants and a string of several car dealerships to the south along the I-10 service road.

A large medical complex comprised of several, separate buildings with varying medical specialists is also located on Gause with other institutional uses around the area, including Little Oak Middle and Boyet Junior High School north of Gause and Pope John Paul II Catholic High School and Northshore High south of Gause.

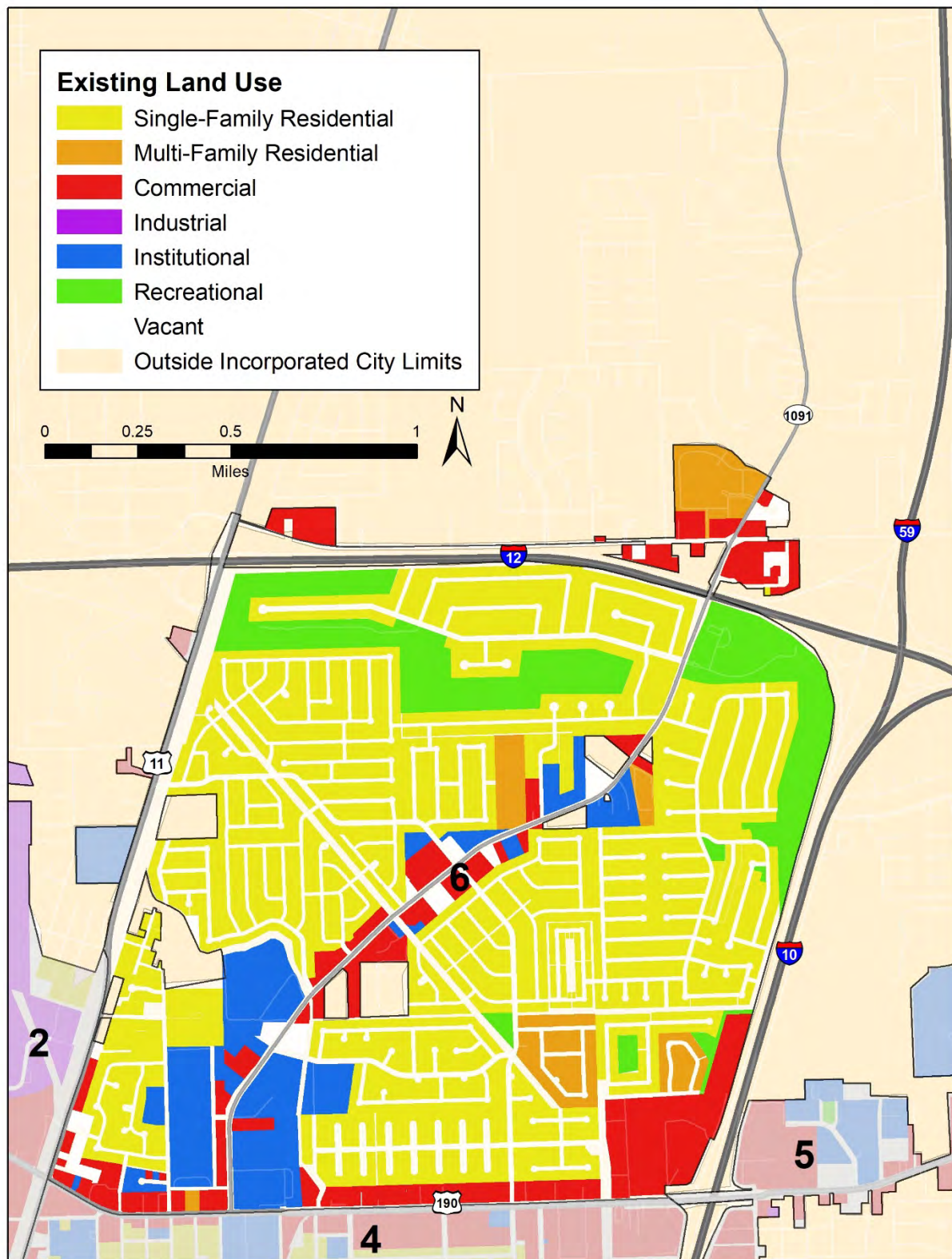
The vast majority of the residential land in this area is within the large, outlying subdivisions of Breckenridge and Sterling Oaks, which feature large, suburban homes from the late 1990s and early 2000s. A fairly large multi-family development (Bella Sera Apartments) exists between Fremaux and Old Spanish Trail but around half the land is still currently vacant adjacent to the new duplexes and townhomes.

Table 7 - Planning Area 5 Existing Land Use

Activity Category	Acres	%
Single-Family Residential	138.8	20.8%
Multi-Family Residential	3.6	0.5%
Commercial	203.0	30.4%
Industrial	3.2	0.5%
Institutional	145.4	21.8%
Recreational	10.5	1.6%
Vacant	163.7	24.5%
Total	668.3	

Source: City of Slidell GIS, BKL, 2021.

Figure 8 - Planning Area 6 Map



Source: City of Slidell GIS, BKL, 2021.

Planning Area 6

Planning Area 6 extends from Gause Boulevard north to I-12 and is bounded east-west by Front Street and I-10. It is heavily residential (58.6%) with commercial and institutional uses concentrated along LA 1091 (Robert Boulevard) and Gause Boulevard. Its single-family residential acreage comprises nearly one-third (29.8%) of all the single-family residential land in the entire city. The Country Club Estates subdivisions that surround the Pinewood Golf Course feature larger homes primarily from the 1960s through the 1980s. This patterns continues with many of the subdivisions south of the golf course on either side of Robert Boulevard with the occasional exception of a new construction from the past decade or so.

The winding Robert Boulevard corridor features mostly older, small-scale neighborhood commercial character compared to the intense commercial corridor of Gause Boulevard. Some commercial also lies just north of I-12 along Brownswitch Road as well as some multi-family residential in the form of the Pelican Pointe apartment complex off of Robert Boulevard.

Robert Boulevard also has several institutional uses, especially concentrated near the intersection with Gause. These include Slidell High, St. Margaret Mary School, Bonne Ecole Elementary School, and some specialized medicine facilities.

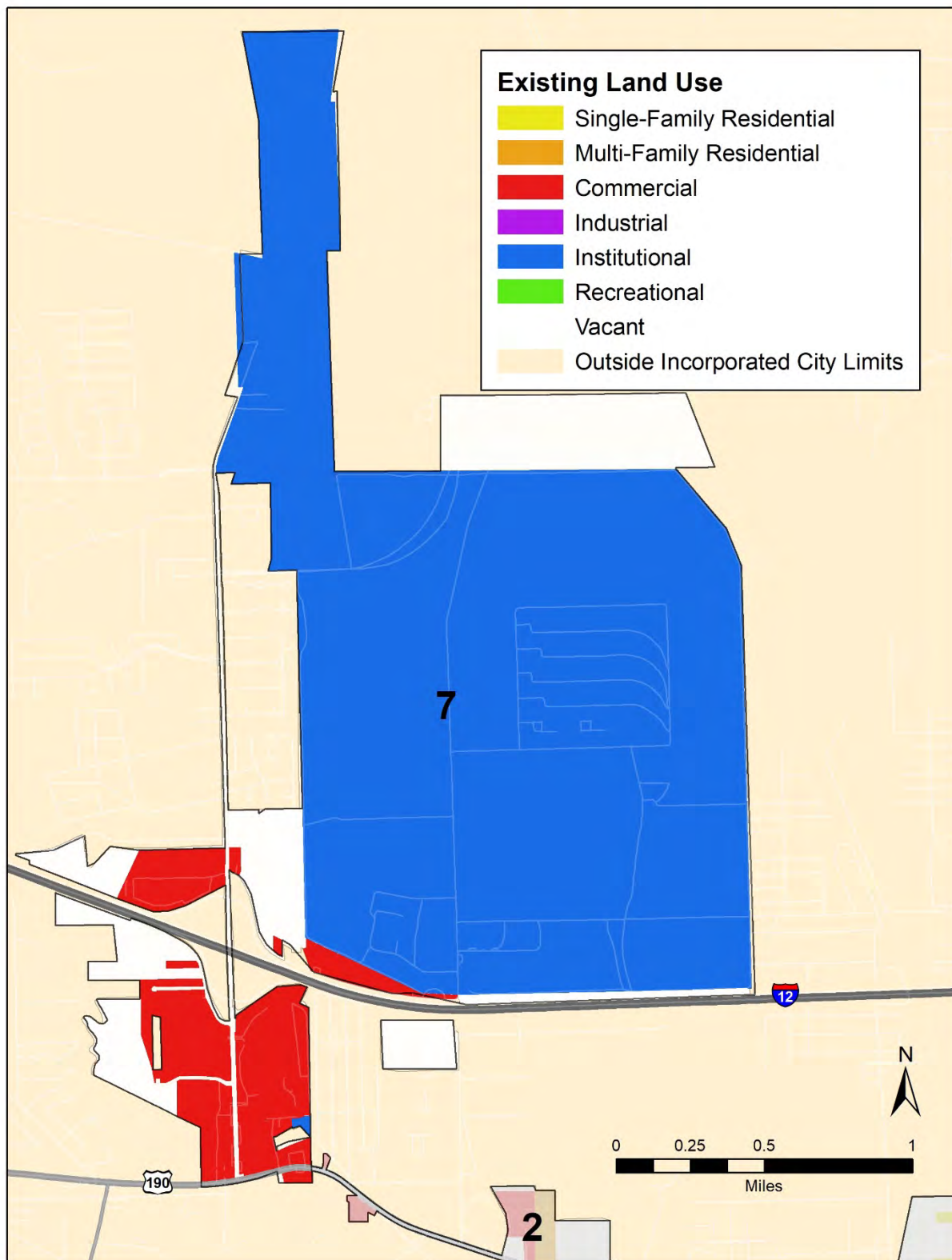
Pinewood Golf Club and John Slidell Park lie in the northern section of this area, just south of I-12. These large parks, along with a few other scattered recreational sites, give Planning Area 6 the highest acreage of recreational land use of all the Planning Areas, accounting for almost half (46.9%) of the recreational land use in the entire city.

Table 8 - Planning Area 6 Existing Land Use

Activity Category	Acres	%
Single-Family Residential	888.9	58.6%
Multi-Family Residential	68.2	4.5%
Commercial	192.0	12.6%
Industrial	0.0	0.0%
Institutional	146.9	9.7%
Recreational	177.5	11.7%
Vacant	44.6	2.9%
Total	1,518.0	

Source: City of Slidell GIS, BKL, 2021.

Figure 9 - Planning Area 7 Map



Source: City of Slidell GIS, BKL, 2021.

Planning Area 7

Planning Area 7 lies somewhat detached to the northwest of most of the City of Slidell. It is dominated by three distinct areas: the Camp Villere military facility, the Slidell Municipal Airport, and the commercial cluster around the North Shore Square Mall. Some significant vacant properties border these areas as well.

Over three-fourths (77.2%) of the land use in this area is institutional due to the large military facility and the airport. Over two-thirds (69.3%) of the institutional acreage of the entire city is in this Planning Area. This area also features the most acres of commercial land use (235.7) of all the planning areas (21.2% of all commercial land in the city). Much of this is occupied by the North Shore Square Mall, which is largely underused currently due to a lack of tenants.

The only other land use category represented in this area is vacant land, located mostly around the edges of development in this area. There are no residential, industrial, or recreational uses in this area currently.

Table 9 - Planning Area 7 Existing Land Use

Activity Category	Acres	%
Single-Family Residential	0.0	0.0%
Multi-Family Residential	0.0	0.0%
Commercial	235.7	9.3%
Industrial	0.0	0.0%
Institutional	1,958.8	77.2%
Recreational	0.0	0.0%
Vacant	341.4	13.5%
Total	2,536.0	

Source: City of Slidell GIS, BKI, 2021.

Land Use Regulations

Slidell manages land use and development issues through a variety of regulatory tools that address the use, buildings, subdivision, utilities, and a wide range of site improvements, such as driveways, parking, landscaping, drainage facilities, and signage. The following sections summarize the City's current tools and identify opportunities to improve the use of these tools to better achieve goals such as economic development, neighborhood vitality, protection from environmental risks, and improved mobility. Slidell's development related regulations are listed in Table 10.

Table 10 – Land Use Regulations

Regulations	Location in City Code	General Purposes
Zoning Regulations	Appendix A	Regulate the development and use of individual lots in different zoning districts throughout the City
Subdivision Regulations	Appendix B	Regulate the subdivision of parcels into lots, the adjustment of lot boundaries, and related improvements required to serve lots within subdivisions
Rules of Procedure	Appendix C	Establishes rules for City Council meetings and procedures for zoning ordinance amendments
Traffic Impact Analysis	Appendix D	Establishes procedures and standards to assess the impacts of a development's traffic on the City's roadways, and lists mitigation alternatives
Slidell Preservation District	Chapter 2 Article IV, Division 4	Creates the Olde Towne Preservation District, Commission and rules for development within the district.
Buildings and Building Regulations	Chapter 7	Adopts codes for buildings, mechanical equipment, electricity, plumbing, housing, swimming pools, drainage and numbered addressing
Environment	Chapter 13	Addresses junk, junk yards, litter and public tree management
Fire Prevention	Chapter 14	Adopts provisions the National Fire Codes for fire protection
Floods	Chapter 15	Establishes rules for development within flood hazard areas and required mitigation measures
Planning	Chapter 22	Creates a Planning Commission that also serves as the City's Zoning Commission
Streets, Sidewalks and Other Public Places	Chapter 25	Assigns responsibility for determining road widths and street classifications to the City Engineer and Planning Commission; establishes general rules for sidewalk width, location and thickness; and regulates the use of street rights-of-way
Utilities	Chapter 28	Regulates connection to and use of the City's water and sewer systems; and protection of groundwater
Other Use Provisions	Chapters 4, 5, 6, and 8	Include use provisions related to sale and service of alcoholic beverages; operation of amusements and entertainments; keeping of animals; and licensing and operations of businesses, including mobile food services

Source: MLP, 2021.

Zoning Regulations

Purposes

The City's zoning regulations, which are included in Appendix A of the City's code of ordinances, establish rules for the development and use of lots throughout the City. The stated purposes of the regulations in Slidell are to:

- Promote the health, safety, morals, or general welfare of the City;
- Lessen congestion in the streets;
- Prevent overcrowding of land;
- Secure safety from fire;
- Provide adequate light and air;
- Avoid undue concentration of population; and
- Facilitate the adequate provision of transportation, water sewerage, schools, parks and other public facilities.

To achieve these purposes, the regulations establish various zoning districts, assign the boundaries of those districts and establish the appropriate regulations for the development and use of lots in each of those districts. The site development regulations address building envelopes, building design, and site design features.

Zoning Districts

Table 11 lists the zoning districts included in Slidell's zoning ordinance, the district purposes, or when the zoning regulations do not specify the purposes for every district, the table summarizes the general types of land uses authorized each district. Some of the listed uses are allowed by right, but others require approval of a conditional use permit. For grouped districts, such as the A-1, A-2 and A-6 districts, the primary distinctions between the districts are minimum lot sizes and setbacks. There is a Height Overlay within the C-4 Highway Commercial district, and the following (while not listed in the table) also function as zoning overlay districts.

- Olde Town Preservation District (Chapter 2 of the City's Code of Ordinances)
- Flood Hazard Districts (Chapter 15)
- Groundwater Protection Ordinance (Chapter 28)

One of the distinguishing features of Slidell's zoning districts is that the land uses allowed within many of the districts are cumulative. This means that uses allowed in more restrictive districts are allowed in less restrictive districts. For instance, single-family residential uses are allowed in multi-family and commercial districts. Given the age of City, many areas that were developed before the City adopted zoning have a mix of uses that may not be fundamentally compatible. This situation is not uncommon in older communities and is often viewed as an asset. For instance, mixed-use neighborhoods with appropriately-scaled commercial facilities that enable residents to walk or bike to shops and restaurants are in high demand in many communities. The challenge arises when zoning fails to require compatible transitions between uses that are necessary to ensure compatibility. Compatibility may be addressed through zoning provisions that establish height transitions, screening, buffers and/or design features (e.g., orientation of garage bays, locations of loading docks, or arrangement of off-street parking).

Table 11 - Zoning Districts

Zoning District	Purposes or Typical Uses
R—Rural Sec. 2.2	Agriculture, residential, commercial, and industrial
A-1—Suburban Sec. 2.4	Single-family residential, parks, schools, churches, public facilities
A-2—Single Family Sec. 2.5	
A-6—Single Family Urban Sec. 2.9	
A-3—Multifamily Sec. 2.6	Single-family residential, multi-family residential, parks, schools, churches, public facilities, personal service shops, offices and artist studios
A-4—Transitional Sec. 2.7	Single-family residential, parks, schools, churches, public facilities, personal service shops, offices and artist studios
*A-7—Multifamily Urban Sec. 2.10	Single-family residential, multi-family residential, parks, schools, churches, public facilities
A-8—High Density Urban Sec. 2.11	
A-9—Apartment Sec. 2.12	
A-9-C—Apartment-Commercial Sec. 2.13	
*A-10—Trailer Park District Sec. 2.14	Parking or sale of mobile home-type trailers, travel trailers, single-family residential, multi-family residential, parks, schools, churches, public facilities
C-1—Fremaux Avenue Business District Sec. 2.16A	Commercial activities that preserve residential character of surrounding neighborhoods
C-1A – Fremaux Avenue/Shortcut Highway District Sec. 2.16B	
C-2—Neighborhood Commercial District Sec. 2.16	Single-family residential, multi-family residential, parks, schools, churches, public facilities, neighborhood retail and service businesses
C-2W – Waterfront Mixed-use District Sec. 2.16C	Walkable mixed-use residential and light commercial district oriented to small shops, eating establishments and waterfront amenities
C-3—Central Business District Sec. 2.17	Single-family residential, multi-family residential, parks, schools, churches, public facilities, general retail and service businesses, hospitality services, and bars
C-4—Highway Commercial Sec. 2.18	Single-family residential, multi-family residential, parks, schools, churches, public facilities, general retail and service businesses, hospitality services, bars, warehouses, truck repairs
C-6—Regional Shopping Center Sec. 2.18A	Provides for large shopping centers of 350,000 square feet on 40 acres or more of land
*M-1—Planned Industrial Sec. 2.19	Manufacturing and entertainment uses that meet performance standards to prevent dangerous, noxious or other detrimental impacts
M-2—Light Industrial Sec. 2.20	Promote a strong light industry base while protecting the environment and preserving an attractive residential lifestyle
*O-L – Open Land District Sec. 2.21	Protect the open character of the district by allowing recreational uses and prohibiting residential, commercial, industrial and other non-recreational uses

A – Airport Zone Sec. 2.21A	Permit airport uses and support facilities in addition to light industrial uses
PUD – Planned Unit Development Sec. 2.15	
RRD—Residential Redevelopment District (sec 2.26)	

* *These districts are not mapped.*

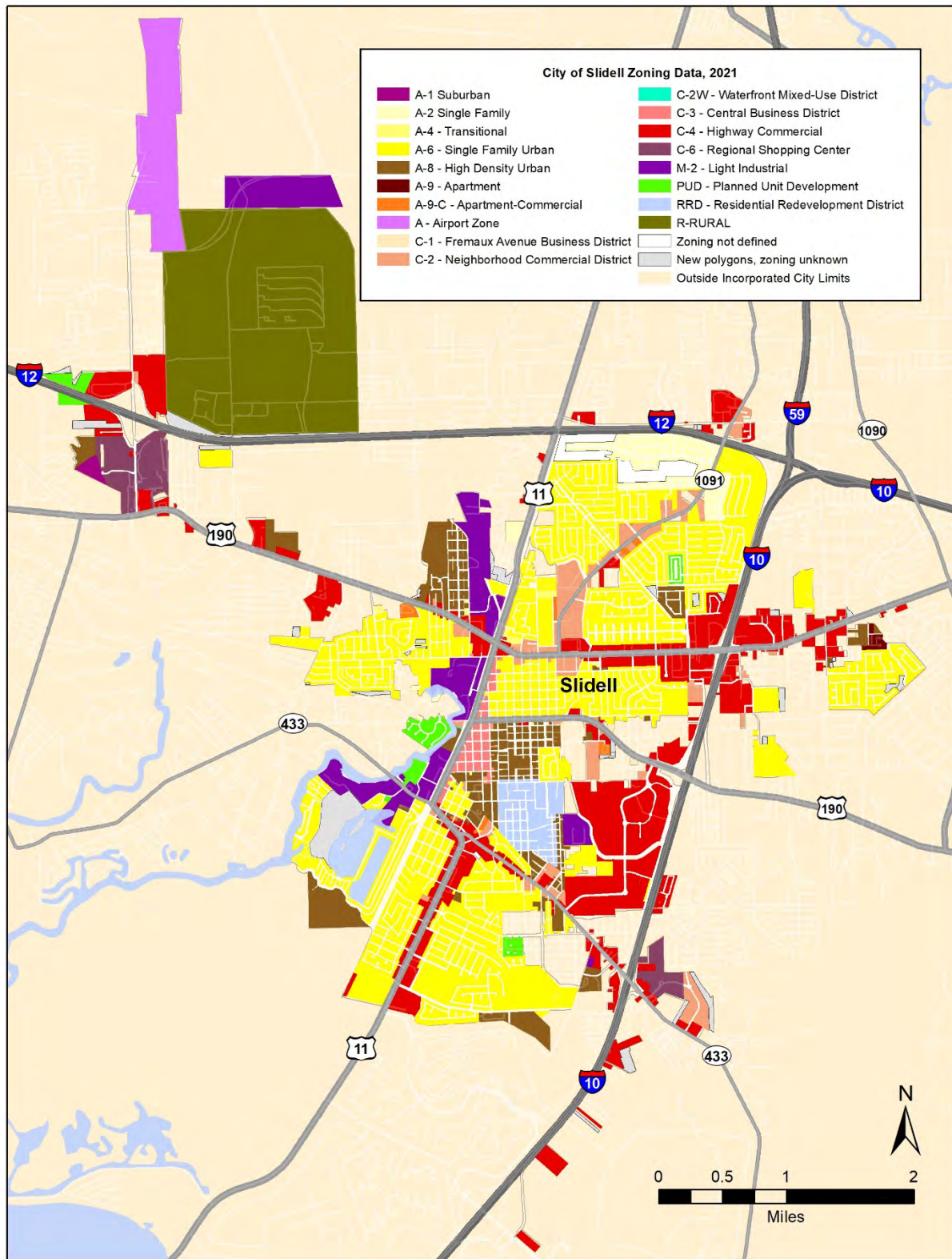
Figure 10 shows the extents of zoning districts throughout the City based on the most recent information provided by the City. The data show that nearly one-third (32.87%) of the city is zoned A-6 – single-family urban, one-fifth (21.57%) is zoned for commercial purposes (C-1, C-2, C-3, C-4 or C-6), and one-fifth (19.49%) of the City is zoned R – rural. The A – airport and M-2 – light industrial districts comprise one-tenth (10.71%) of the City. The area of land designated for each zoning district is consistent with Slidell's dual roles as a regional retail/service center and bedroom community within the larger metropolitan area.

Table 12 - Acreage of Zoning Districts⁴

Zoning District		Total Acreage	Percent of Total Acreage
No Zoning Record		106.32	1.28%
A-1	Suburban	16.05	0.19%
A-2	Single Family	190.59	2.30%
A-4	Transitional	22.72	0.27%
A-6	Single-Family Urban	2724.08	32.84%
A-8	Multi-Family Urban	637.42	7.68%
A-9	High Density Urban	12.86	0.16%
A-9C	Apartment Commercial	26.34	0.32%
A	Airport	339.73	4.10%
C-1	Fremaux Ave. Business	17.57	0.21%
C-2	Neighborhood Commercial	311.10	3.75%
C-2W	Waterfront Mixed-Use	7.23	0.09%
C-3	Commercial	69.52	0.84%
C-4	Highway Commercial	1186.19	14.30%
C-6	Regional Shopping Center	203.72	2.46%
M-2	Light Industrial	548.21	6.61%
PUD	Planned Unit Development	121.04	1.46%
RRD	Rural Redevelopment District	139.09	1.68%
R	Rural	1615.70	19.48%
Total		8,295.48	100.00%

⁴ The total acreage here does not equal the total acreage in the land use table due to the new polygons that were drawn to encapsulate incorporated areas that were not captured in the lot data provided by the City of Slidell. These new polygons are noted in the map on the following page.

Figure 10 - City of Slidell Zoning Map



Source: City of Slidell GIS, BKL, 2021.

Subdivision Regulations

Purposes

The purposes stated in Part 1 of the City's subdivision regulations (Appendix B of the City Code) are to:

- Establish procedures governing the filing and approval of land subdivision plats;
- Establish minimum standards for streets, utilities, and other required improvements;
- Establish minimum standards governing the preparation and filing of land, subdivision plats, and data to be submitted to the Planning Commission for approval;
- Ensure the proper coordination of future streets and their development with existing or planned streets;
- Fix penalties for the violation of the provisions of these regulations; and
- Provide that the Planning Commission may vary the regulations in certain cases or under certain conditions.

Design Standards

Part 3 of the Subdivision regulations includes design standards, which are linked to the zoning districts and include many design standards more typically associated with zoning ordinances than standards for lot creation. For instance, the design standards for single family and duplex development address the location and orientation of entrances, façade materials, and standards for screening the lower level of elevated structures. Multi-family design standards address building materials, roof design, façade articulation, and windows. Commercial, mixed-use, and industrial design standards address a variety of architectural and building improvement standards that vary based on the scale of the development project. In addition to building design standards, the City's subdivision regulations address requirements for sidewalks, outdoor spaces, outdoor display, and structural parking,

Improvement Standards

Part 4 of the subdivision regulations addresses the provision and design of improvements that are more traditional to subdivision regulations, including streets, sidewalks, sewers, potable water, drainage, monumentation, street trees, and warranties for those improvements.

Procedures

Part 5 of the subdivision regulations includes procedures for subdivisions, which typically involves the preparation and approval of a preliminary plat, construction drawings, and a final plat. For small scale subdivisions (five or fewer lots on one acre or less) that are for residential development and do not require new streets, the regulations establish an abbreviated process that may include approval by the Planning Director.

Acceptance of Facilities for City Maintenance. Part 6 of the subdivision regulations establishes requirements for acceptance of streets and other facilities that are intended to be maintained by the City.

Other Development Regulations

Many of the City's regulations that focus on land development issues are currently included in other parts of the City's code. The City's work program includes updates to many of these regulations and their relocation to a new Unified Development Code to be prepared over the next several years.

Slidell Preservation District

Chapter 2 Article IV, Division 4 of the City's code includes provisions establishing the City's preservation district, procedures for review of development within the district and assignment of review responsibilities to the City's Landmark Commission. These regulations have significant overlap with development review procedures and standards established in the City's zoning and subdivision regulations. The Preservation District functions as a de facto zoning overlay district and its inclusion within the unified development code (UDC) would make these provisions more user-friendly.

Building Regulations

Chapter 7 of the City's code is a discrete set of standards that govern the technical requirements for construction of improvements. It includes the adoption of the:

- Fees for building permits;
- International Building Code;
- International Mechanical Code;
- National Electrical Code;
- Louisiana State Plumbing Code;
- International Fuel Gas Code;
- Standard Housing Code published by the Southern Building Code Congress;
- Standard Swimming Pool Code published by the Southern Building Code Congress;
- Standards for drainage and stormwater management; and
- Rules for establishing and displaying addresses.

Environment

Chapter 13 of the City's code includes provisions addressing junk yards, litter, the City's adopt-a-street program, and management of public trees. Of these provisions, the use specific provisions related to junk yards should be included within or referenced in the proposed UDC.

Fire Prevention

Chapter 14 adopts the most recent versions of the National Fire Protection Association Life Safety Code and the National Fire Protection Association Fire Code. The provisions of this chapter should be referenced by and coordinated with proposed UDC standards. Fireworks use standards are in Chapter 14.

Floods

Chapter 15 of the City's code establishes flood hazard regulations to prevent or mitigate flood hazards within the City and minimize harm in flood hazard areas within the City. Like the preservation district provisions, the flood hazard prevention provisions create de facto zoning overlay districts that directly affect the location and design of development on affected properties.

Inclusion of these provisions in the UDC would simplify development review and approval procedures.

Planning

Chapter 22 of the City's code establishes the City's Planning Commission and assigns it the statutory responsibilities as the City's Zoning Commission.

Streets, Sidewalks and Other Public Places

Chapter 25 of the City's code includes a mix of provisions governing the design, construction, and use of streets, sidewalks and public rights-of-way, including the establish of small wireless facilities in the right-of-way. The provisions of this Chapter will need to be coordinated with overlapping public improvement provisions of the UDC.

Utilities

Chapter 28 of the City's code includes rules for connection to, and construction of improvements connected to the City's municipal water and sewer systems. As with Chapter 25, the provisions of this Chapter will need to be coordinated with overlapping public improvement provisions of the UDC.

Rules and Procedures

Appendix C of the City's code includes rules for the operation of the City Council and the conduct of meetings. The UDC should be consistent with the provisions of this chapter, particularly the provisions related to zoning ordinance amendments.

Traffic Impact Analysis

Appendix E includes provisions for the preparation and review of traffic studies. It also lists mitigation alternatives for development that would exceed available traffic capacities of the City's streets. These provisions are an integral part of the development review process and should be incorporated into the City's UDC.

Other Use Provisions

Throughout the Code are a variety of use-specific standards that should be incorporated into or referenced by the City's proposed UDC. These include the Chapter 4 provisions related to sale and consumption of alcoholic beverages, the Chapter 5 provisions related to amusements and entertainment uses, the Chapter 6 provisions related to keeping of animals, the Chapter 8 provisions related to the operation and licensing of businesses, and the Chapter 9 provisions related to Cemeteries.

Existing Work Program

The Planning Department has established an ambitious work program to enhance the quality of services is provides for the City that includes 70 tasks organized around 18 goals. The work program, which includes both a twelve-month work program and a three-year plan for actions includes the following tasks:

- Preparing a comprehensive plan to guide the City's growth and development in ways that are consistent with a shared vision for the community's future.

- Updating and consolidating the City's development regulations into a unified development code (UDC). This effort includes:
 - Reviewing and updating the organization of existing development regulations;
 - Improving development review procedures and the quality of recommendations on development applications;
 - Updating flood hazard regulations;
 - Bringing sign regulations into conformance with recent case law;
 - Developing standards for specific uses, such as short-term vacation rentals, micro-breweries, and micro-distilleries;
 - Refining traffic impact analysis requirements to improve their functionality; and
 - Reviewing and updating standards for design standards for buildings, site development, subdivisions, parking, landscaping, and stormwater management.
- Improving information available to their clients by preparing informational brochures, preparing templates for routine requests and reports, pursuing on-line permitting, and improving and digitizing records for easier management and access.
- Managing CDBG, historic preservation, flood hazard mitigation, and other ongoing programs and services to improve their transparency, efficiency, and effectiveness.
- Improving operations through ongoing training and improvement of staff qualifications and expertise, enhancing access to files and records, simplifying and standardizing routine staff activities.

Land Use and Development Regulatory Issues and Opportunities

Preliminary review of existing land use and development regulations in the City reveals the following issues and opportunities:

Purposes of Districts

Many of the zoning districts do not include clear purpose statements, which can help users better understand what uses and designs are anticipated in addition to improving the defensibility of each district's standards.

Number of Districts

The zoning ordinance has many districts, some of which do not appear to be used within the City based on the zoning database. There may be opportunities to reduce the number of districts, though that may require the addition of context-sensitive design standards to address unique neighborhood characteristics.

Cumulative Zoning

The City should consider transitioning to use tables as opposed to use lists. The development of such tables will enable the City to clearly distinguish zoning districts and allow a broader range of uses that are consistent with the zoning district purposes. Some overlap in the authorized uses allowed within districts is desirable, but overly broad ranges of land uses can reduce the function and desirability of parcels for intended uses by creating the need for excessive buffering or screening standards.

Compatibility Standards

Given the historical mix of uses that have developed over the City's long history (zoning was not introduced until 1968), the City should review its design standards and expand its use of context-sensitive design standards to mitigate potential land use compatibility issues. These standards may address buffering, screening, building height transitions, orientation of building openings (e.g., garages and loading zones), parking arrangements and building design features.

Zoning Map

Through the comprehensive planning process, the City should evaluate demands for various land uses to identify whether the City's zoning adequately accommodates projected demands for various types of residential and non-residential land uses.

Non-Conformities

As discussed above, since much of the City developed prior to the adoption of zoning in 1968, there are many parcels that don't comply with use, lot, or design standards. Conventional non-conforming regulations such as the City's provide limited flexibility and can create financial incentives to continue, rather than cure incompatibilities resulting from non-conforming situations. If full compliance is required prior to expansion or improvement of a site, a property owner may be encouraged to continue current operations rather than investing in landscaping or other design features that would mitigate the impacts of current non-conformities.

Design Standards in Subdivision Regulations

The location of site design standards creates some challenges for enforcement of those standards through the City's authority to regulate subdivisions. Reorganization of these provisions within a UDC would provide the opportunity to eliminate these challenges by clearly linking enforcement to the City's zoning authority.

Consolidation of Regulations

As discussed above, the City's land use and development regulations are scattered throughout twelve chapters and four appendices. Given the City's goals to make processes and standards transparent, and easy to understand, interpret and apply, it's advisable for the City to consolidate many of these regulations into a UDC and to reference and coordinate UDC standards with provisions that are best located in other chapters of the City's code.

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TECHNICAL MEMORANDUM

DATE: June 30, 2021

TO: Melissa Guilbeau, City of Slidell

FROM: Burk-Kleinpeter, Inc.

RE: **Slidell 2040: Existing Conditions – Transportation**

Executive Summary

Slidell, like much of St. Tammany Parish, is an automobile-centric area with a robust highway system, but there is ample opportunity to expand some existing facilities with a Complete Streets approach that caters to all modes and needs.

Findings

Slidell is an automobile-centric area with a robust highway system. The convergence of Interstates 10, 12, and 59 is located northeast of downtown Slidell with principal arterials connecting the interstates to the core of the city.

Around 80% of employed residents commute out of the city for work while nearly 85% of the jobs located within the city limits are filled by commuters from outside of the city limits. More than 90% of workers living in Slidell travel to their job by automobile. Of workers who did not work from home, around one-third commuted less than 15 minutes, suggesting a number of short trips that could be replaced by other modes if available or practical. However, Slidell has a very low percentage of workers who live in a household with no vehicle available.

Aside from the interstates, US 11 and US 190 carry the most traffic in the city. A great opportunity exists to connect Heritage Park with Olde Towne, where high volume and speed of traffic along Front Street is a major barrier to people on foot or bikes. There are projects contained in the most recent TIP that are located in and around Olde Towne, including a streetscaping project slated for implementation as well as plans for bike and pedestrian crossings on US 11 and US 190.

There is ample opportunity to expand on these planning efforts with a Complete Streets approach that designs roads for all uses and abilities. The City of Slidell's existing Bicycle Master Plan dates to 2014, but the Tammany Trace bike path was recently extended from the Carollo Trailhead with a combination of dedicated infrastructure and designated neighborhood street paths to connect to Olde Towne Slidell. The Carollo Trailhead also serves as one of three dedicated park-and-ride facilities used by STAR Transit, St. Tammany Parish's demand-response transit system. Amtrak's *Crescent* route, which provides passenger rail service daily from New Orleans to New York, stops in Slidell. Transportation Network Companies (TNCs) like Uber and Lyft also exist as an alternative mode of transportation in the area. Several airports are within reach of the city, but the Slidell Airport, owned and operated by the City, offers a public facility for general aviation and corporate tenants.

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Introduction

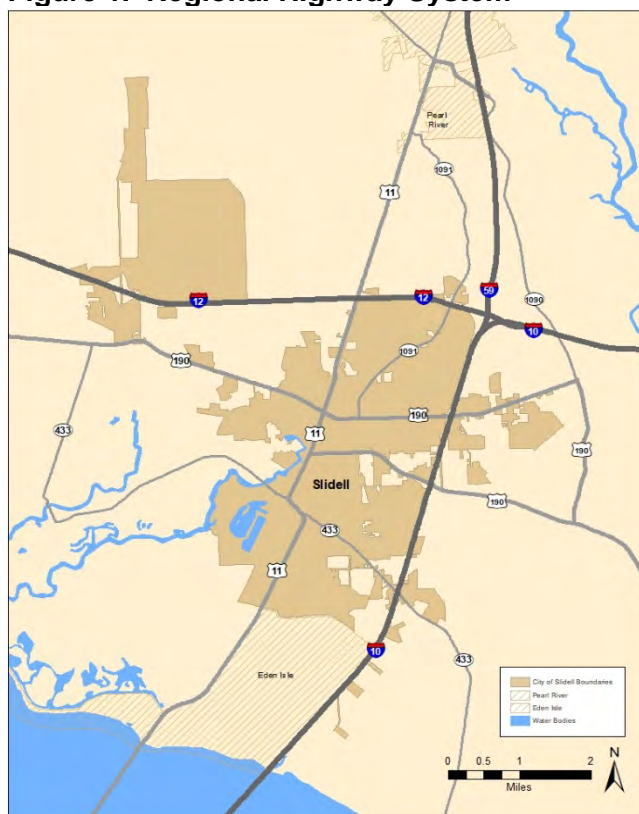
Slidell, like much of St. Tammany Parish, is an automobile-centric area with a robust highway system, but there is ample opportunity to expand some existing facilities with a Complete Streets approach that caters to all modes and needs.

Transportation Network

Regional Highway System

Slidell is at the intersection of three Interstate Highways: I-10, I-12, and I-59 (see Figure 1). The I-10 Twin Span Bridge connects Slidell to the city of New Orleans (around 30 miles south of Slidell). Mississippi Gulf Coast cities, Gulfport and Biloxi, lie about 50 miles to the east of Slidell on I-10. Interstate 12 runs from Slidell directly to Baton Rouge (around 90 miles west), serving as an I-10 alternate to bypass the New Orleans metro area. In addition to being the eastern terminus of I-12, Slidell is the southern end of I-59, which runs north through Mississippi and Alabama into Tennessee. US 11 serves as the main north-south roadway while US 190 is the primary east-west corridor in the city. Other major roadways include US 190 Business, LA 433, and LA 1091.

Figure 1. Regional Highway System



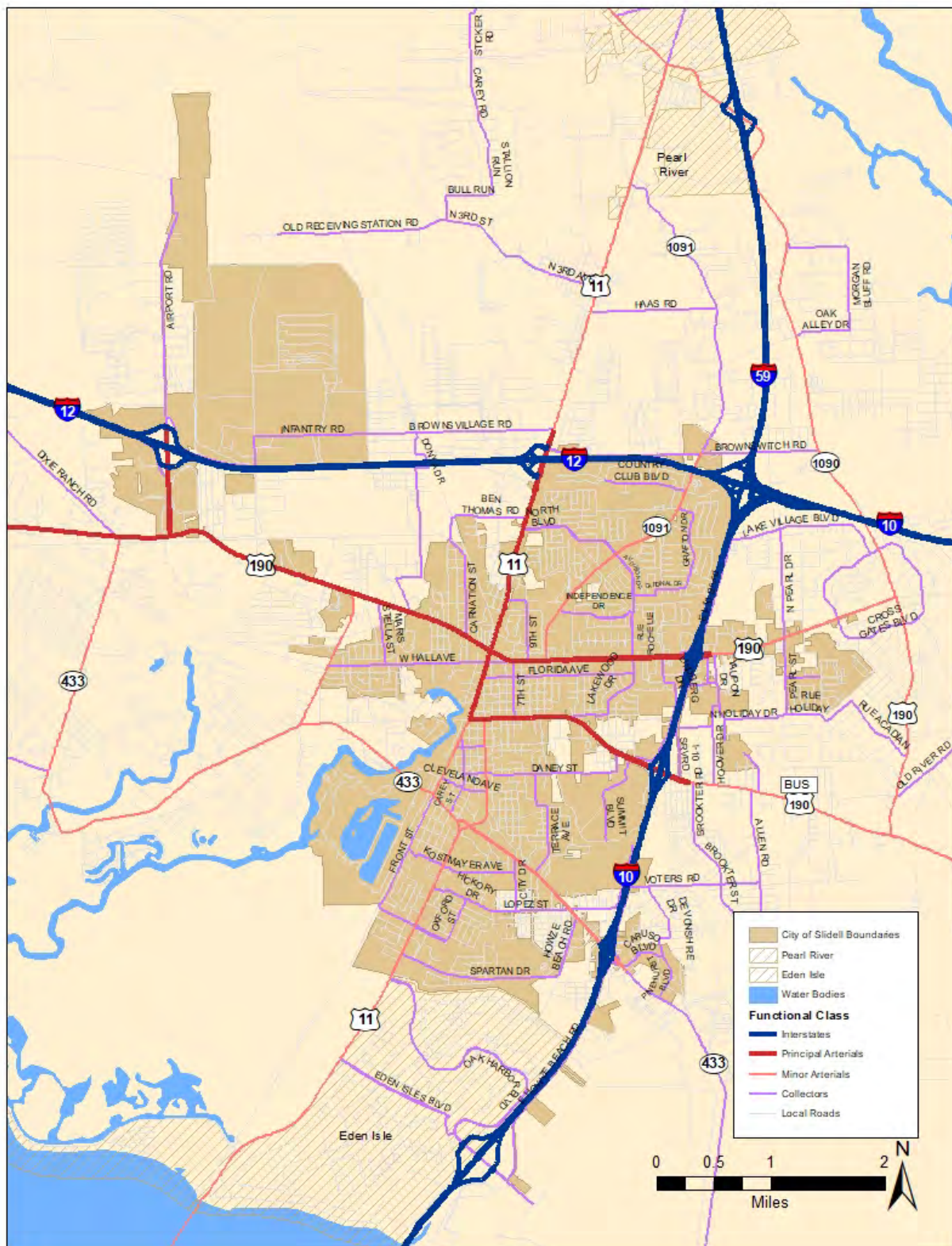
Road Network

Prepared by Burk-Kleinpeter, Inc., 2021

Roadways are classified based on their functions and characteristics (traffic volume, posted speed limit, etc.), from interstate highways that feed into arterials to collector roads that lead out to neighborhoods and local streets. The convergence of Interstates 10, 12, and 59 is located northeast of downtown Slidell with principal arterials connecting the interstates to the core of the city.

At the higher end of the classification spectrum, principal arterials serve as the primary corridors of a city, linking downtown commercial districts with the regional highway system. The principal east-west arterials in Slidell are US 190 (Gause Boulevard) west of I-10 and US 190 Business (Fremaux Avenue) between US 11 (Front Street) and I-10 (see Figure 2). The principal north-south arterials are Northshore Boulevard between I-12 and US 190 (Gause Boulevard) and US 11 (Front Street) between I-10 and US 190 Business (Fremaux Avenue). These arterials serve as the gateways to Slidell from the surrounding areas. Minor arterials serve the same function though the corridors have lower traffic volumes and speed. Collector roads provide access from commercial areas to residential neighborhoods and other destinations, moving traffic from arterials to local streets.

Figure 2. Functional Classification of Road Network



Prepared by Burk-Kleinpeter, Inc., 2021; Data from New Orleans Regional Planning Commission

Travel Characteristics

Inflow/Outflow

According to 2018 Census data, around 9,500 people commute out of the city for work (80% of employed residents) while nearly 14,000 commute into Slidell for work. The commuters into Slidell fill 85% of the jobs located within the city limits (2018 U.S. Census Bureau, LEHD, On the Map).

Travel Mode

More than 90% of workers living in Slidell travel to their job by automobile. The vast majority of those drive alone while carpoolers make up less than 10% of the total mode share of Slidell workers. Transit, walking, bicycling, and other means of transportation combined only make up about 3% of commuters while around 5% reported working from home.

Travel Time

Of workers who did not work from home, around one-third commuted less than 15 minutes while over half commuted less than 30 minutes. The average travel time to work is around 26 minutes. Only about 10% of workers commuted an hour or more.

Vehicles Available

Slidell has a very low percentage (1.4%) of workers who live in a household with no vehicle available. Over 75% have 2 or more vehicles available in their household (see Table 1).

Table 1. Travel Characteristics (2019)

Workers 16 years and over	11,872
MEANS OF TRANSPORTATION TO WORK	
Car, truck, or van	92.5%
Drove alone	83.9%
Carpooled	8.6%
Public transportation, Walk, Bike, Taxi, Motorcycle, or other means	2.70%
Worked from home	4.6%
Workers 16 years and over who did not work from home	11,326
TRAVEL TIME TO WORK	
Less than 10 minutes	19.0%
10 to 14 minutes	14.8%
15 to 19 minutes	12.2%
20 to 24 minutes	7.2%
25 to 29 minutes	3.4%
30 to 34 minutes	11.7%
35 to 44 minutes	9.3%
45 to 59 minutes	12.2%
60 or more minutes	10.3%
Mean travel time to work (minutes)	26.2
VEHICLES AVAILABLE	
Workers 16 years and over in households	11,862
No vehicle available	1.4%
1 vehicle available	23.5%
2 vehicles available	41.7%
3 or more vehicles available	33.4%

Source: U.S. Census Bureau, 2019 ACS 5-Year Estimates

Traffic Volume and Capacity

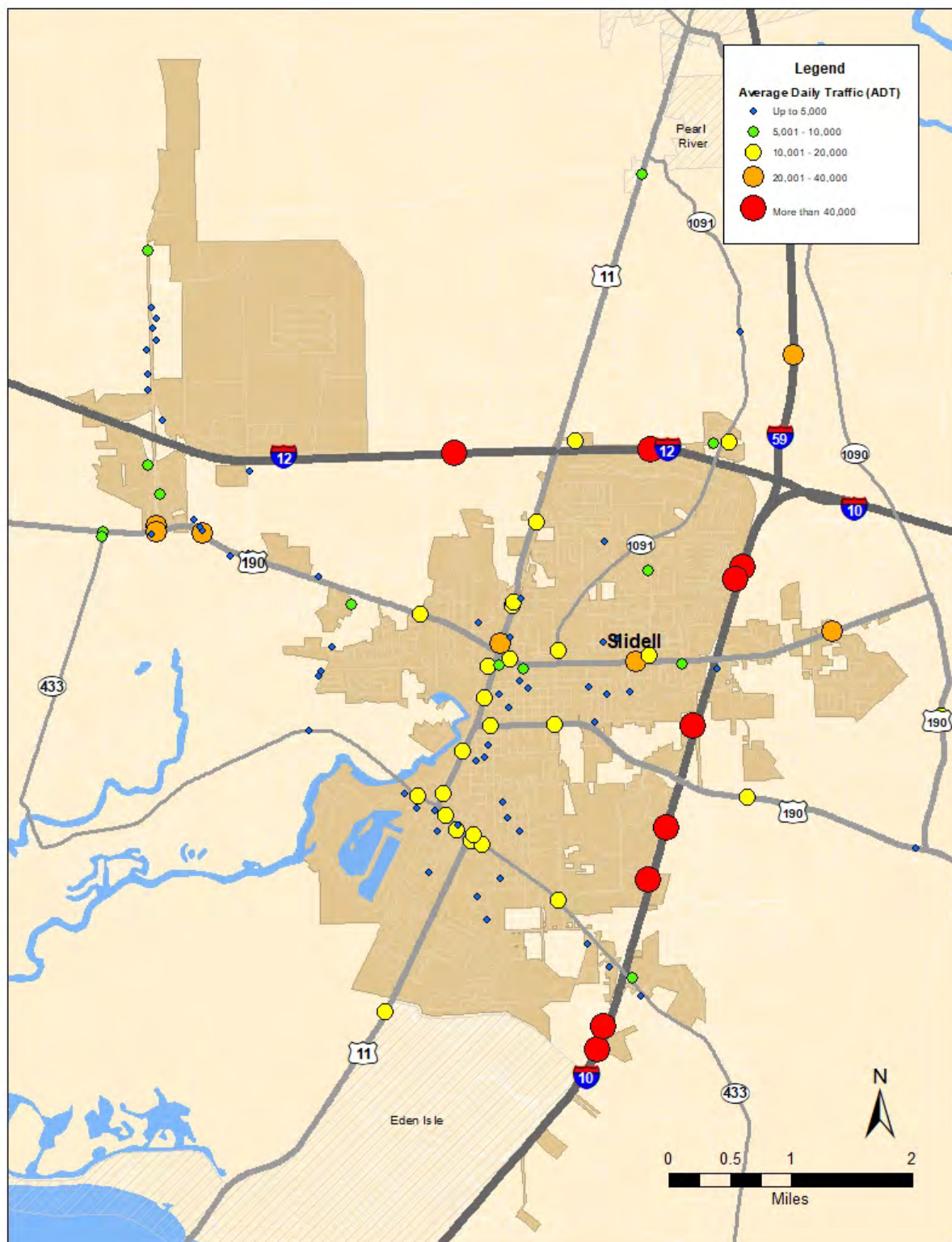
The Louisiana Department of Transportation and Development (LA DOTD) collects traffic data around the state with many sites located in and around the Slidell area. The map on the following page illustrates average daily traffic counts as of 2018 (see Figure 3).

Unsurprisingly, interstate highways show the highest volumes of traffic, though I-59 has less traffic than I-10 and I-12. Aside from the interstates, US 11 and US 190 carry the most traffic, which aligns closely with the functional classification map. Many of the highest traveled areas are concentrated around the intersection of the arterials within the city.

Traffic calming

Traffic calming infrastructure and design such as roundabouts, speed bumps, and bump-outs can be implemented to curb speeding in problem areas. Some of these techniques can be particularly beneficial in areas where pedestrians need to cross busy roads. Traffic calming to discourage speeding and neighborhood cut-through traffic has been identified in past planning efforts as a need. A great opportunity exists to connect Heritage Park with Olde Towne Slidell where high volume and speed of traffic along Front Street is a major barrier people on foot or bikes.

Figure 3. Average Daily Traffic Counts (2018)



Prepared by Burk-Kleinpeter, Inc., 2021; Data from New Orleans Regional Planning Commission

Programmed Projects

The New Orleans Regional Planning Commission (RPC) updated its St. Tammany Metropolitan Transportation Plan (MTP) in December 2018 for FY 2019-2048. St. Tammany 2048 includes the Mandeville-Covington and Slidell Metropolitan Planning Areas (MPAs). The MTP reflects the goals and planning for the region over 30 years. It is revised every five years to account for new projects, with priorities broken down into three tiers.

Tier I projects are expected to begin construction within the next four years, also known as the Transportation Improvement Program (TIP). The TIP is a cooperative effort led by the RPC, as the Metropolitan Planning Organization (MPO) for the area, but involves many stakeholders, including the Louisiana Department of Transportation and Development (LA DOTD), local governments, transit agencies, and the public. There are several projects contained in the most recent TIP that are located in the City of Slidell, ranging from pavement rehabs and sidewalk improvements to streetscaping projects on Summit Boulevard and in Olde Towne Slidell.

Tier II projects are in the planning phase but awaiting funding. Some Tier II projects for Slidell identified in the TIP include implementing roundabouts on US 190 W, bike and pedestrian crossings on US 11 and US 190, and a shared use path on Spartan Drive. Tier III projects are long-range goals that require more complex planning and/or increased funding.

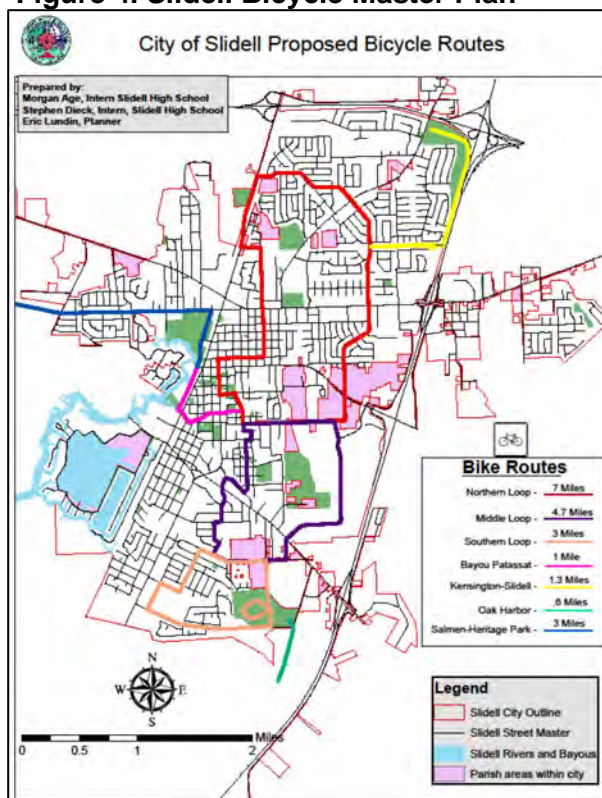
Best Practices – Complete Streets

Complete Streets are designed for the safety and mobility of all users, including motorists, transit riders, bicyclists, and pedestrians. There is no single design concept. A Complete Street may differ between rural, suburban, and urban environments. The concept is simply to design streets for all ages and abilities.

In 2013, St. Tammany Parish and the RPC co-sponsored a Stage 0 Feasibility Study for the Bicycle and Pedestrian Element of Slidell's Transportation Plan. The primary purpose of the study was to plan a bicycle path connecting the Tammany Trace to Heritage Park as well as pedestrian connectivity between Heritage Park and Olde Towne, both of which are still needs. The City of Slidell's existing Bicycle Master Plan dates to 2014 and consists of three, interconnected loop routes serving the core of the city while four connector routes allow access to outlying destinations and neighborhoods (see Figure 4).

Walkable and bikeable communities not only promote healthy and environmentally friendly transportation alternatives but also provide economic benefits to an area. Walkable neighborhoods often have higher property values in addition to the social benefits a Complete

Figure 4. Slidell Bicycle Master Plan



Streets approach allows people of all ages and abilities. Safe and convenient pedestrian infrastructure like sidewalks, crosswalks, and signage are key to creating a walkable neighborhood. Sidewalk ramps and other improvements should conform to ADA standards to ensure accessibility for all people.

Sidewalks

The Slidell Tomorrow 20-year master plan from 2009 identified sidewalks as a top priority, recommending replacing all open ditches with sidewalks. However, sidewalk placement is inconsistent across the city. A more complete sidewalk network exists in Olde Towne Slidell than most areas of the city, but sufficient crosswalks are lacking, particularly on Front Street to connect to the adjacent Heritage Park. Some major roads have long stretches with sidewalks on one side or the other, but there is little connectivity in the city-wide sidewalk network. Some subdivisions have sidewalks lining all roads while others have none. Currently, the City of Slidell's subdivision regulations require sidewalks to be constructed with the following exceptions:

1. If there is not an existing sidewalk within 300 feet on the same side of the street
2. If LA DOTD denies a sidewalk permit along state highways
3. If St. Tammany Parish Engineering Department denies a sidewalk permit where the Parish has right-of-way

Existing Bicycling Infrastructure

The eastern trailhead of the Tammany Trace, a 31-mile multi-use path across St. Tammany Parish, is located in Slidell. The path connects Slidell to Lacombe and Mandeville to the west before turning north to Abita Springs and then west again for the last few miles to the westernmost trailhead in downtown Covington. There is a park-and-ride on US 190 (Gause Blvd.) that serves as the main trailhead in Slidell, though the path was recently extended with a combination of dedicated infrastructure and designated neighborhood street paths to connect to Camp Salmen Nature Park and ultimately Heritage Park near Olde Towne Slidell (see Figure 5). Beyond that, bicycling infrastructure is limited and disconnected.

Figure 5. Tammany Trace Slidell Extension



Source:

<https://www.nola.com/news/environment/article cfd7255f->

Figure 5 shows what were, in 2017, proposed routes and projects. The Tammany Trace extension into Camp Salmen (red line in Figure 5) officially opened in October 2020. From Neslo Road to Williams Road, there is a dedicated, off-street bike path that is a continuation of the original rails-to-trails right-of-way of the

Tammany Trace. A small segment of dedicated, off-street bike path begins at Gause Boulevard and connects bicyclists to Williams Road, which is signed for bikes but does not have any dedicated bike infrastructure. However, it is a low-volume, low-speed, neighborhood road that is easy to navigate by bike. Another off-street bike path begins on Parish Parkway through Camp Salmen, but leaving the park, there is another stretch of designated path through lightly-traveled neighborhood streets, including Melody Lane, Azalea Lane, and Garden Drive. At the intersection of Garden Drive and Carroll Road, an off-street bike path begins, including a marked crossing at Carroll Road to continue onto West Hall Avenue. The bike path continues east on W. Hall Ave. until an abrupt end at Woodlawn Drive (black line in Figure 5). From Woodlawn Dr. to Bayou Lane, bicyclists must travel in the roadway or on the narrow sidewalk which is in need of repairs (orange line in Figure 5). Though the volume of traffic on W. Hall Ave. is not a major concern at most times of day, it can be used as an east-west alternative to Gause Boulevard in this area, and the speed of the automobile traffic and lack of shoulders make it unsafe for people on bikes to travel in the roadway, particularly at night. In the 2017 newspaper article in which the above map is featured, a planner for the City of Slidell noted that this “middle section is by far the most difficult because it crosses two bodies of water and the city owned right-of-way is narrower there.” After navigating the difficult section of W. Hall Ave., there is an off-street bike path on Bayou Lane that connects riders to Heritage Park; however, the turn off from W. Hall Ave. to Bayou Ln. is not marked to direct bicyclists to make the turn. Furthermore, the path does not start at the beginning of Bayou Lane though there seems to be sufficient right-of-way. Although Heritage Park lies just across Front Street from Olde Towne, it can feel unreachable if not in a car. Crosswalks and signaling improvements at the entrances to Heritage Park are needed to come closer to making this bike path extension feel like a true connection between the Tammany Trace and downtown Slidell.

Transit

While the City of Slidell does not have a municipal transit agency, St. Tammany Area Transportation (STAR Transit) operates a demand-response system in partnership with the parish’s Council on Aging. STAR Transit is a curb-to-curb service open to all residents of the parish on a first-come, first-served basis by call-in reservation. STAR Transit’s urban transportation service operates from 7:00 a.m. to 5:00 p.m. Monday through Friday. STAR Transit operates only within the boundaries of St. Tammany Parish, so there are no connections to more robust, fixed-route transit systems nearby such as the New Orleans Regional Transit Authority in Orleans Parish or Jefferson Transit in Jefferson Parish.

Park-and-Ride Lots

St. Tammany Parish has nine park-and-ride lots designed for commuters and carpoolers, three of which are located in Slidell. The Carollo Trailhead Park and Ride is Slidell’s major trailhead for the Tammany Trace bike path.

- Carollo Trailhead Park and Ride: 2289 Gause Blvd. West
- North Boulevard Park and Ride: 393 North Blvd.
- Oak Harbor Park and Ride: 100 Harbor Center Blvd.

Rail Transport

A Norfolk Southern rail line transects Slidell between New Orleans and Picayune, MS, paralleling US Highway 11 through the city. Norfolk Southern Railway is one of only five American-owned Class I railroads, though there are seven total including two Canadian-owned railroads. New Orleans is the only deep-water port served by six Class I railroads, thus a critical connection point for the entire country's freight movement. Norfolk Southern Railway provides a 21,000-mile network linking the Southeast with the Midwest and Northeast. Along with US 11 itself, the rail line presents a challenge for people on foot to easily access Heritage Park from Olde Towne Slidell and vice versa.

Also running on Norfolk Southern's rails through Slidell is Amtrak's *Crescent* route, which provides passenger rail service daily from New Orleans to New York, with many stops in between. At the time of writing, a one-way ticket from Slidell to New Orleans costs just \$7.00. The trip takes about 90 minutes due to the low speed the train must currently maintain across Lake Pontchartrain and into Union Passenger Terminal in downtown New Orleans. The Amtrak station in Slidell is located on Front Street in Olde Towne. It was renovated in the 1990s to include a waiting room and commercial space. In 1996, it was added to the National Register of Historic Places.

Figure 6. Amtrak's *Crescent* Route



Source: Amtrak

Water Transport

The City of Slidell lies near Lake Pontchartrain and, by extension of the Rigolets and Lake Borgne, the Gulf of Mexico. Bayou Bonfouca begins in Camp Villere north of I-12, runs through the Slidell area, and forms some of the southwestern border of the city limits. Near its mouth at Lake Pontchartrain, Bayou Bonfouca converges with Bayou Liberty. Further up Bayou Liberty near I-12, the small waterway forms a short segment of the city's boundaries on the western edge of development around the North Shore Square Mall and extends north of the interstate across a narrow portion of the city limits. Both bayous provide recreational opportunities along them as well as access to Lake Pontchartrain.

The Port of Slidell is located on Bayou Bonfouca, just downstream from the Bayou Bonfouca Bridge where LA 433 (Bayou Liberty Road) crosses the bayou. The port describes itself as an intermodal Marine Business and Industrial Park / Shipyard that serves as a "centrally located waterfront base of operations" for the Gulf South. It offers water-based amenities and services such as marine heavy construction, a 350' dry dock, side launch platforms, seaplane dock, tugboat services, and barge/vessel towing, docking, mooring, and storage, not to mention welcoming filmmakers to its unique waterfront location (famous for a scene in the 1973 James Bond film *Live and Let Die*). In addition to its waterfront location and access to the Gulf of Mexico, the port is in close proximity to the Norfolk Southern rail line, the Slidell Airport, and the

convergence of three interstate highways (I-10, I-12, and I-59). The port is positioned as a commercial crossroads between Houston, TX and Jacksonville, FL on the I-10 corridor as well as between Jackson, MS to the north on I-59 and nearby New Orleans to the south.

Air Transport

The nearest major airport is Louis Armstrong New Orleans International Airport (MSY), about 44 miles from Slidell. The Gulfport-Biloxi International Airport (GPT) is also nearby, only around 48 miles away. Other larger airports in the region are located in Hattiesburg, MS (PIB), Baton Rouge, LA (BTR), and Mobile, AL (MOB).

The Slidell Airport (ASD) occupies around 350 acres in the northwest quadrant of the city. It is a public facility that leases property to general aviation (GA) and corporate tenants. GA is a category of aviation defined by the International Civil Aviation Organization (ICAO) that includes private flights and recreational aviation activities. The airport generates revenue from leasing ground and hangar space as well as fuel sales. The facility features one active runway and 33 hangars. Some tenants include the National Weather Service Station, Cloud Chasers Skydiving, and the St. Tammany Parish Mosquito Abatement District #2 Flying Operations. An Airport Master Plan was completed in April 2019 and includes a detailed plan for future growth and development.

Alternative Transportation - Ridesharing

Regulation of transportation network companies (TNCs) throughout Louisiana began in 2019. LA DOTD works with cities and TNCs to regulate the service providers. TNCs like Uber and Lyft are like taxi services but use smartphone apps to increase user friendliness. Pricing and timing are often more transparent and predictable than with traditional taxi companies. Ridesharing offers another transportation option and may increase safety by reducing the number of impaired drivers on the roadways.

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TECHNICAL MEMORANDUM

DATE: June 30, 2021

TO: Melissa Guilbeau, AICP, City of Slidell

FROM: Burk-Kleinpeter, Inc. and Asakura Robinson

RE: **Slidell 2040: Existing Conditions – Housing and Neighborhoods**

Executive Summary

This memo describes existing and historical housing conditions and needs in the City of Slidell. It reviews and evaluates housing stock conditions at the neighborhood level and housing costs and affordability for residents in Slidell. It also analyzes factors that impact disproportionate housing needs, shows examples of existing housing types in Slidell, and highlights the impact of residential units in high-risk flood areas.

Findings

- Over half of homes in Slidell were built between 1980 and 1999.
- About 91% of homes in Slidell are occupied. 67% are owner-occupied.
- 79% of homes are single family detached.
- Slidell's median home value is \$162,686—compared to St. Tammany Parish (\$227,548) and the State of Louisiana (\$171,036).
- A major challenge facing housing development is the prevalence of floodplains and wetlands—large areas of the city are in the 100-year floodplain.
- Renters pay a lot for housing relative to their income - nearly 60% pay over 30% of their income on the cost of housing.
- Rental occupancy was reported at greater than 95%

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Housing Overview

The City of Slidell's population as of 2020 is estimated to be over 29,000 people and is projected to top 30,000 by 2025. Over 12,000 housing units are located in the City, of which 91% are occupied. The total number of units grew by 7% between 2000 and 2019, and additional units are projected for demand by 2025. Over two-thirds (67%) of homes are owner-occupied. Most families in Slidell are white (about 78% of householders) and family households consist of 2 – 4 people. About 36% of households include at least one person under the age of 18 and 44% of households include at least one person over the age of 60.¹

Most homes (about 52%) in Slidell were built between 1980 and 1999 (Table 1). Single family detached homes make up the largest share (79%) of housing types throughout the city (Figure 1 and Figure 2) and most homes have 3 or more bedrooms (Table 3). The 2018 Assessment of Fair Housing (AFH) for St. Tammany Parish and the City of Slidell highlights that most of the multifamily rental properties under construction are luxury properties that are not affordable for low-to-moderate income households (St. Tammany Parish Government 40). Market-based affordable housing and subsidized housing in the Parish and in Slidell are often in poor condition, located far from services and jobs, and difficult to find (St. Tammany Parish Government 3).

The City's 2020-2024 Consolidated Plan reports that 21% percent of owner-occupied housing units face at least one problematic housing condition, while 50% of renter-occupied units have at least one (Table 2). The Department of Housing and Urban Development (HUD) describes the following four housing condition problems:

- 1) The home lacks complete or adequate kitchen facilities
- 2) The home lacks complete or adequate plumbing facilities
- 3) The home is overcrowded - defined as more than one person per room
- 4) The household is cost burdened by paying more than 30% of their income towards housing costs

Because there is limited public transportation in the Parish and in Slidell, challenges for getting to jobs and education and training are amplified by the cost of needing to own a car (St. Tammany Parish Government 3).

The median value of homes in the City of Slidell is \$162,686, while the average is \$177,759. In St. Tammany Parish, median home values are \$227,548, and in the State of Louisiana, the median home value is \$171,036.²

¹ Data source for this paragraph: U.S. Census Bureau, Esri Business Analyst forecasts for 2020 and 2025.

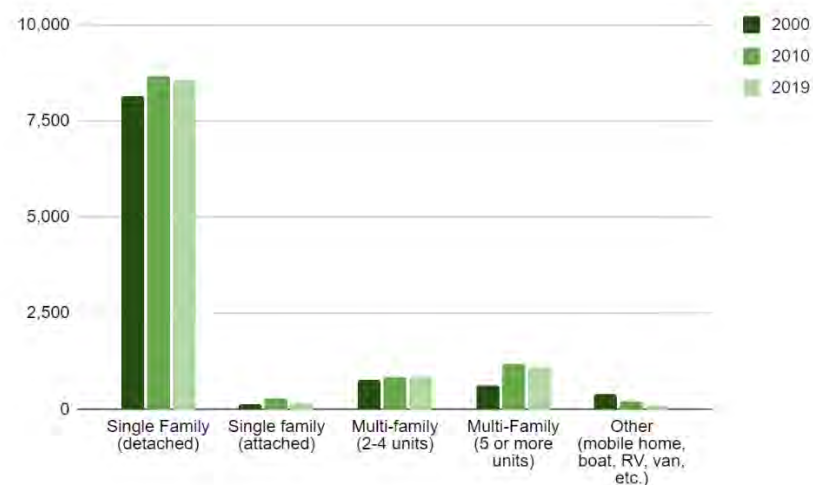
² Data source: U.S. Census Bureau, Esri Business Analyst forecasts for 2020 and 2025.

Table 1: Housing Units by Year Structure Built (2019)

	Estimate	Percent
Built 1939 or earlier	284	2.6%
Built 1940 to 1949	185	1.7%
Built 1950 to 1959	1,668	15.4%
Built 1960 to 1969	729	6.7%
Built 1970 to 1979	1,193	11.0%
Built 1980 to 1989	3,569	33.0%
Built 1990 to 1999	1,999	18.5%
Built 2000 to 2009	703	6.5%
Built 2010 to 2013	123	1.1%
Built 2014 or later	362	3.3%
Total Housing Units	10,815	

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

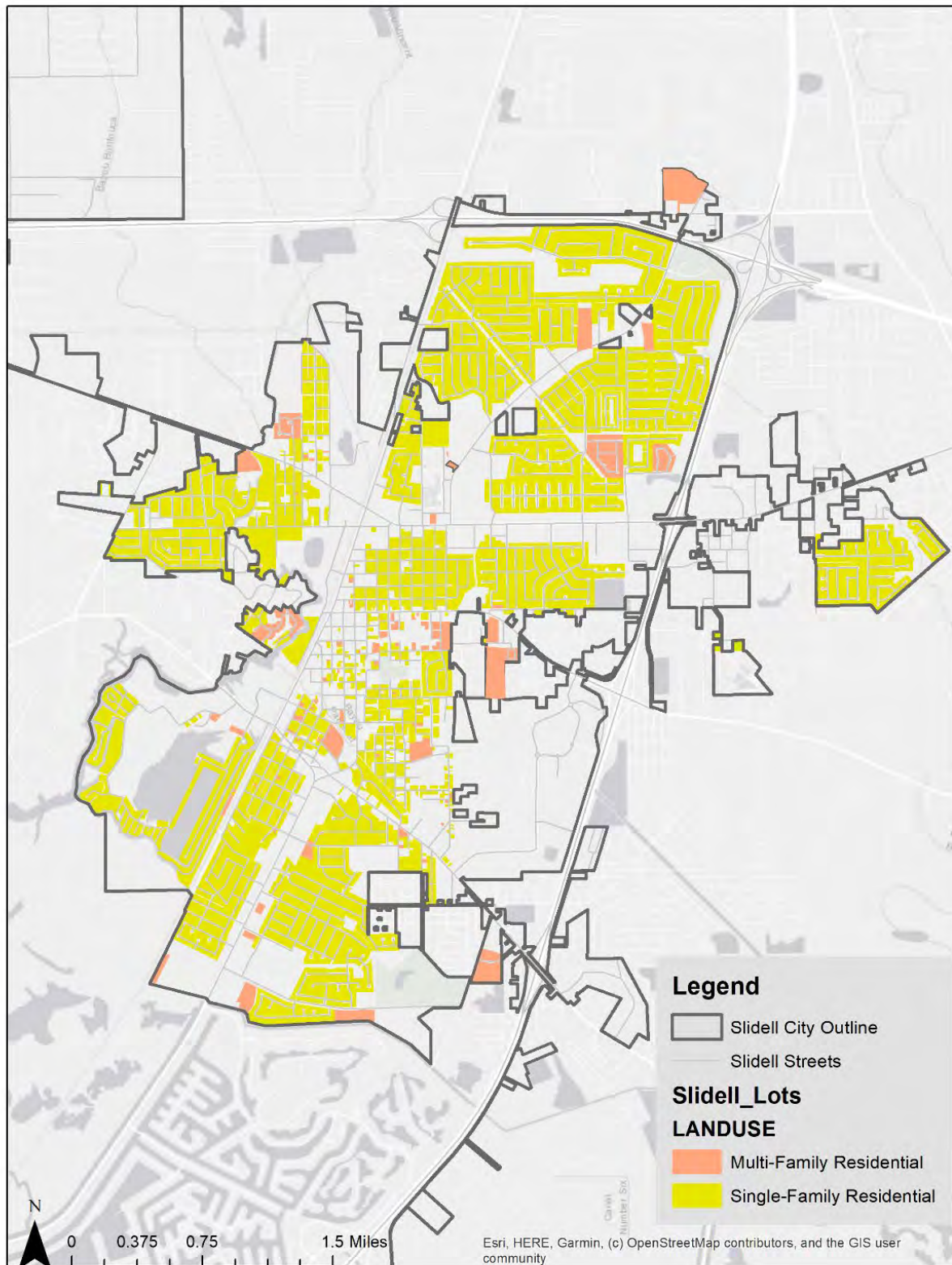
Figure 1: Change in Housing, by Type (2000 – 2019) ³



Source: U.S. Census Bureau, Census 2000 Summary File 3; 2006-2010; 2015-2019 American Community Survey (ACS) 5-Year Estimates

³ **Single family detached** units contain only one dwelling unit and are completely separated from other structures. **Single family attached** is a single housing unit connected to another housing unit, generally with a shared wall (ex. townhouses/rowhouses and side-by-side duplexes). **Multi-family structures with 2-4 units** have an upstairs unit and a downstairs unit (two housing units) or units next to each other (side-by-side units) and stacked on top of each other (top and bottom units) (ex. triplex, fourplex). **Multi-family structures with 5 or more units** are generally considered apartment or condo buildings/complexes. **Other** housing types include mobile homes, houseboat, RVs, and campers, etc.

Figure 2: Location of Single-Family and Multi-Family Residential (2021)



Source: Data from City of Slidell, 2021.

Table 2: Condition of Units (2011 - 2015)

	Owner-Occupied		Renter-Occupied	
	Estimate	Percent	Estimate	Percent
With one selected Condition	1,510	21%	1,530	50%
With two selected Conditions	44	1%	125	4%
With three selected Conditions	0	0%	0	0%
With four selected Conditions	0	0%	0	0%
No selected Conditions	5,550	78%	1,385	46%
Total	7,104	100%	3,040	100%

Source: City of Slidell 2020-2040 Consolidated Plan, 2021.

Table 3: Examples of Existing Housing Stock (2021)



Type/Bed/Bath: Single family/4bd/2ba
Year built: 2021
Square footage: 1,810



Type/Bed/Bath: Condo/2bd/2ba
Year built: 2000
Square footage: 1,070



Type/Bed/Bath: Apartment/1-2bd/1-2ba
Year built: 2017
Square footage: 732-1,028



Type/Bed/Bath: Apartment/1-2bd/1-1.5ba
Year built: 2011
Square footage: 580-930



Type/Bed/Bath: Townhouse/3bd/2ba
Year built: 1996
Square footage: 2,434



Type/Bed/Bath: Single family/5bd/3ba
Year built: 1986
Square footage: 3,212



Type/Bed/Bath: Duplex/4bd/4ba
Year built: 1983
Square footage: 1,920
Source: www.Zillow.com



Type/Bed/Bath: Single family/4bd/3ba
Year built: 1975
Square footage: 2,860

A challenge facing housing conditions in Slidell, and in St. Tammany Parish as a whole, is the prevalence of floodplains and wetlands. Many residential areas are in high-risk flood zones (Figure 3). The AFH for St. Tammany Parish and the City of Slidell reveals that it is far more difficult to create new publicly supported housing units and utilize and compete for housing funds—including HUD funding—when large areas of the city are in the floodplain (St. Tammany Parish Government 71).

The AFH report identified several other factors that impact disproportionate housing needs, including (St. Tammany Parish Government 40):

- Resources for Affordable Housing Development
- Maintenance Challenges for Aging Housing
- Prevalence of Single-Family Ownership Housing
- NIMBYism
- Access to Publicly-Supported Housing for Persons with Disabilities
- Floodplains and Wetlands

Regarding low-income housing programs, the City of Slidell currently uses Low-Income Housing Tax Credits (LIHTC) and the Housing Choice Voucher Program (HCVP). The city has about 158

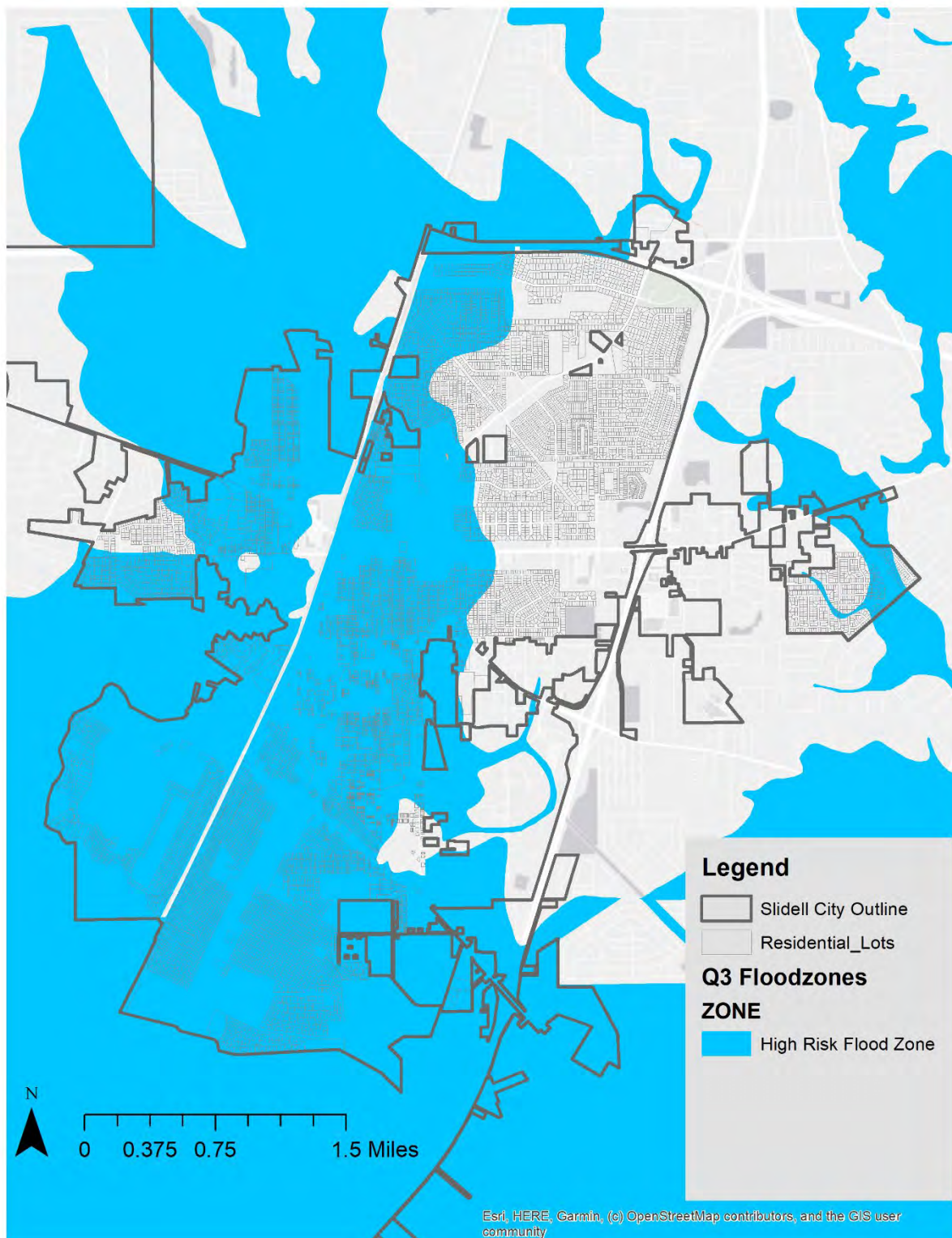
LIHTC units (Table 4) and 612 HCVP units. However, the HCVP waiting list is currently closed until further notice.

Table 4: LIHTC Units (2021)

Apartment Name	Apartment Address	Total Number of Units	Total Low-Income Units
Meadowbrook Apartments	1 Meadows Blvd, Slidell, LA 70460	32	32
Woodland Grove	61325 Airport Rd, Slidell, LA 70460	40	40
Camellia Place Resort	61380 HWY 1091, Slidell, LA 70458	86	86
Total Units		158	158

Source: HUD LIHTC Database, 2021

Figure 3: Residential Parcels in High-Risk Flood Areas (2021)



Source: Data from City of Slidell, 2021.

Housing Costs and Affordability

The cost of housing in St. Tammany Parish and Slidell is high (St. Tammany Parish Government 68). There are multiple causes for the high costs, including increased fees for flood insurance on rental properties, high land costs, and high demand for available and buildable land (St. Tammany Parish Government 68). The overall prevalence of affluent households decreases St. Tammany Parish's competitiveness for Low-Income Housing Tax Credits (LIHTC) funds based on the State's Qualified Action Plan (St. Tammany Parish Government 4). The median household income for Slidell residents is \$52,280, while the average household income is \$70,670 (Table 2).

Table 5: Households by Income (2000 - 2020)

	2000	2010	2020
<\$15,000	15.6%	12.6%	10.7%
\$15,000 - \$24,999	11.0%	10.3%	12.1%
\$25,000 - \$34,999	13.5%	10.6%	11.1%
\$35,000 - \$49,999	17.7%	16.7%	14.0%
\$50,000 - \$74,999	21.1%	20.5%	15.8%
\$75,000 - \$99,999	10.5%	13.8%	15.1%
\$100,000 - \$149,999	7.4%	10.8%	13.0%
\$150,000 - \$199,999	1.9%	2.6%	4.6%
\$200,000+	1.4%	2.1%	3.5%
Median Household Income	\$42,865	\$49,673	\$52,280
Average Household Income	(X)	\$60,514	\$70,670

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2020 and 2025.
U.S. Census Bureau, Census 2000 Summary File 3; 2006-2010 ACS 5-Year Estimates

Although income levels have been increasing within Slidell, housing costs for renters and owners have also increased. Specifically, renters are more likely feeling the burden of housing costs on their income compared to owners. Nearly 3,000 Slidell households are paying rent and of these renters, 41.5% are paying between \$500 – 999 and 41% are paying between \$1,000 - \$1,499 (Table 5). 58.9% of renters are spending 30% or more of their income on rent (Table 6 and Figure 4), meaning that over half of renters in Slidell are cost burdened.⁴ Not only are residents facing costs constraints, many lower-income and cost-burdened households live in aging and other less-desirable developments that have issues with housing conditions (St. Tammany Parish Government 4).

⁴ The Department of Housing and Urban Development (HUD) defines cost-burdened families as those who pay more than 30 percent of their income for housing and may have difficulty affording necessities such as food, clothing, transportation, medical care, etc.

Table 6: Occupied Units Paying Rent (2019)

	Estimate	Percent
Less than \$500	128	4.3%
\$500 to \$999	1,223	41.5%
\$1,000 to \$1,499	1,209	41.0%
\$1,500 to \$1,999	343	11.6%
\$2,000 to \$2,499	36	1.2%
\$2,500 to \$2,999	8	0.3%
\$3,000 or more	0	0%
Occupied units paying rent	2,947	
Median gross rent	\$1,042	
No rent paid	138	

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

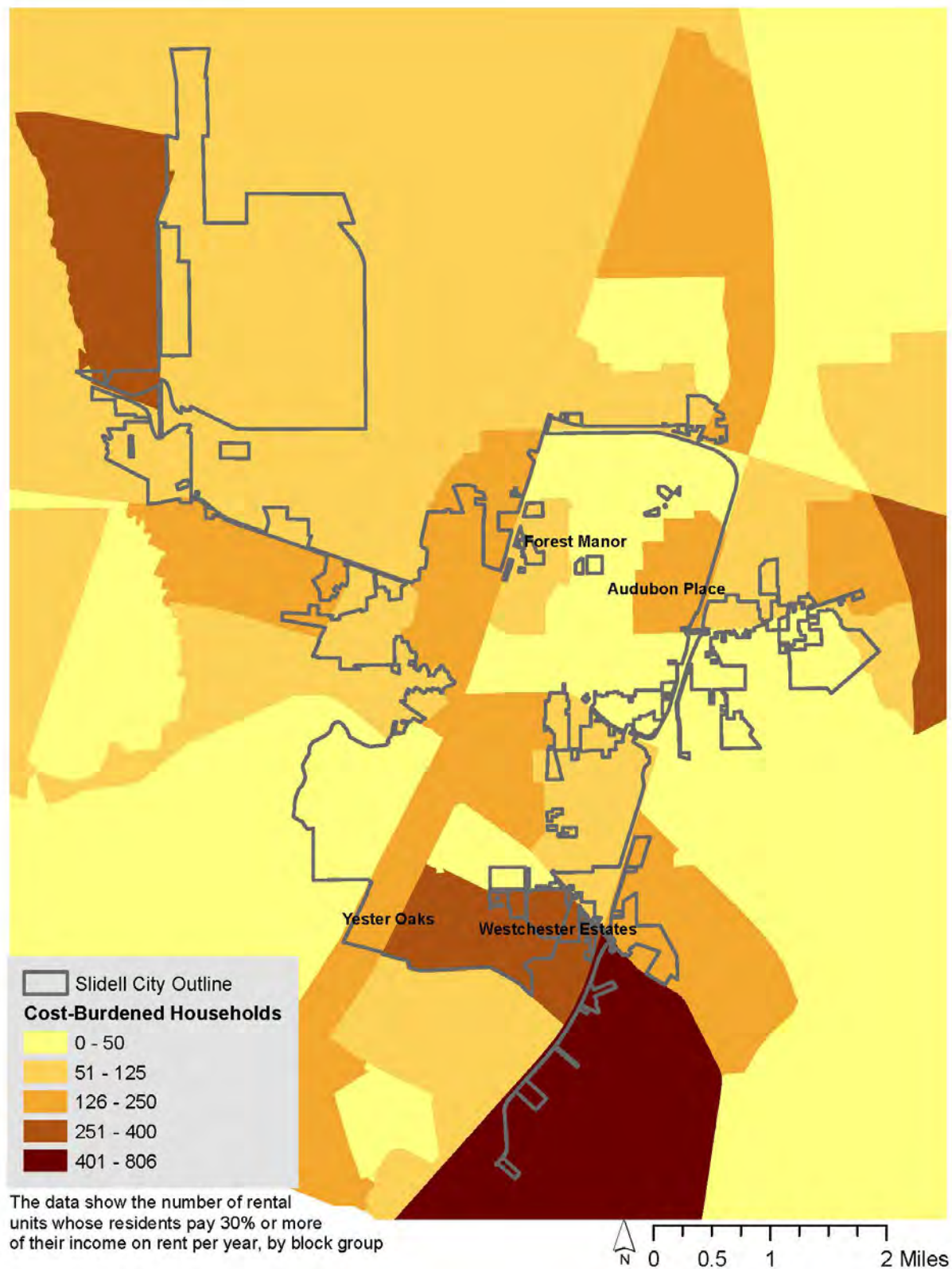
Table 7: Cost Burdened Households (2019)

	Households with a mortgage		Households without a mortgage		Renters	
	Estimate	Percent	Estimate	Percent	Estimate	Percent
30 – 34.9 % of income on housing costs	271	7.5%	175	5.7%	247	8.4%
35 % or more of income on housing costs	680	18.8%	244	7.9%	1,483	50.5%
Total households⁵	3,615		3,075		2,935	

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

⁵ Excludes units where gross rent or owner costs cannot be computed as a percent of household income.

Figure 4: Cost Burdened Renters, by Block Group (2019)



Source: U.S. Census Bureau, 2015-2019 ACS 5-Year Estimates.

Housing for Special Populations: Seniors, People with Disabilities, and Homelessness

The Slidell area has access to a wide range of supportive services available for the homeless and special needs persons and families. Many of these services are offered at low or no cost. In addition to housing assistance for special populations, other supportive services are also needed, including transportation, training for independent living, and home repairs. The St. Tammany Parish Community Action Agency runs an Emergency Solutions Grant, Supportive Housing Program, and Community Services Block Grant (CSBG) for housing assistance (St. Tammany Parish Government 22). The Parish also runs a Housing and Homeless Assistance Program (HAPP). The City of Slidell also has access to the Northlake Homeless Coalition, which works with local organizations and institution to house individuals. It is estimated that the number of homeless unsheltered individuals in Slidell at any one time is between 25 and 35 persons, and there are about 20 homeless persons sheltered in emergency housing per night (The City of Slidell 54). Extremely low- income seniors and persons with disabilities represent two groups that are at high risk of homelessness due to their fixed or limited income and additional needs (The City of Slidell 39).

Moreover, seniors have unique housing needs that include modifications for those who may have walking difficulty or difficulty climbing steps. The low to moderate-income seniors who are homeowners often need repair services to bring housing units up to code (The City of Slidell 80). The Housing Authority of the City of Slidell (HACS) is committed to providing safe, decent, sanitary housing to low-income families, the elderly, and people with disabilities. HACS manages two public housing sites—Washington Heights which has 75 units (one-, two-, and three-bedroom units) and the Country Gardens Estates which has 50 one-bedroom units for senior residents. Examples of existing assisted living facilities in Slidell include: Park Provence Senior Living, Oak Park Village at Slidell, Summerfield Senior Living, and Azalea Estates of Slidell. Volunteers of America Southeast Louisiana also provides case management, housing services, and a home repair program.

2020 Housing Moratorium

In August of 2020, the Slidell City Council imposed an 18-month moratorium on new multifamily dwellings in the city. The Slidell City Council placed a temporary ban on review, construction, permits and approval of buildings with three or more living units while the comprehensive plan is created. Data collected prior to the moratorium however reveals significant demand for housing units. Multifamily developments representing over 2,000 units reported occupancy in a 2020 study. About 97% of apartment complexes with under 100-units were occupied, and about 98% of apartment complexes with 100 – 299 units were occupied (The University of New Orleans Institute for Economic Development and Real Estate Research 104). St. Tammany Parish is where a majority of new market rate multi-family developments are located and where interest in multi-family development is anticipated to grow (The University of New Orleans Institute for Economic Development and Real Estate Research 99).

Conclusion

As the population in Slidell continues to grow, officials must consider methods to supply quality housing and housing that is affordable for residents. Housing needs are affected by supply and

demand, as well as a variety of other factors including changes in cost of housing for both homeowner's and renters, household income, interest rates, housing conditions and household size (The City of Slidell 29). High demand and development costs for housing in Slidell, in addition to rising income has in turn increased housing prices. This market condition for housing in the City presents challenges for some residents, particularly for renters and low to moderate-income households. These households are cost burdened and paying more than 30% of their income on rent and other housing costs—meaning they have less available funds for other needs, including food, medical expenses, transportation, etc. Moreover, maintenance challenges for aging homes, the prevalence of single-family ownership housing, access to publicly supported housing for persons with disabilities, and floodplains and wetlands also pose challenges to meeting housing needs in Slidell. Regarding housing for low-income families, the City will need to consider the expiration date for affordability requirements on LIHTC units and alternative housing options for those seeking housing assistance through HCVP. The City will also need to consider impacts of the Covid-19 pandemic on housing and employment rates. Many households nation-wide have struggled to pay mortgages and rent because of job losses during the pandemic. Affordable housing options for both multi-family and single-family homes are needed to meet the diverse needs of households in Slidell.

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TECHNICAL MEMORANDUM

DATE: June 30, 2021

TO: Melissa Guilbeau, AICP, City of Slidell

FROM: Burk-Kleinpeter, Inc. with The Mumphrey Group, LLC

RE: **Slidell 2040: Existing Conditions – Economic Development**

Executive Summary

This memo is intended to offer a snapshot into the existing demographic and economic conditions of Slidell, using most recently available data, in advance of the full analysis which will be published in the final Comprehensive Plan. The existing conditions of a community include an overview of the City's demographic and economic profiles such as data on population fluctuations, the occupations of the local population, incomes of the employees in the area, and types of occupations and industries. It identifies these conditions for further analysis and development of a set of recommendations to foster the local economy, support the City's quality of life, and ensure sustainable and resilient economic development.

The information used in this section was pulled from AnySite/Pitney Bowes, US Census, and the US Bureau of Labor Statistics (USBLS). The 2020 census is expected to be released in the summer of 2021, prior to the Slidell 2040 plan being published. Therefore, the data herein may be updated in individual chapters before the final publication.

Findings

Slidell is one of the more established communities in St. Tammany Parish. The population growth is higher than that of the State of Louisiana, while somewhat lower than that of St. Tammany Parish. With 15.7² miles of land and water within the City bounds of Slidell¹, the City is poised for economic and stronger population growth, should the current industries demand it or the City attract new industries to the area. Residents of Slidell enjoy access to Lake Pontchartrain, several City parks, and shopping and amenities similar to those found in nearby New Orleans, but with a much more reasonable cost of living. Public high schools in Slidell rank higher than most Louisiana high schools, offering families with children attractive educational options. A Target Industry Analysis will allow for further discovery of growth options for employment positions and median income, as well as a greater industry mix for services within the City.

¹ 2019 U.S Gazetteer Files, United States Census Bureau

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Human Environment

The data collected for the analysis of the demographic and economic conditions of the regions of interest are provided by the AnySite Information Program. This program developed by Pitney Bowes Inc., a company that focuses on the gathering of data for global eCommerce solutions, location intelligence, and customer information management solutions. The proprietary software provides the most up-to-date information regarding the demographic, economic, and housing characteristics of local areas of interest, while also allowing the ease of integration to mapping and GIS technologies.

In 2010 there were 27,070 residents in Slidell according to the place-based census findings. By 2020, the population had grown 4.5% to 28,345. This represents a slower growth than the rest of the Parish but outperforms the State growth rate by a large margin. Slidell's growth may be attributed to the usual indicators of birth, death, in-migration, and out-migration, but it is also due to the growth of the physical place through means of annexation as residents elect to have their properties become an official part of Slidell.

Figure 1. Slidell Population Snapshot, 2020



Source: US Census Bureau, Census 2010; TMG Consulting Analysis of Growth Forecast Models from AnySite/Pitney Bowes, 2021

Table 1. Population Growth Comparison, 2010 and 2020

Year	2010	2020	% Change
Slidell	27,070	28,345	4.5%
St. Tammany	233,740	263,455	11.3%
Louisiana	4,533,372	4,661,413	2.7%
United States	308,745,538	330,412,290	6.6%

Source: US Census Bureau, Census 2010; TMG Consulting Analysis of Growth Forecast Models from AnySite/Pitney Bowes, 2021

Slidell has a relatively young population. The largest age group is under 19 years old, as is also true across the Parish and State. The median age in Slidell is 38.9 years. In St. Tammany Parish, the median age is 40.3 years and in the State of Louisiana, it is 37.3 years. Slidell aligns to the Parish and State in age and falls in a middle ground with median age. 72.6% of Slidell residents are white, non-Hispanic. This representation is slightly higher than the State of Louisiana at 61.2% and lower than St. Tammany Parish at 81.8%. The median household

income is \$51,175. This, too, is slightly higher than the State of Louisiana at \$49,524 and lower than St. Tammany Parish at \$66,188. Analysis of educational attainment shows 25.1% of the population of Slidell has a bachelor's degree or higher, St. Tammany Parish has a BA or higher rate of 33.8%, and the State of Louisiana has a rate of 24.1%.

The following tables provide further complexities of the population as of 2020.

Table 2: Race and Ethnicity, 2020

Race	% Represented Slidell	St. Tammany	Louisiana
White	72.6%	81.8%	61.2%
Black or African American	19.7%	12.2%	32.4%
Asian	1.4%	1.4%	1.8%
Other, American Indian and Alaskan Native, Two or More Races	6%	4.5%	4.6%
Hispanic	7.5%	5.7%	5.2%
Not Hispanic	92.5%	94.2%	94.8%

Source: AnySite; TMG Consulting Analysis

Table 3: Population Age, 2020

Age	% Represented Slidell	St. Tammany	Louisiana
19 and Under	25.3%	26.2%	26.0%
20 to 29	13.0%	10.9%	14.0%
30 to 39	13.1%	12.5%	13.7%
40 to 49	11.3%	12.6%	11.7%
50 to 64	19.1%	20.9%	19.2%
65 and over	18.2%	16.9%	15.4%

Source: AnySite; TMG Consulting Analysis

Table 4: Median Household Income, 2020

Median Household Income	2010	2020	% Change
Slidell	\$47,644	\$51,175	7.4%
St. Tammany	\$61,186	\$66,188	8.2%
Louisiana	\$44,681	\$49,524	10.8%
United States	\$53,199	\$62,847	18.1%

Source: US Census Bureau, Census 2010; TMG Consulting Analysis of Growth Forecast Models from AnySite/Pitney Bowes, 2021

Employment

According to data from United States Bureau of Labor and Statistics (USBLS), the largest sectors of occupations for Slidell residents are educational services, health care and social assistance, and retail trade. The median earnings for Slidell residents are slightly higher than those of the average Louisianan. Median individual earnings in Slidell are \$32,372, while the median for the rest of the state is \$31,549. The wages largely come from management, business, science, and arts occupations, with 37% of residents working in these industries. A further 22.1% of residents work in sales and office occupations. 20.3% of residents work in the service industry. The remaining 0.6% of residents work in natural resources, construction, maintenance, production, transportation, and material moving occupations. The unemployment rate for Slidell is 6.8%. For St. Tammany Parish, the unemployment rate is 4.6%. For the State of Louisiana, the unemployment rate is 7.3%.

Slidell is the global headquarters for automotive manufacturer and military contractor Textron Marine & Land Systems. The local facility employs 901 people. Some of the other major employers in Slidell include Ochsner Medical Center-Northshore, Slidell Memorial Hospital, and Sunrise Construction and Development. The latter specializes in single-family home construction.²

Table 5: Top 10 Employers by Employee Count, Slidell, 2018

Company	Employee Count
Ochsner Medical Center- Northshore	1,359
Slidell Memorial Hospital	959
Textron Marine and Land Systems	901
Sunrise Construction and Development	200
Regional Medical Center Northshore	198
Trinity Neurological Rehab Center	145
Manheim New Orleans	130
STARC of Louisiana	118
Keller Williams Realty	102
Rotolo Consultants, Inc	100

Source: ReferenceUSA, 2018, St. Tammany Parish Top Employers

In addition to the list of top private employers above, the City of Slidell has 316 public employees as of July 2021³.

² St. Tammany Corp.; ReferenceUSA; New Orleans CityBusiness Book of Lists

³ City of Slidell Planning Director

Table 6: Estimated Employees by Industry, 2017

Slidell, Louisiana	
Industry	Estimated Employees
Total:	12,258
Agriculture, forestry, fishing and hunting, and mining	46
Construction	1,324
Manufacturing	762
Wholesale trade	294
Retail trade	1,495
Transportation and warehousing, and utilities	524
Information	65
Finance and insurance, and real estate and rental and leasing	565
Professional, scientific, and management, and administrative and waste management services	985
Educational services, and health care and social assistance	3,698
Arts, entertainment, and recreation, and accommodation and food services	1,525
Other services, except public administration	636
Public administration	339

Source: American Community Survey 2017, Civilian Employed Population 16 Years and Over

THRIVE 2023: St. Tammany 5-year Economic Development Strategic Plan

This Economic Development initiative entails the launch of a proactive marketing and communications plan, coordinating a workforce development assessment and gap analysis, performing an evaluation of the entrepreneurial ecosystem in St. Tammany, and facilitating an educational economic development summit. Industry clusters across St. Tammany were identified and location quotients were analyzed to help reveal what industries regions of the Parish should focus on strengthening. In addition, demographic analysis of current labor pools was made which will be helpful to current planning efforts. A SWOT analysis of St. Tammany Parish was made as part of the Plan which lists growth outpacing infrastructure and increased lakefront flooding as pertinent threats to the St. Tammany region. Stakeholders surveyed (130 residents over the course of a 3-week period) mentioned “infrastructure” 16 times, “roads” 14 times, and “traffic” 14 times. In order to increase economic development in the St. Tammany region and Slidell more specifically, the document asserts that targeted investments in critical infrastructure should be made at the same time as desired industries are targeted for location in the area. Additionally, it is recommended that St. Tammany leverage publicly-owned land by marketing it to desired land uses. Specifically, a 15-acre parcel west of the Airfield is mentioned in the document, but an organized acquisition and marketing system is recommended.

Table 7: Top Industry Clusters in St. Tammany Parish (Note: Yellow highlights reflect potential industry targets)

Industry Group	Average Annual Employment Forecast Rate (%) 2018 Q3- 2028 Q3	Average Wages	Location Quotient
Auto/Auto-related	1.17	\$43,641	0.76
Machinery Manufacturing	0.15	\$62,016	0.76
Coal/Oil/Power	2.05	\$158,777	1.69
Retail	0.90	\$40,261	1.27
Professional Services	1.34	\$60,194	0.81
Consumer Services	1.25	\$20,699	1.08
Education	1.09	\$38,047	1.15
Financial Services	1.06	\$78,946	0.85
Construction	1.60	\$56,084	1.43
Freight Transportation	1.00	\$75,325	1.13
Utilities	1.51	\$48,578	1.17
Public Administration	0.85	\$47,097	0.68
Health	2.17	\$47,466	1.07

Source: THRIVE 2023

Economic Development Organizations

There are several organizations committed to the economic growth and opportunities of the City of Slidell, St. Tammany Parish, and the entire New Orleans Metro area. Depending on the focus and location of each organization, priorities may differ slightly, but the targets align. These organizations seek to attract business and employment opportunities for area residents, as well as retain the businesses and services currently in situ. These goals are achieved through promotion of quality educational opportunities, lobbying for a fair tax structure, and encouraging growth of infrastructure and attention to the quality of the environment.

Some of the Economic Development Organizations that support Slidell are:

- St. Tammany Corporation
 - *“As the lead economic development organization for St. Tammany, St. Tammany Corporation’s mission is to create capacity and sophistication as an organization resulting in transformational leadership with the greater outcome of economic prosperity for all of St. Tammany. Our vision is to strategically align the economic landscape in St. Tammany to be the destination of choice for highly-skilled talent and business formation, attraction, expansion and retention.”*
(sttammanyorg.org)
- The St. Tammany Economic Development Foundation

- *“The St. Tammany Economic Development Foundation (STEDF) leads economic development in St. Tammany, attracting new businesses and employment opportunities to the area. We seek to improve parish residents’ quality of life by strengthening and supporting the business climate. . . We accomplish our mission by placing priority on business retention and attraction; supporting entrepreneurship and small business development; helping create quality job opportunities; and preserving our exceptional quality of life.” (stedf.org)*
- North Shore Business Council
 - *“The NBC actively promotes improved business conditions in all their aspects, including but not limited to the quality of educational opportunities, fairness in the tax structure, quality of the environment, and improvements in all of the infrastructure thought necessary and conducive to a healthy growing and diverse business environment.” (northshorebusinesscouncil.org)*
- Greater New Orleans, Inc.
 - *“Greater New Orleans, Inc. is the regional economic development nonprofit organization serving the 10-parish region of Southeast Louisiana that includes Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. James, St. John the Baptist, St. Tammany, Tangipahoa, and Washington parishes. Our mission is to create a region with a thriving economy and an excellent quality of life, for everyone. The ultimate indication of our success will be the presence of a robust, accessible, and growing middle class in Southeast Louisiana where our children and grandchildren can live and prosper.” (https://gnoinc.org/about/)*
- New Orleans Regional Planning Commission
 - *“The New Orleans Regional Planning Commission is a board of local elected officials and citizen members, appointed to represent you on regional issues. The RPC is made up of elected officials and citizen members from eight parishes in Southeast Louisiana. The Regional Planning Commission (RPC) represents the New Orleans metropolitan area on matters of regional importance, including transportation, economic development, and the environment. The RPC also functions as our region’s Metropolitan Planning Organization (MPO).” (norpc.org)*

Economic Development Districts

The City of Slidell has three economic development districts⁴:

- Fremaux Economic Development District (adopted by Slidell City Council March 2008);
- Camellia Square Economic Development District (adopted May 2013); and
- Northshore Square Economic Development District (adopted October 2014);

The Fremaux Economic Development District includes 89 acres of mixed-use development known as the Fremaux Town Center. Tax rate became effective April 1, 2008 and originally enabled an additional sales tax collection of 1.00% but dropped to 0.5% on July 1, 2012.⁵

Slidell City Council adopted a second economic development district to support the Camellia Square area. This district covers 8.5 acres of commercial property and allows an additional sales tax collection of 1.00% which became effective July 1, 2013.

⁴ City of Slidell

⁵ St. Tammany Parish Sheriff's Office

In an effort to support the North Shore Square Mall, particularly in response to competition created by the development of Fremaux Town Center, City Council adopted a 0.5% sales tax for the Northshore Square Economic Development District as well as a cooperative endeavor agreement with mall owner Morguard Management to help improve infrastructure. This new tax rate went into effect April 1, 2015.

Business Environment

Strategic Location

Slidell is the largest city, by population and geographic area, in St. Tammany Parish. The city is uniquely seated at a heavily trafficked transit crossroads between Interstates 10, 12, and 59 with significant rail, water, and air transport all in proximity. The city is located approximately 30 minutes from New Orleans and less than an hour from the Mississippi Gulf Coast. A Norfolk Southern rail line transects Slidell between New Orleans and Picayune, MS, paralleling US Highway 11 through the city. The Port of Slidell's waterfront location on Bayou Bonfouca provides access to the Gulf of Mexico via Lake Pontchartrain. While the nearest major airport is in nearby New Orleans, the Slidell Airport (ASD) does provide 33 hangars and additional ground space for lease to corporate tenants. This location makes the city ideal for distribution industries, as a large part of the Gulf South is easily accessible, allowing business and residents alike to thrive in the corridor.

In March 2021, it was announced that an Amazon distribution center would open in Slidell in 2022. The warehouse and delivery station will be located at 1914 Town Center Parkway, just south of the Fremaux Town Center shopping and apartments. The facility is expected to create hundreds of jobs paying a starting wage of \$15 per hour and will increase the speed and efficiency of Amazon deliveries in the greater St. Tammany Parish area. Slidell Mayor Greg Cromer believes the city can become a major distribution hub saying, "We're getting one or two calls per week for these distribution type facilities, and we're working with several different developers to try to find space and ground in order for them to develop a building." According to St. Tammany Corporation, Warehousing/Distribution and Transportation are two of the fastest growing industries in the Parish, along with Healthcare and Hospitality/Tourism. The economic development organization also predicts a 6% population and job growth rate in East St. Tammany Parish over the next decade, more than twice the national growth rate.

Taxes

The City of Slidell sales tax rate is 8.7%, inclusive of city and state taxes. This is lower than the nearby City of New Orleans where sales tax rates are 9.45%. This is useful to residents and businesses, alike. The majority of City budgeting comes from sales and property taxes. An area of potential growth with minimal change to operations is in the property tax revenues. In this way, Slidell has a real opportunity for growth in operating funds via voluntary property annexation on the outskirts of Slidell proper. Businesses and industries interested in bringing their services to the Slidell area may be able to have land just outside of Slidell annexed before developing it, allowing for use of municipal services while supporting the city operating budget simultaneously.

Table 8: Slidell Revenue, 2020

2020 Net Changes (In Thousands)	Governmental Activities	Business-Type Activities	Total Government
Charges for Services	\$5,055	\$11,007	\$16,063
Operating Grants	\$1,961	-	\$1,961
Capital Grants	\$20,595	\$469	\$21,065
Sales Tax	\$21,544	-	\$21,544
Property Tax	\$4,843	\$2,412	\$7,256
Other Tax	\$3,298	-	\$3,298
Other General Revenue	\$1,105	\$125	\$1,228
Total Revenues	\$58,401	\$14,013	\$72,414

Source: City of Slidell – Comprehensive Annual Financial Report – June 30, 2020

Permitting and Development

The City of Slidell is an area that is often recommended for development by the St. Tammany Corp. Under the current administration, processes for commercial permitting and development have been streamlined, making it easier to open a new business or campus in Slidell, than in any other part of St. Tammany Parish⁶. Based on St. Tammany Corp's experience and developer feedback, the City of Slidell has more space to develop than is immediately evident, due to the City's policies on annexing property outside of the City limit to allow for the use of public utilities and services.

Quality of Life

Slidell is situated on the north shore of Lake Pontchartrain, providing marine and fishery activities for both leisure and business purposes. Several waterways extend into the City allowing waterfront access from a variety of points. In addition, the Slidell area is home to Camp Salmen Nature Park-- a 130-acre reserve just outside of the city limits-- as well as 12 public parks and the Slidell Carollo Trailhead, for those who enjoy nature hikes and family-friendly recreational activities.

There are also several shopping areas within Slidell, including antique shops and boutiques in Olde Towne, Fremaux Town Center, and North Shore Square Mall.

Slidell residents have two public library branches to choose from and those who have school-age children have several options for quality public education, with public high schools consistently ranking above the State average. St. Tammany Parish Schools has no public high schools with scores lower than a performance score of C, making it one of the top districts in the state of Louisiana. The school performance score summarizes how well a school is preparing all of its students for the next level of study. For high schools, this score also measures graduation rates and how well schools are preparing students for college and a career. Due to the impact of COVID-19, accountability results were not calculated for the 2019-2020 school year.

⁶ St. Tammany Corporation

For the 2018-2019 school year, Slidell's three public high schools scored as follows:

- Northshore High School - A
- Slidell High School - B
- Salmen High School - C

There are several higher education and technical training institutions in and around Slidell. These include Delta College in Slidell and Northshore Technical Community College in Lacombe, LA. Within a 30-minute drive, residents of Slidell can also access Delgado Community College, Nunez Community College, University of New Orleans, Loyola University, Southern University, Tulane University, and Xavier University. 25.1% of adult Slidell residents have a bachelor's degree or higher level of education.

Geographic Conditions

The City of Slidell is working to make the geographic nature of the area more attractive to future business development by adopting the St. Tammany Parish Hazard Mitigation Plan (updated 2019) inclusive of ongoing local, state, and federal projects to develop stronger flood protections and wastewater management. In addition, "Slidell has a Flood-Hazard Prevention ordinance that meets NFIP standards. A permit is required for any development, including new construction, substantial improvements, demolitions, and excavations."⁷

Flood zones in Slidell are currently subject to adjustment with FEMA. The majority of Slidell is designated flood zone AE. AE flood zones are usually located in close proximity to floodplains, rivers and lakes, though low-lying regions without large bodies of water may also be classified under this designation. Since these areas are prone to flooding, homeowners and developers with mortgages or other property loans from federally regulated lenders are required to purchase flood insurance through the NFIP. These flood insurance rates can be as high as \$10,000 per year and may impact rates of residential and commercial development.

⁷ <http://myslidell.com/planning/hazard-mitigation/>

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TECHNICAL MEMORANDUM

DATE: July 21, 2021

TO: Melissa Guilbeau, AICP, City of Slidell

FROM: Burk-Kleinpeter, Inc. and Asakura Robinson

RE: **Slidell 2040: Existing Conditions – Natural Environment, Resiliency and Hazard Mitigation**

Executive Summary

The City of Slidell is located in southeastern Louisiana in St. Tammany Parish along the north shore of Lake Pontchartrain. The city is a crossroads town for traversing the Gulf States along I-10/I-12 and is the gateway to New Orleans from the north. Slidell is situated at the intersection of land and water, influenced by the powerful river systems, the brackish marsh conditions of Lake Pontchartrain, and the marine influences from the Gulf of Mexico. Its overlapping habitats and environmental conditions foster rich biodiversity. Striking a balance between healthy ecosystems, urban development, and industry has challenged the area.

Findings

The main findings of this existing conditions memo include:

- The City of Slidell is in the Southern Coastal Plain Ecoregion with the Mississippi Alluvial Plain Ecoregion to the south and along the Lake.
- Slidell is surrounded by preserves, natural areas, and refuges, but within the City, only 25% of Slidell residents live within a 10-minute walk to a park.
- The primary soil type in Slidell is fine sandy loam, with only a few isolated areas of organic muck-based soils.
- Slidell is within the Lake Pontchartrain drainage basin, and the City has a series of retention ponds and stormwater pump stations to help with storm drainage.
- The City gets water from groundwater wells that is treated and distributed to customers through a centralized system.
- According to the U.S. Fish and Wildlife Service, there are four threatened and endangered species in and around Slidell.
- Slidell has two cleaned-up/remediated Superfund sites according to the Environmental Protection Agency, the Bayou Bonfouca site that is now Heritage Park and South Shipbuilding.
- The main hazards that have the highest probability of occurring in the future include coastal hazards, termites, hail from thunderstorms, lightning from thunderstorms, and winds from thunderstorms, tornadoes, and tropical cyclones.

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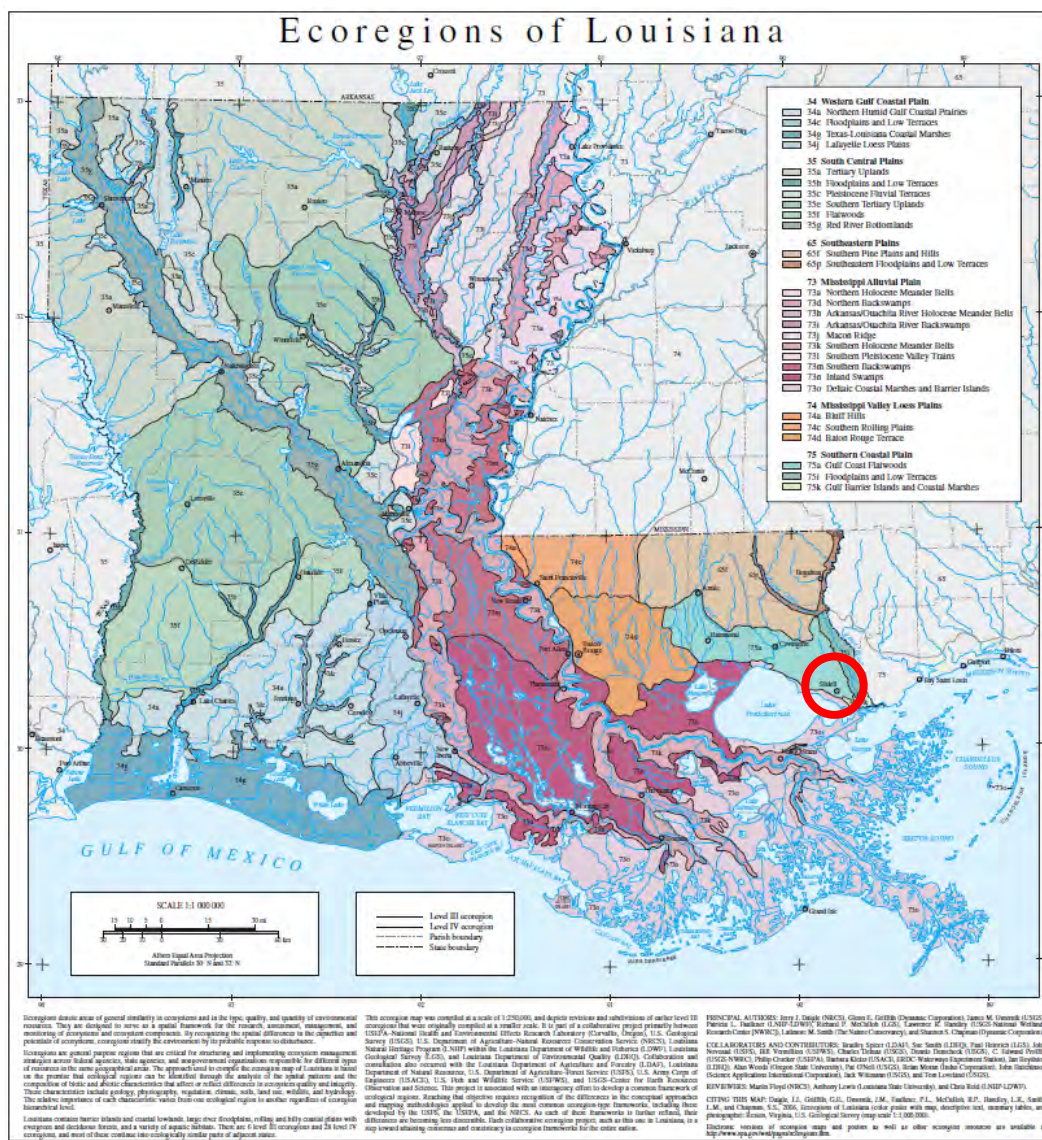
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Ecoregions, Parks and Protected Lands

The City of Slidell consists of two main U.S. Environmental Protection Agency (EPA) Level III Ecoregions. Ecoregions denote areas of general similarity in ecosystems and in the type, quality, and quantity of environmental resources¹. Although much of the land use of Slidell is urban and developed, understanding the ecoregion characteristics can aid in open space and park design and management.

Figure 1: Environmental Protection Agency (EPA) Level III and IV Ecoregions



Source: EPA Level III and IV Ecoregions. Daigle, J.J., Griffith, G.E., Omernik, J.M., Faulkner, P.L., McCulloh, R.P., Handley, L.R., Smith, L.M., and Chapman, S.S., 2006, Ecoregions of Louisiana (color poster with map, descriptive text, summary tables, and photographs): Reston, Virginia, U.S. Geological Survey (map scale 1:1,000,000).

¹ U.S. Environmental Protection Agency, 2006, Level III ecoregions of the continental United States (revision of Omernik, 1987): Corvallis, Oregon, USEPA–National Health and Environmental Effects Research Laboratory, Map M-1, various scales.

Table 1. Environmental Protection Agency (EPA) Level III and IV Ecoregions

Level III	Level IV
Southern Coastal Plain (75)	Gulf Coast Flatwoods (75a)
Mississippi Alluvial Plain (73)	Deltaic Coastal Marshes and Barrier Islands (73o)

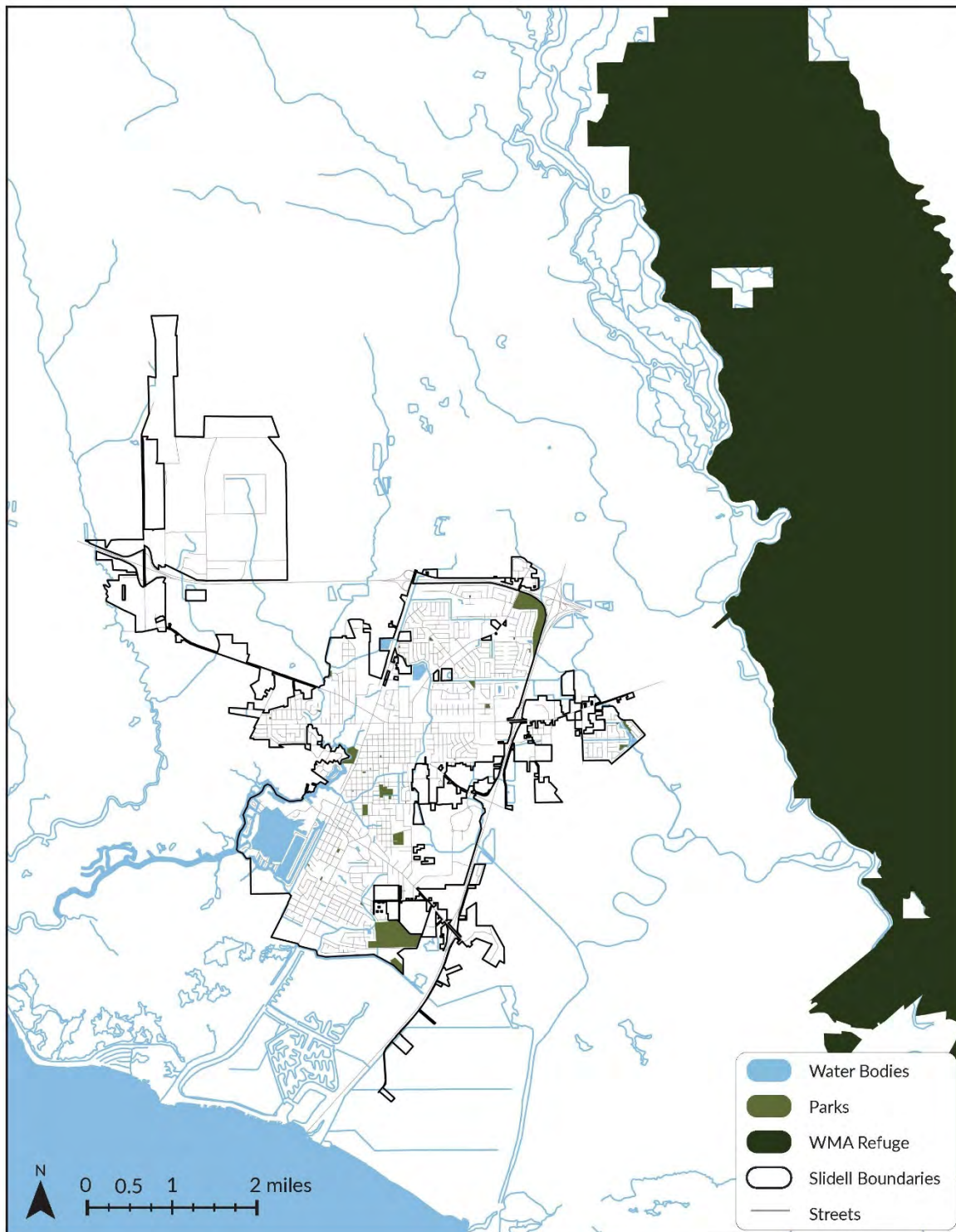
Source: EPA Level III and IV Ecoregions

- Most of Slidell is within the **Southern Coastal Plain** ecoregion, **Gulf Coastal Flatwoods** subregion. The Gulf Coast Flatwoods is made up of nearly level terraces formed from historic alluvial deposits. The soils are mixed of poorly to moderately drained entisols, alfisols, and ultisols with silty and fine sandy loam surface layers. In the past this area was longleaf pine dominated and was a mix of dense forest and savannas that experienced periodic disturbance from fire every 1-4 years. A large percentage of the longleaf pine savanna habitats has been lost by removing the fire cycle from the ecosystem and from converting lands to agriculture or developed areas. There are a few remnant savanna areas north of Slidell, including The Nature Conservancy's Talisheek Pine Wetland Preserve. The preserve illustrates how biodiverse savanna habitats and upland wetland areas can be, hosting over 20 rare plants and many rare animals like the federally threatened gopher tortoise. Longleaf pine savannas are among the most diverse and most threatened habitats in North America, with only 1-5% of the original acreage estimated to remain nationally.² Much of the Gulf Coast Flatwoods have evolved into mixed forest, been converted to pine plantations, agriculture, or have been developed.
- The furthest south parcels of the city are part of the **Mississippi Alluvial Plain**, a riverine ecoregion extending from southern Illinois, at the confluence of the Ohio River with the Mississippi River, to the Gulf of Mexico. The sub-ecoregion present in Slidell associated with the Mississippi Alluvial Plain is the **Deltaic Coastal Marshes** and is dominated by brackish and saline marshes. Vegetation within this ecoregion can tolerate saline water and includes saltmarsh cordgrass, black needlerush, and coastal saltgrass with a few isolated occurrences of black mangrove. The soils, which are periodically or permanently inundated by water, are mucky-surfaced histosols containing high percentages of organic deposits. Like a sponge, these soils will shrink when drained, making these areas susceptible to land subsidence and erosion. When left undisturbed, these fringe wetlands act as a buffer by absorbing excess water, which helps moderate flooding and tidal inundation during storm events.

² The Nature Conservancy. "The Nature Conservancy: Talisheek Pine Wetlands Preserve." The Nature Conservancy, 2021, www.nature.org/en-us/get-involved/how-to-help/places-we-protect/talisheek-pine-wetlands-preserve.

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Figure 2 - City Parks, Protected Lands, and Preserves



Source: GIS Data Provided by the Client

8/2/2021

The City of Slidell is surrounded by protected lands and preserves that are within a few minutes' drive from the community including: The Pearl River Wildlife Management Area, managed by the Louisiana Department of Wildlife & Fisheries; the Big Branch Marsh National Wildlife Refuge, managed by the United States Fish & Wildlife Service; the St. Tammany Wildlife and State Game Refuges, managed by St. Tammany Parish; and Camp Salmen Nature Park, managed by St. Tammany Parish.

Although these natural open space assets are extremely important to the area, only 25% of Slidell residents live within a 10-minute walk to a park. Nationally, an average of 55% of urban dwellers live within a 10-minute walk to a public park.³ The city has eight municipal parks that account for about 2% of the land area. Mayor Greg Cromer has endorsed the Trust for Public Lands 10-Minute Walk Campaign, expressing his understanding of how public lands and recreation increase community health and wellbeing.⁴

The Tammany Trace multi-use trail's eastern most trailhead is located just south of Hwy 190 W at Neslo Road. The route continues west parallel to U.S. Hwy 190 and heads north to the trails ending terminus in Covington. The Slidell extension of the Tammany Trace connects to Heritage Park on the western edge of Slidell along Bayou Bonfouca.⁵

Figure 3 - Heritage Park along Bayou Bonfouca



Source: Wikimedia Commons

³ The Trust For Public Land. www.tpl.org/city/slidell-louisiana. Accessed 7 Apr. 2021.

⁴ 10 Minute Walk: Improving Access to Parks + Green Spaces. 10minutewalk.org. Accessed 7 Apr. 2021.

⁵ This route is described in greater detail in the Transportation Memo.

Soil and Land

The terraced landmass that dominates St. Tammany Parish and Slidell was formed during the Pleistocene period, when glaciers covered the land during North America's most recent Ice Age - up to 11,700 years ago. Over the years, Slidell has been shaped by water, specifically the Pearl River, Bayou Bonfouca and Lake Pontchartrain, and the sediment deposits that accompany those waterways. This ever-changing landscape has experienced accretion and erosion of lands, but as storms grow in intensity and with sea level rise, land loss may occur at higher rates. From 1932 to 2016, coastal wetlands decreased by approximately 25% in Louisiana making these marsh areas one of the most critically threatened environments in the United States⁶. The rate of change has slowed for these wetlands since the height of loss in the mid-1970s, and a further reduction in the rate of loss was observed after 2010. Some of the possible reasons for this more recent trend are wetland recovery and restoration after large storm events in 2005 and 2008, a slower subsidence rate of organic marsh soils, and the relocation of oil and gas extraction activities. The subsidence potential of soils in the parish were mapped in the St. Tammany Parish Adaptive Strategy report released in April 2019. The soils with the highest potential for subsidence have high organic content and correspond to wetlands and marshes in the parish. If these areas are deprived of water or drained, they shrink, and the land mass lowers in elevation. Most of these soils occur along Lake Pontchartrain, around Eden Isle, in the Pearl River watershed, and in isolated occurrences along tributaries and freshwater wetlands. Although wetland loss and soil subsidence has slowed relatively compared to loss rates in the 1990s, these resources are at high risk as the climate changes, storms increase in intensity, and sea levels rise.

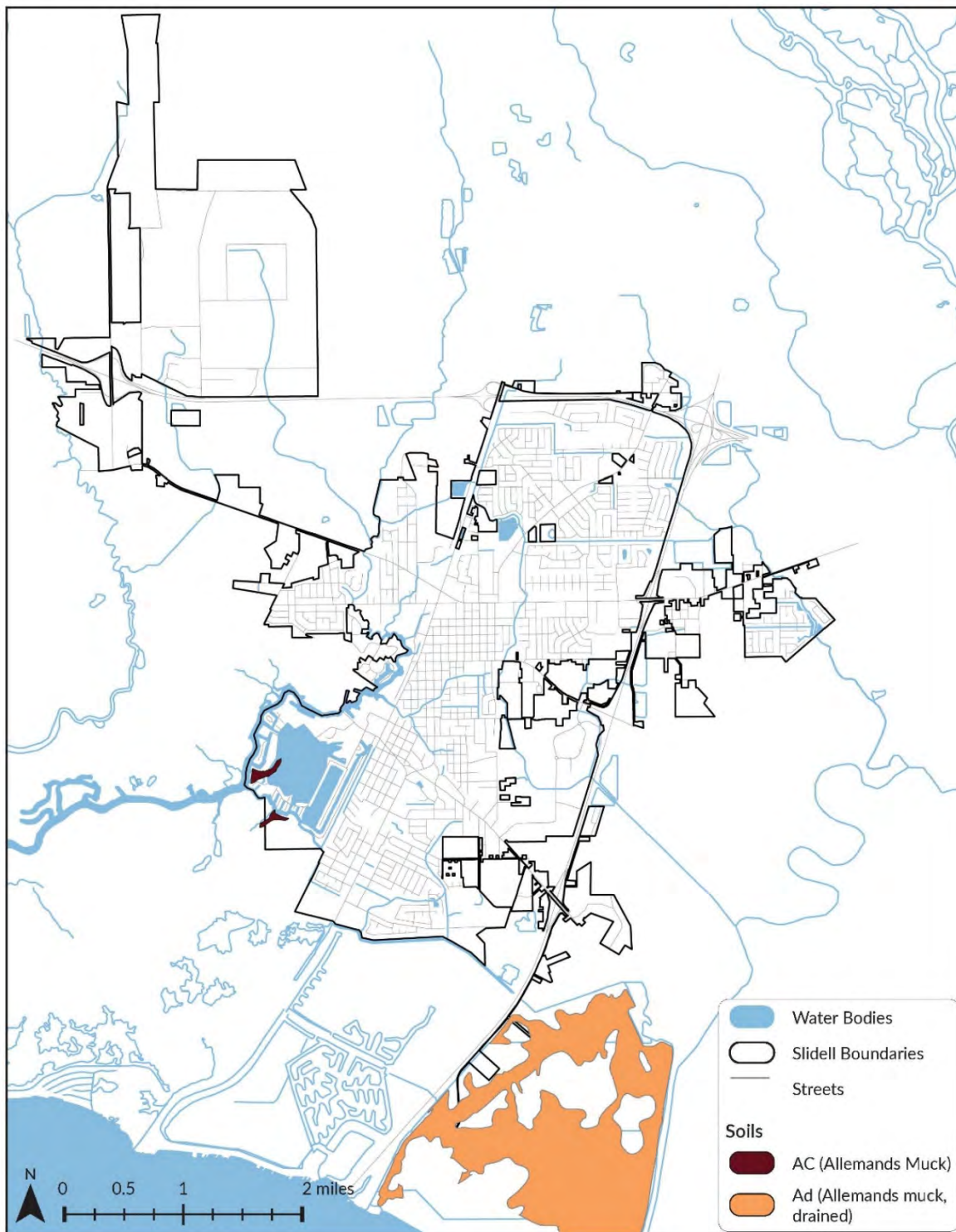
High organic, muck soils only occur in isolated areas along the southern boundary of Slidell and along Bayou Bonfouca. These soils are Allemands muck (AC) and Allemands muck, drained (Ad) and are associated with freshwater marshes on delta plains. The main component of these soils is herbaceous organic material over fluid clay alluvium, and as mentioned above, when these areas are drained, the soil profile shrinks, which can cause the land area to subside. The high rate of erosion and loss of elevation make these soils not ideal for future development.

Most of the soils, approximately 80% within the Slidell area are sandy loam soils. Myatt fine sandy loam, 0-1 percent slopes (Mt), Myatt fine sandy loam, frequently flooded (My), and Stough fine sandy loam, 0-1 percent slopes (St) are the most common soil types.⁷

⁶ B. R. Couvillion, H. Beck, D. Schoolmaster, and M. Fischer. "Land area change in coastal Louisiana 1932 to 2016: US Geological Survey Scientific Investigations Map 3381." Pamphlet (2017). <https://doi.org/10.3133/sim3381>.

⁷ Larry Trahan et al., "Soil Survey of St. Tammany Parish, Louisiana," Soil Survey of St. Tammany Parish, Louisiana § (1990), pp. 6-9.

Figure 4 – Mucky, High Organic Content Soils in Slidell



Source: USDA Web Soil Survey

Hydrology and Water Resources

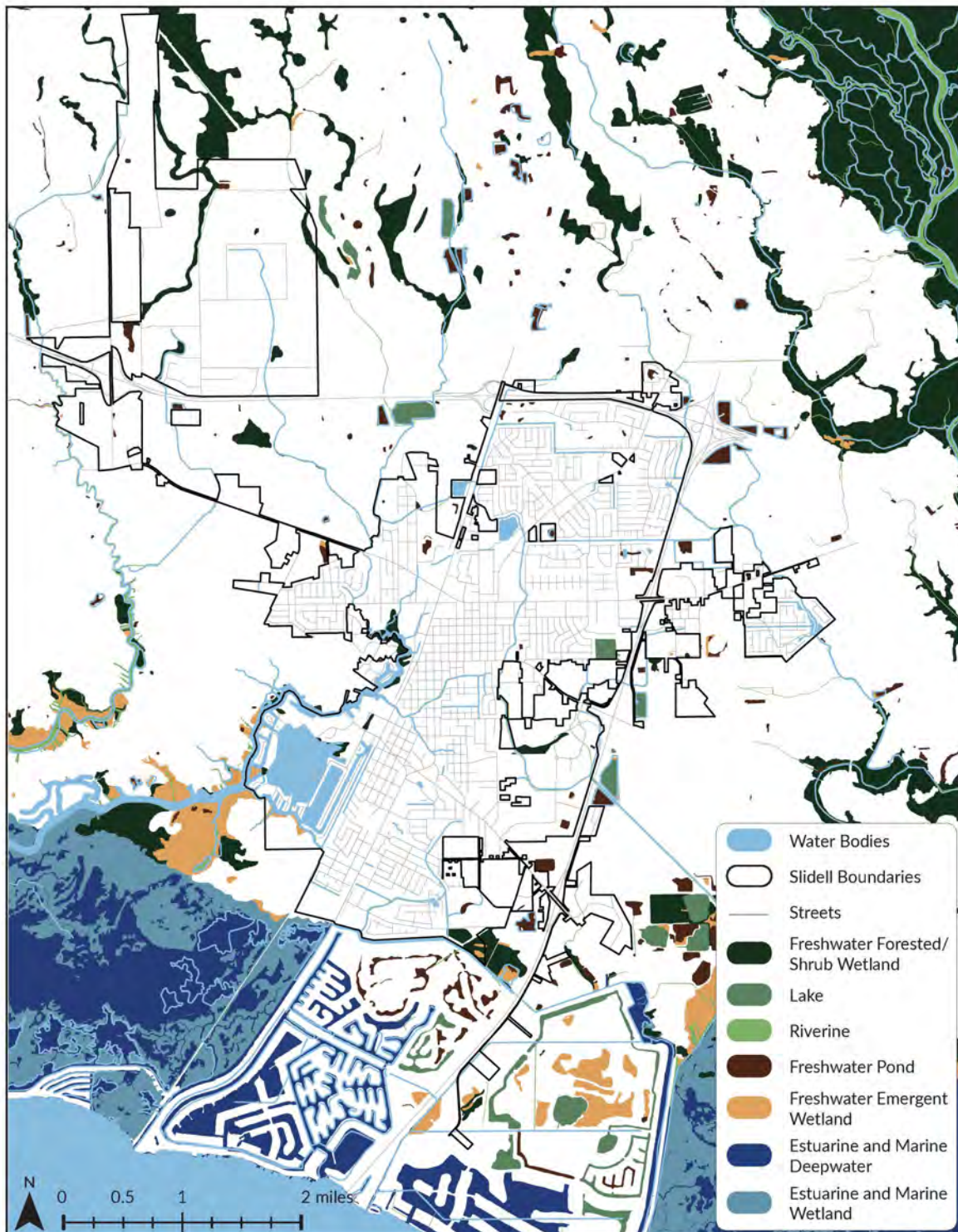
Slidell, located in the humid subtropical climate of North America and geographically situated near Lake Pontchartrain and the Gulf of Mexico, is no stranger to rain, storms, and flooding. Southeast Louisiana has relatively high rates of annual precipitation of approximately 64 inches a year from predominantly rain and hail.⁸ According to the NOAA Statewide Precipitation Ranks, Louisiana has reported above average precipitation for the past five years. Precipitation events include both milder events and larger storms. It is predicted that more intense downpours over shorter time periods are expected to occur more frequently in the area⁹. This increased frequency could challenge stormwater infrastructure in the parish so even a relatively minor storm could result in flooding if infrastructure gets overwhelmed with more frequent storms.

⁸ John M. Grymes III, "Precipitation Patterns Over the Bayou State," Louisiana Agriculture 54, no. 4 (Fall 2011): 26-27.

⁹ "St. Tammany Parish Adaptation Strategy - April 2019" (St. Tammany, LA: LA Safe, Louisiana's Strategic Adaptations for Future Environments, 2019), p. 42.

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Figure 5 - National Wetland Inventory mapped wetlands in and around Slidell



Source: NWI Mapped Wetlands

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Wetlands are common in south Louisiana and are an important environmental resource. Development patterns in Slidell and the use of levees and land forming that took place as the city grew have concentrated most of the natural wetlands to outside of the city limits. Estuarine and marine deepwater habitats can be found directly south of Slidell along Lake Pontchartrain with fringes of estuarine and emergent wetland along Bayou Bonfouca and associate to the Pearl River confluence with the Lake. The wetland habitat shifts from estuarine to freshwater to the north along the bayous and rivers. The most common wetland type along rivers and creeks includes freshwater forested/shrub wetlands with isolated instances of freshwater emergent wetlands. In the southeasternmost corner of the city limits is an area of freshwater forested/shrub wetland with a small component of freshwater emergent wetland. In addition, there are a few instances of freshwater forested/shrub wetlands along Bayou Bonfouca and associated tributaries that traverse the City. Constructed lakes and freshwater ponds can be found throughout the city limits.

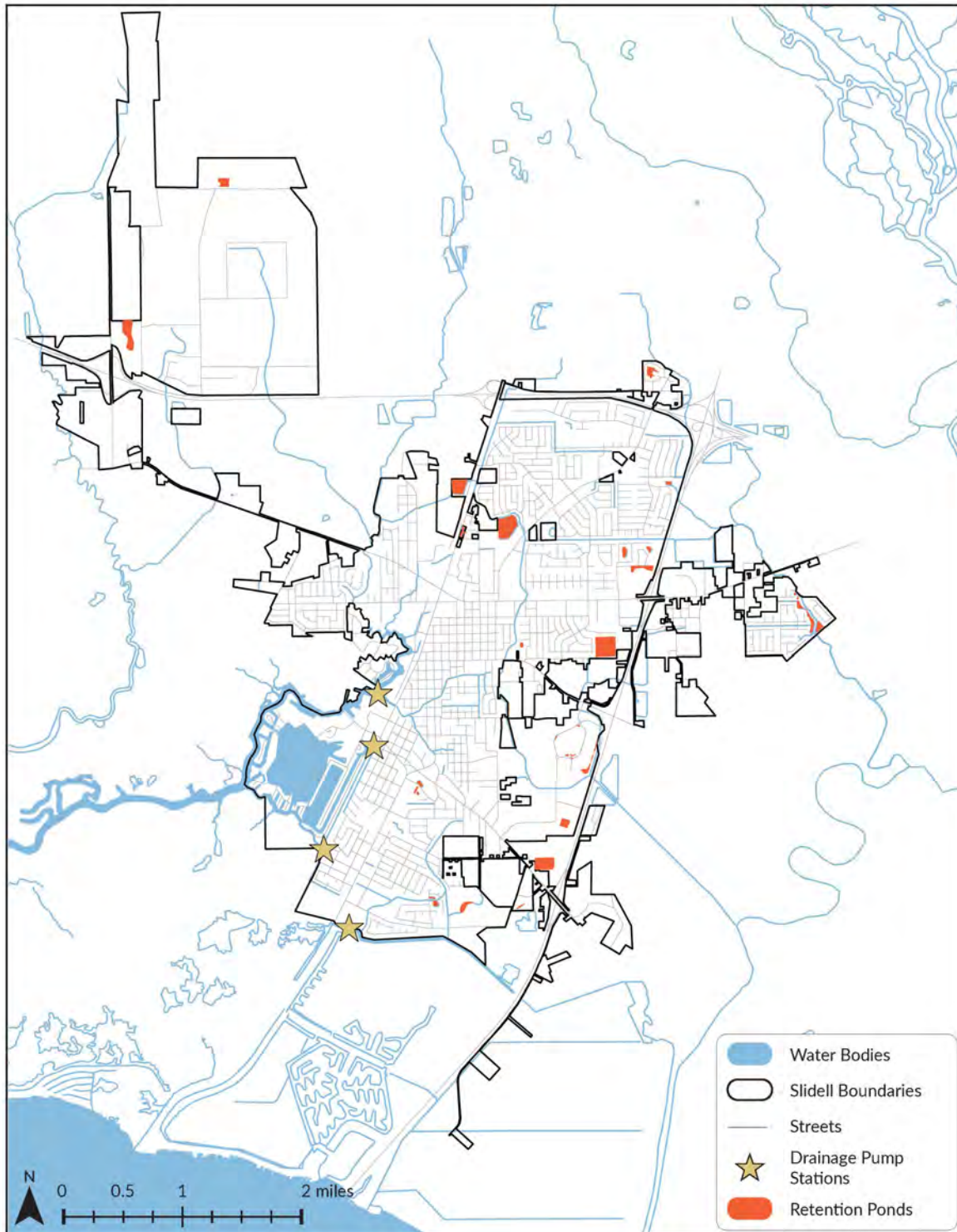
Figure 6 - Freshwater Forested/Shrub Wetlands along the Pearl River to the East of Slidell



Source: Wikimedia Commons

8/2/2021

Figure 7 - Retention Ponds and Stormwater Pump Stations in Slidell



Source: GIS Data Provided by the Client

8/2/2021

The Slidell area, within the greater Lake Pontchartrain drainage basin, drains into tributaries that flow to the lake. Throughout the City, there are constructed retention ponds that help mitigate mild to moderate rain events. The National Wetland Inventory have some of these labeled as lake or freshwater pond; thus, these areas may serve to help to manage stormwater and provide habitat. The City has drainage pump stations located on the southwest edge of the municipality. The northernmost station is on Bayou Bonfouca. During Hurricane Katrina, Slidell's largest pump stations were badly damaged. The pump stations were repaired, upgraded, and returned to their capacity a few years after the storm and provide major drainage relief for that part of the City.

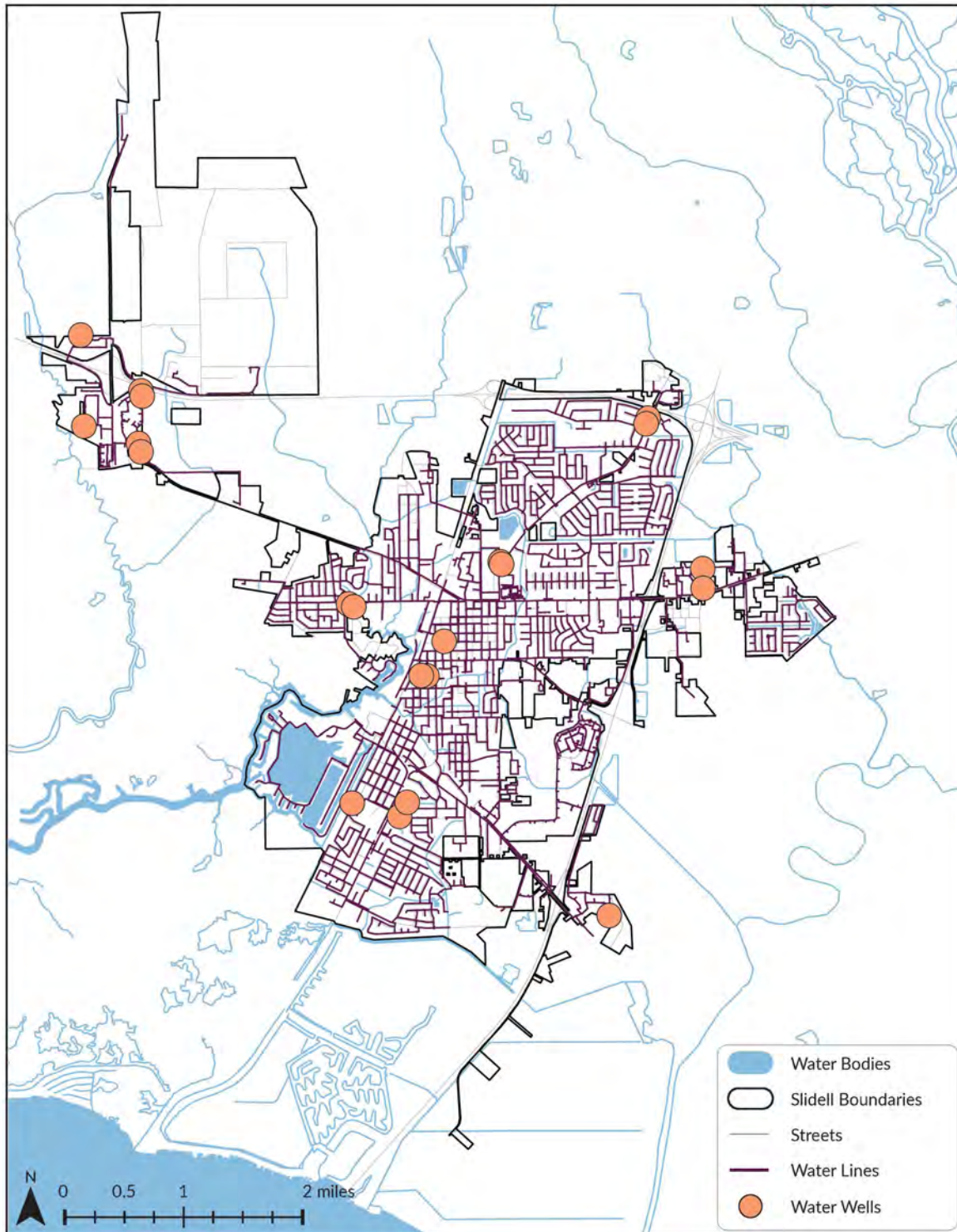
In addition to surface water resources, southeastern Louisiana has groundwater and aquifer resources that are used for public and domestic use, mainly coming from the Chicot, Evangeline and Jasper equivalent aquifer systems, which is part of the larger Southern Hills regional aquifer system. Almost all of the water use comes from groundwater, with less than 1% withdrawn from surface water sources.¹⁰ Public supplies account for approximately 70% of water withdrawn with 28% for domestic use.¹¹ Slidell maintains 21 public water wells with centralized water lines servicing most residents, businesses, and industry in the municipality. Surface water quality is discussed more in the Environmental Contamination section of this report.

¹⁰ Sargent, B.P., 2007, Water use in Louisiana, 2005: Louisiana Department of Transportation and Development Water Resources Special Report no. 16, 133 p.

¹¹ Jason M. Griffith., "Water Resources of St. Tammany Parish Fact Sheet 2009-3064," U.S. Geological Survey, in cooperation with the Louisiana Department of Transportation and Development, version 1.3 (2017), p. 1.

8/2/2021

Figure 8 - Water Wells and Centralized Water Lines in Slidell



Source: GIS Data Provided by the Client

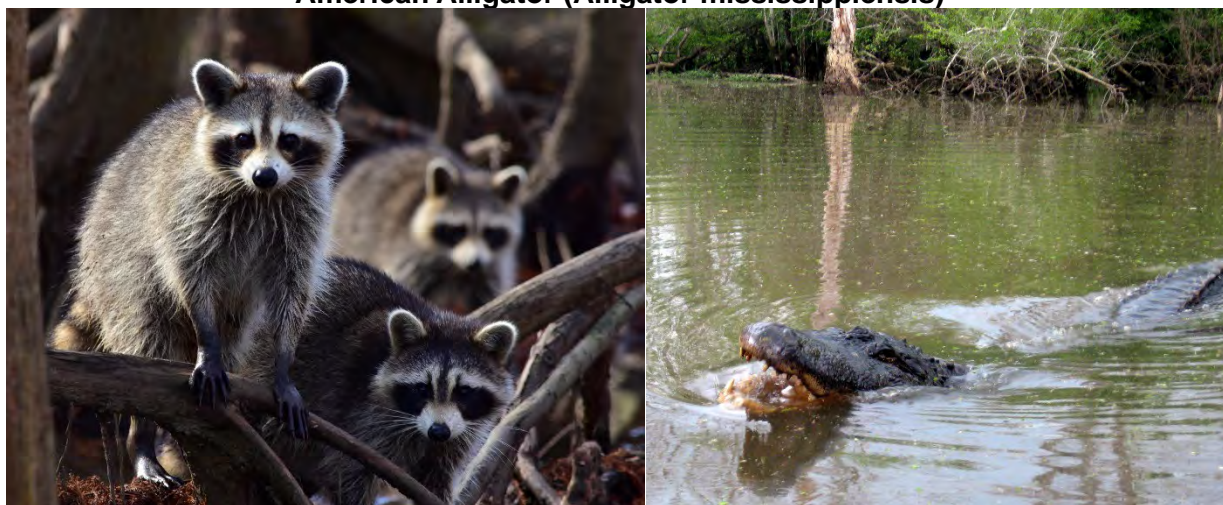
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Recharge to the aquifers is from rainfall, drainage overlying aquifers, and seasonal input from rivers. Discharge from the aquifers is by natural flow into rivers, leakage into underlying aquifers, and withdrawal from wells. Southern Louisiana has low to moderate recharge potential. Upper reaches of the rivers provide a fresh water source but depending on the current climate conditions may experience saltwater intrusion. Water levels and withdrawals vary by aquifer system. Between 2002-2011, water levels remained stable in the upper part of the Chicot equivalent aquifer system¹². There have been some areas of declining water levels, especially around larger cities such as Baton Rouge. Where there is water there is usually an abundance of wildlife; the next section discusses some typical wildlife in and around the City, including federally threatened and endangered species.

Wildlife

Slidell is situated at the intersection of land and water, influenced by the powerful river systems, the brackish marsh conditions of Lake Pontchartrain, and the marine influences from the Gulf of Mexico. The overlapping habitats and environmental conditions foster diverse groups of plants and animals. Lake Pontchartrain is one of the largest estuary systems in the Gulf of Mexico, providing critical nursery and habitat for marine animals and birds. According to iNaturalist, a citizen science application that allows people to record wildlife and plant observations, 446 different species of organisms have been recorded with over 973 observations taken thus far.¹³ Observations include both terrestrial and aquatic species. The iNaturalist database highlights some of the species that are seen on a more regular basis in the City.

Figure 9 - Common Wildlife Found in and Around Slidell, Raccoon (*Procyon lotor*) and American Alligator (*Alligator mississippiensis*)



Source: Flickr

¹² Vincent E. White., "Water Resources of the Southern Hills Regional Aquifer System, Southeastern Louisiana," U.S. Geological Survey, in cooperation with the Louisiana Department of Transportation and Development, (2017), p. 3.

¹³ iNaturalist. www.inaturalist.org. Accessed 8 Apr. 2021.

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Figure 10 - Threatened and Endangered Species, Slidell is in the habitat range of the red-cockaded woodpecker (*Picoides borealis*) and the gopher tortoise (*Gopherus Polyphemus*)

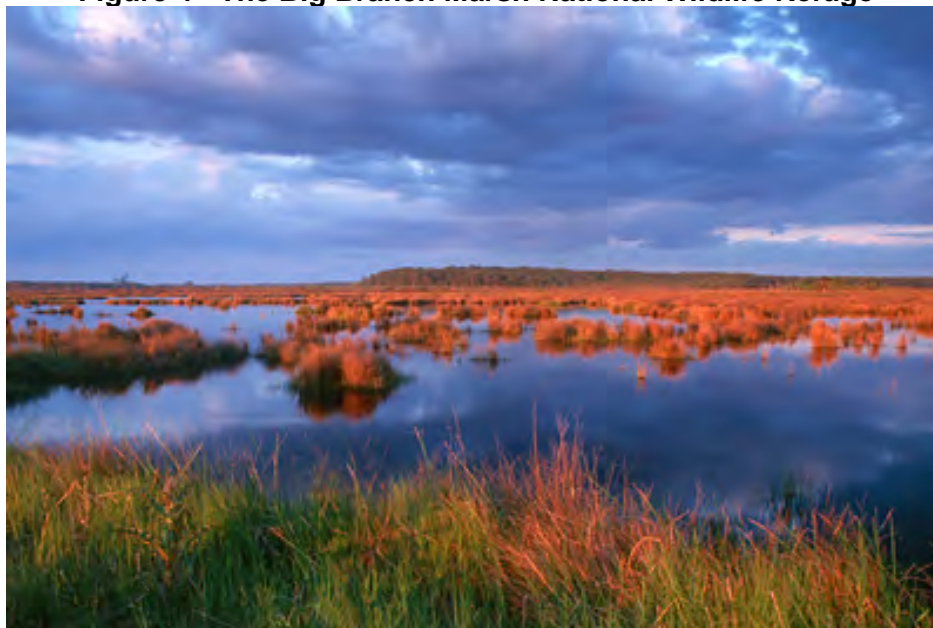


Source: Wikimedia Commons

The City of Slidell also provides habitat to less common species that are on federal threatened and endangered lists managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS).¹⁴ There are four threatened and endangered species in and around Slidell. These are listed below:

- Mammal, Threatened, West Indian Manatee, *Trichechus manatus*
- Bird, Endangered, Red-cockaded Woodpecker, *Picoides borealis*
- Reptile, Threatened, Gopher Tortoise, *Gopherus polyphemus*
- Fish, Threatened, Atlantic Sturgeon (gulf Subspecies), *Acipenser oxyrinchus desotoi*

Figure 4 - The Big Branch Marsh National Wildlife Refuge



Source: Wikimedia Commons

¹⁴ U.S. Fish & Wildlife Service: ECOS Environmental Conservation Online System. ecos.fws.gov/ecp. Accessed 8 Apr. 2021.

Environmental Contamination

Environmental contamination can become a higher risk when natural hazards interact with these areas, leading to polluted waterways or other instances when the contamination becomes mobile. Louisiana does not have the best track-record on either pollution or environmental disasters considering that it is a large petrochemical industrial hub and has hosted other polluting industries in the past. The state has a total of fifteen Superfund sites on the Environmental Protection Agency's National Priorities List for cleanup. Two of these Superfund sites (Bayou Bonfouca and South Shipbuilding) are within Slidell. They have been cleaned-up and are still being monitored.

Bayou Bonfouca, located in Slidell, is a 54-acre site that historically housed the American Creosote Works Inc., a wood-treating facility that used a black, tar-like chemical called creosote to preserve wood. After many environmental violations since opening in 1882, the industry was closed in 1972, and the EPA started clean-up. The EPA has dredged the site, removed and treated contaminated groundwater, and removed creosote oil. After the area was cleaned up, the property was donated to the City of Slidell and is now Heritage Park, home to the municipal services departments, public boat launch, and marina. The EPA still monitors groundwater, and the site is currently going through its sixth 5-year review concluding this year (2021).¹⁵

Directly adjacent to Bayou Bonfouca, South Shipbuilding was a Superfund site bordered to the north and west by Bayou Bonfouca, to the east by a forested parcel, and to the south by Slidell. It is only 1.8 miles downstream of the Bayou Bonfouca Superfund site and is approximately 56-acres; the property is part of the Port of Slidell. Barge/ship manufacturing and repair activities occurred there from 1919 to 1993. The site went through multiple ownerships during that time. The contamination at the site was concentrated in the impoundments, ponds, and associated sediment that supported ship building and repair. The site was cleaned up, capped, and taken off the Superfund program's National Priority List in 1998. The EPA just completed its fifth 5-year review of the site in 2019. The area is currently awaiting a Ready-for-Reuse proposal. After Hurricane Katrina in 2005, the community of Slidell pushed officials to resample and test the South Shipbuilding property for contamination to assure that hazardous chemicals did not enter floodwaters that entered residents' homes. The evaluation of sediment and soils sampled and tested by the EPA post-hurricane suggested that there was no apparent public health hazard from the site.¹⁶

¹⁵ "Superfund Site: Bayou Bonfouca Slidell, LA Cleanup Activities." United States Environmental Protection Agency, www.epa.gov/superfund/search-superfund-sites-where-you-live. Accessed 12 Apr. 2021.

¹⁶ Superfund Site: South Shipbuilding Slidell, LA Cleanup Activities." United States Environmental Protection Agency, www.epa.gov/superfund/search-superfund-sites-where-you-live. Accessed 12 Apr. 2021.

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Figure 5 - The Port of Slidell associated with South Shipbuilding was taken off the EPA's Superfund National Priority List in 1998



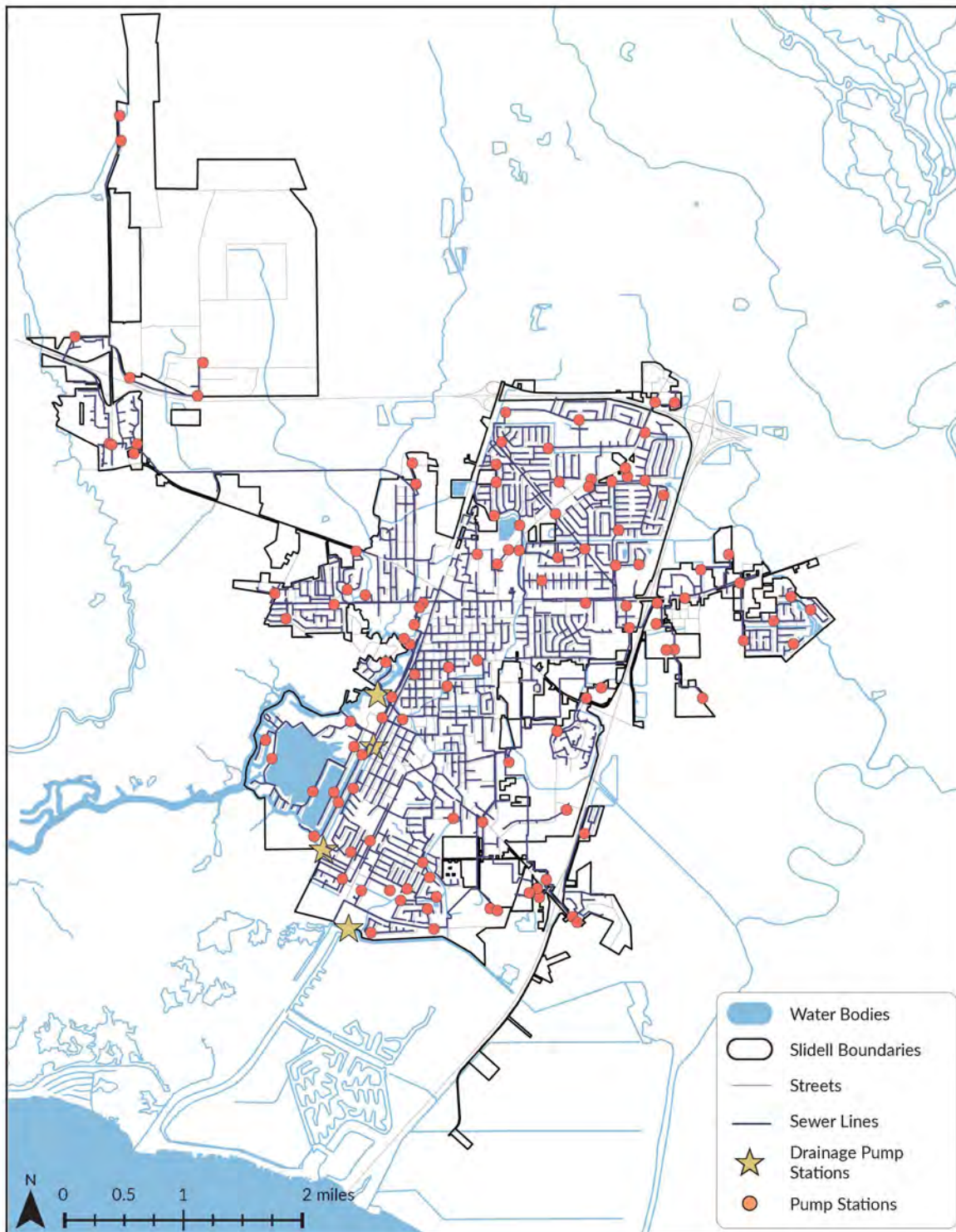
Source: St. Tammany Corp.

Due to the industrial presence along Bayou Bonfouca, water quality data and monitoring is conducted by the Louisiana Department of Environmental Quality (LDEQ). In the 80s, the LDEQ issued an advisory against swimming in and consumption of fish from the bayou. This has since been revised (as of 1998) and now the status is an informational health advisory for no swimming or sediment contact. Once the informational health advisory is rescinded, the water quality target for this waterway will be achieved.

The location of Slidell, on the downstream end of large waterways, makes it susceptible to upstream industry and pollutants that may flow near or through the city. Upstream paper mills and other industries have had environmental accidents that have mobilized and flowed into waterways causing fish kills and reducing water quality. In addition, pollution from wastewater is a big concern in the unincorporated areas of St. Tammany Parish that rely on individually managed septic systems. These systems upstream of Slidell may affect local watersheds if they are in disrepair. Slidell's wastewater is centralized and is highly reliant on sewage pump stations due elevation of the city. The following sections will discuss natural hazards that the community has been learning to adapt to such as repeat flooding, tropical storms, and fog that occur in Slidell.

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Figure 13 – Centralized Wastewater Lines and Sewage Pump Stations in Slidell



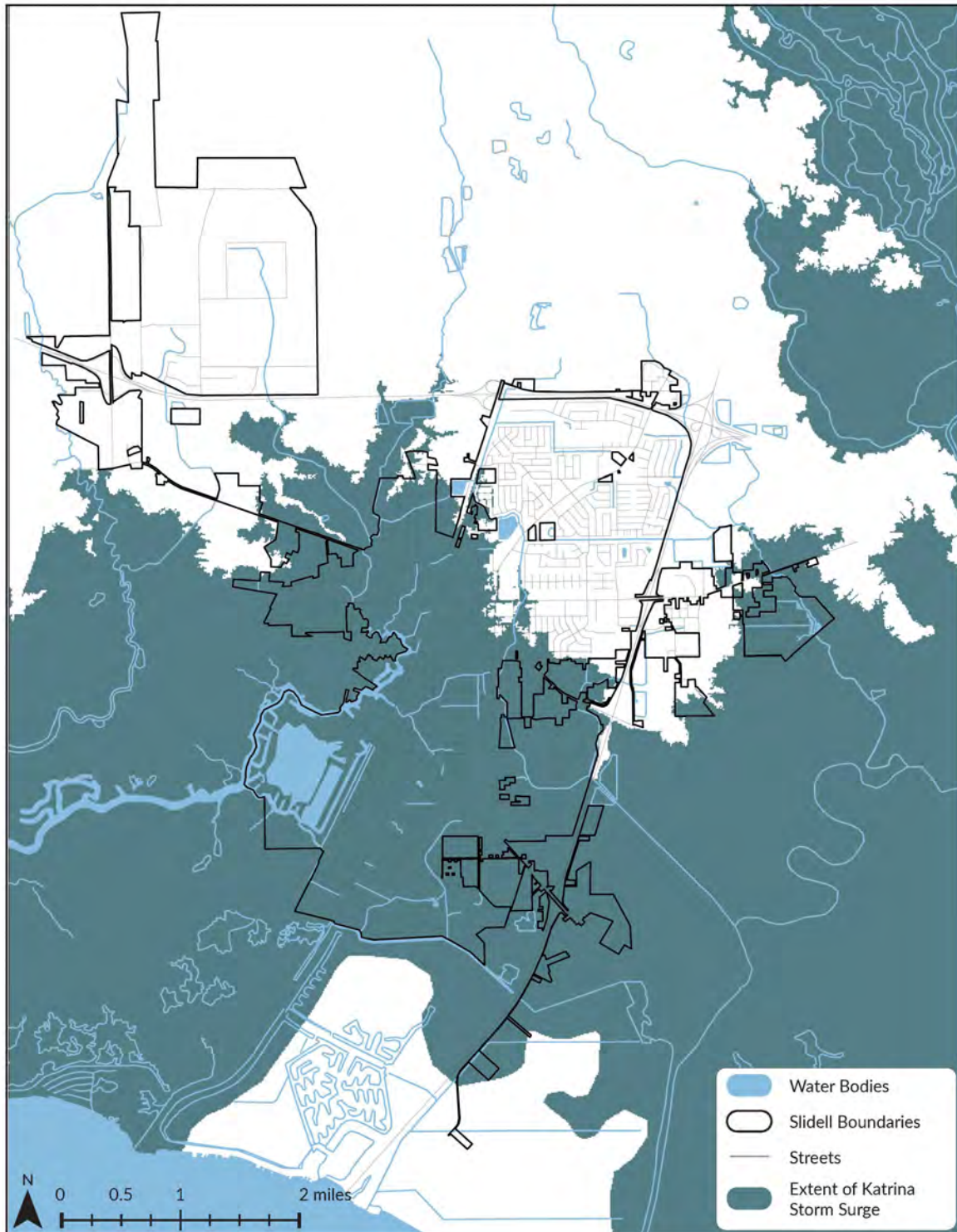
Source: GIS Data Provided by the Client

Natural Hazards and Resilience

St. Tammany Parish has a Multi-Jurisdictional Natural Hazard Mitigation Plan (Updated in 2020). The plan helps the whole parish take sustained action to reduce or eliminate the long-term risk to life and property from a hazard event. The parish and Slidell will still experience powerful natural forces from where it is geographically situated in the state and country. For instance, tropical storms and hurricanes generally gain strength and energy as they pass over the warm waters of the Gulf of Mexico and dissipate as they make landfall. Slidell is so close to the Gulf, there is not enough land for the winds and corresponding storm surge to dissipate, resulting in catastrophic flooding. In August 2005 when Katrina made landfall, the area experienced a storm surge of between 13-16 feet. The extent of storm surge reached over half the land area of Slidell. Along the western edge of the municipality, the storm surge traveled further inland through Bayou Bonfouca and other connected waterways.

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Figure 6 - Storm Surge Extent Associate with Hurricane Katrina in Slidell



Source: GIS Data Provided by the Client

Figure 7 - Widespread Damage Sustained from Hurricane Katrina in Slidell



Source: Wikimedia Commons

The catastrophic events of 2005 had major impacts on emergency management and hazard mitigation throughout St. Tammany Parish, leading the parish and city to undergo hazard mitigation planning. Slidell is subject to natural hazards that threaten life and health and have caused extensive property damage. To understand these hazards and their impacts on people and property in the region and to identify ways to reduce those impacts, the parish's Office of Homeland Security and Emergency Preparedness undertook the Multi-Jurisdictional Natural Hazards Mitigation Plan.

St. Tammany Parish received 24 Presidential Disaster Declarations between 1965 and 2020, more than any other parish in the state.¹⁷ Tropical storms, hurricanes, and flooding, make up most of the disaster declarations and are the most severe hazards facing the parish in terms of property damage and impact on the area's economy. However, there are other hazards that can be very destructive and are outlined below in the table for the City of Slidell.

¹⁷ "St. Tammany Parish Multi-Jurisdictional, Natural Hazards Mitigation Plan - 2020 Update" (New Orleans, LA: Solutient, 2009), p. 2-3.

Table 2 - Probability of Future Hazard Reoccurrence for the City of Slidell

Hazard	Probability
	City of Slidell
Coastal Hazards	100%
Dam Failure	< 1%
Drought	7%
Flooding	83%
Fog	3%
Levee Failure	< 1%
Termites	100%
Thunderstorms - Hail	100%
Thunderstorms - Lightning	77%
Thunderstorms - Winds	100%
Tornadoes	100%
Tropical Cyclones	100%
Wildfires	< 1%

Source: St. Tammany Parish Multi-Jurisdictional, Natural Hazards Mitigation Plan - 2020 Update

On average, three to four hurricanes make landfall in Louisiana each decade, and due to the general size of a hurricane, the effects of climate change, and the size of Louisiana, if a hurricane affects the state, it will likely affect St. Tammany Parish and thus the City of Slidell. The LA SAFE, St. Tammany Adaptive Strategy mapped the flood and storm risk for the parish looking at the CPRA Medium Flood Risk Scenario Modeling data, and the FEMA DFIRM 100-year floodplain. The parish was then categorized into low risk, moderate risk, and high risk. It found that 11% of the St. Tammany Parish population lives in the high-risk category, 27% in the medium category, and 62% in the low-risk category. The Slidell community is in the moderate to high-risk category for flooding.

The Parish's watersheds all drain to Lake Pontchartrain, Lake Borgne, and eventually the Gulf of Mexico. Flooding occurs when there is more water than the drainage system can convey and is dependent on three factors: precipitation, conditions in the watershed, and conditions in the drainage channels. Watershed conditions can affect flooding; for example, smaller watersheds can flood more quickly than large ones, but larger watersheds can experience longer effects of flooding. In addition, the slope of land and type of ground cover also affects flooding. Slidell is relatively flat and is rapidly developing, thus the parish experiences two types of flooding: long-

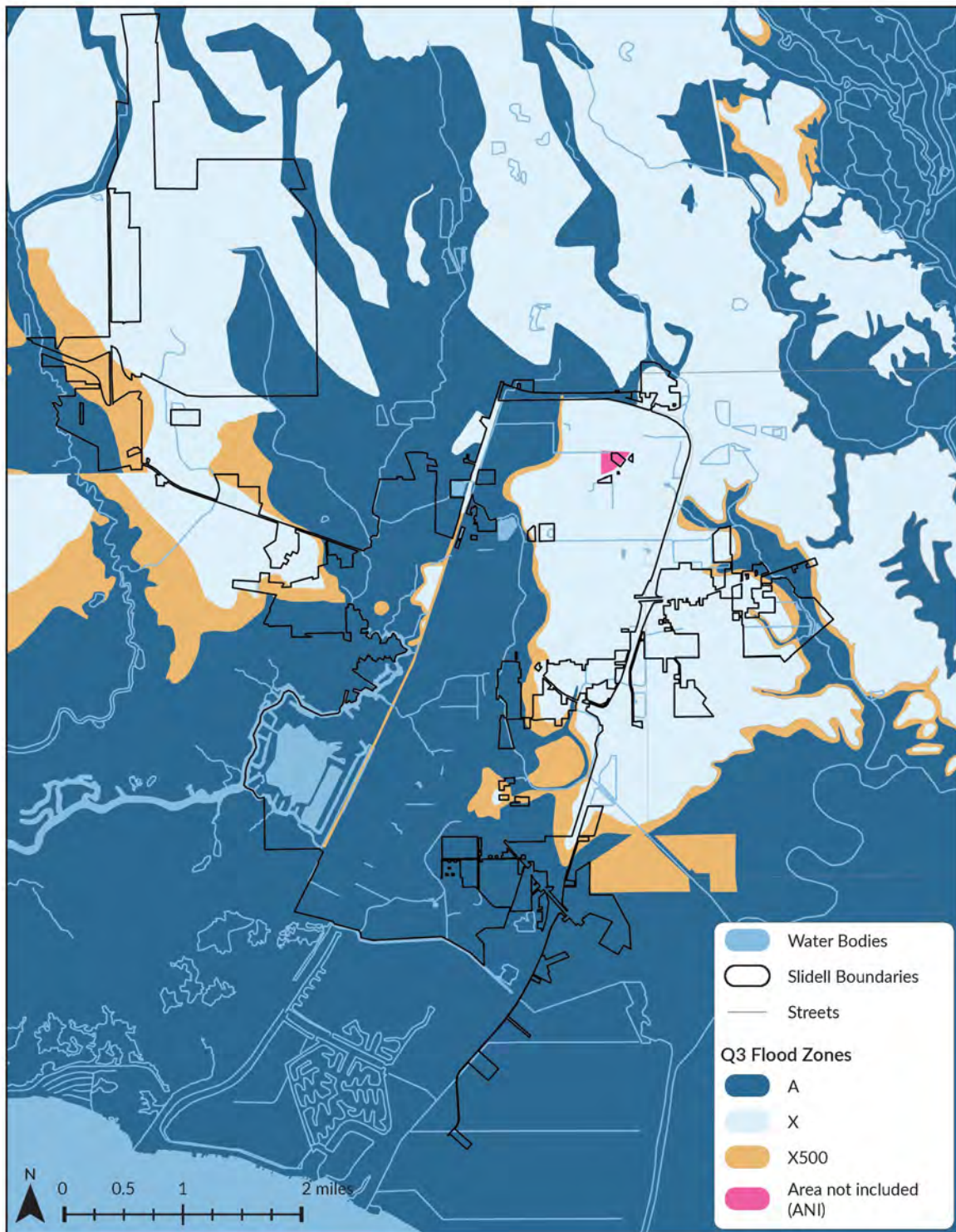
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lasting flooding from large rivers and flash flooding when stormwater runoff overloads the local drainage system.

FEMA Q3 Flood Zones, a subset of data available on the paper Flood Insurance Rate Maps (FIRMS), are developed to support floodplain management but do not replace the official paper FIRMS. That data is used to portray zones of uncertainty and possible risks to associated flooding. Based on this mapping, approximately 54% of Slidell falls within Zone A, an area inundated by 100-year flooding, for which no base flood elevations have been determined. Zone X500 fringe Zone A and can represent three things: An area inundated by 500-year flooding; an area inundated by 100-year flooding with average depths of less than 1 foot or with drainage areas less than 1 square mile; or an area protected by levees from 100-year flooding. The northeastern corner of Slidell and parcel north of Interstate-12 area in Zone X, an area that is determined to be outside the 100- and 500-year floodplains.

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Figure 8 - FEMA Q3 Floodzones in Slidell



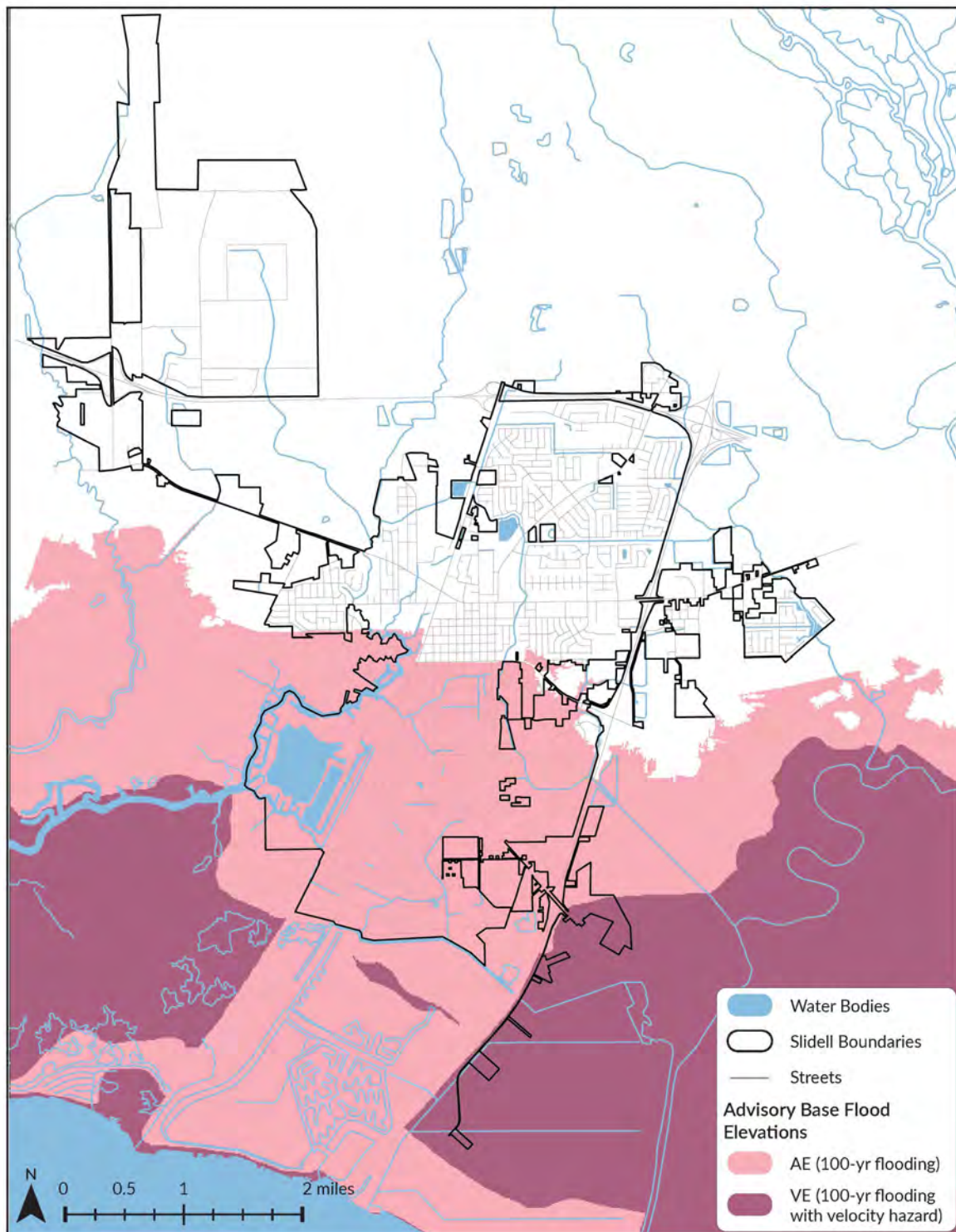
Source: FEMA Q3 Floodzones Data

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In 2009, the FEMA Flood Insurance Rate Maps for the parish were released to the public after being reevaluated following Hurricane Katrina and other large storms. Overall, the extent of the floodplain mapping did not increase much; however, the new mapping did greatly expand the high velocity wave action area (V Zone). Currently the FEMA Flood Insurance Rate Maps (FIRMs) for St. Tammany Parish are in the process of being updated and are in the Preliminary phase. This means that the most up-to-date FIRM and underlying Flood Insurance Study (FIS) is in the community review and comment process. The Preliminary FIRM will become the future FIRM when FEMA issues a Letter of Final Determination. Right now, the Preliminary FIRM can be used to regulate development but cannot be used to rate flood insurance. That is done with the older, effective FIRM for the parish. The southern portion of Slidell is within Zone AE, a high-risk zone base floodplain where base flood elevations are provided. Zone VE is south of the city and delineates high-risk coastal areas with a 1% or greater chance of flooding and an additional hazard associated with storm waves. Figure 17 shows the Advisory Base Flood Elevation (ABFE), which is a temporary Base Flood Elevation issued by FEMA after a disaster for use during recovery, while the FIRM is being revised to reflect risks discovered in the disaster event. ABFEs are never used for rating insurance. They may be used by the community to regulate some or all development. ABFEs were issued across coastal Louisiana following hurricanes Katrina and Rita and communities were required by the state to adopt ABFEs as a regulatory standard for rebuilding or forfeit hazard mitigation funding.

St. Tammany Parish and Slidell are part of the National Flood Insurance Programs, Community Rating System (CRS). This program incentivizes the implementation of floodplain management practices that exceed the Federal minimum requirement of the National Flood Insurance Program. The practices that Slidell implement can reduce flood risk and flood insurance premiums. Recently the City of Slidell is working on a Community Rating System Feasibility Study and Impact Analysis and is engaging the community and stakeholders on the draft document.

Figure 9 – FEMA Flood Zone Designations – Advisory Base Flood Elevations



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Source: FEMA Flood Zones

FEMA's maps do not account for localized stormwater flooding (under 1 square miles in size), which occurs regularly and sometimes repeatedly to certain areas throughout the area. The odds of a severe thunderstorm hitting a particular area in the parish each year are 1 to 1 or 100%. Flooding takes a toll on communities not only from the effects of the flood water and contamination that it harbors, but also the aftereffects of mold, mildew and the long-term psychological impact of having lives altered and important keepsakes damaged.

Figure 10 - Residential living room in Slidell after Hurricane Katrina illustrating the extent of water damage that can occur inside a home



Source: Wikimedia Commons

The Parish and Slidell are also at high risk for tornadoes. St. Tammany parish has reported 32 tornadoes since 1950 and is likely to experience one tornado a year. Most violent storms do not result in major damage, injuries, or death, but there have been a few violent tornadoes across Louisiana, ranking it 13th in the nation for deaths as a result of tornadoes. The major threat in St. Tammany parish from tornadoes is property damage and injury.

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Figure 19 - Volunteers Gathering and Distributing Potable Water after 2012 Tropical Storms in Slidell



Source: Wikimedia Commons

According to the St. Tammany Parish Multi-Jurisdictional, Natural Hazards Mitigation Plan - 2020 Update, Slidell has been taking mitigation actions to lessen the stress of natural hazards on the citizens and environment of Slidell. The table below outlines previous and new mitigation actions the city has taken and describes the funding source timeframe, responsible party, the hazard, and the status of the action.

Table 3 - Slidell Previous and New Mitigation Actions

City of Slidell Mitigation Action Update						
Jurisdiction-Specific Action	Action Description	Funding Source	Timeframe	Responsible Party, Agency, or Department	Hazard	Status
W-14 Pumping Station Construction	Construct a pumping station at the mouth/terminus of the W-14 Drainage Canal. A pump at the mouth of the W-14 would allow water to continue to be pumped out of the city even when the Lake is full and will impede back flooding.	Federal, State, Local	1-5 Years	City of Slidell Mayor's Office	Tropical Cyclone, Flooding	Ongoing
Levee Protection Project	Construct a Levee or Flood Wall paralleling the Norfolk-Southern railroad tracks from its intersection with the Schneider Canal Levee to Gause Blvd. US HWY 11 Segment has been completed.	Federal, State, Local	1-5 Years	City of Slidell Mayor's Office	Tropical Cyclone, Flooding, Levee Failure	Ongoing/ Partially Completed
Bayou Patassat Improvements	Bayou Patassat Drainage Canal needs to be reshaped. The channel needs to be reshaped and smoothed so the	Federal, State, Local	1-5 Years	City of Slidell Mayor's Office	Tropical Cyclone, Flooding	Ongoing

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	water is effectively and efficiently conveyed to the pumps upgraded from the last hazard mitigation plan and discharged into Bayou Bonfouca. Additionally, the subsurface section of the channel should be removed and upgraded to match the increase in capacity for the reshaped sections.					
Elevation of Severe Repetitive Loss and Repetitive Loss Structures	Homes outside levee protection need to be elevated above the City of Slidell's Design Flood Elevation (DFE). The majority of the City's residences were built pre-FIRM. Approximately 973 repetitive loss homes have not yet been elevated.	Federal	1-5 Years	City of Slidell Mayor's Office	Tropical Cyclone, Flooding	Ongoing
Pontchartrain Drive Drainage Improvements	Pontchartrain Drive is an older commercial corridor. Drainage along the corridor was constructed and modified in a piecemeal fashion spanning decades. These factors have combined to create a drainage system that struggles to handle heavy rain events because the system's slope is not uniform, the channel is not straight, and the water has a long way to travel until it is safely discharged into Lake Pontchartrain. During events the system becomes overwhelmed and adjacent properties are flooded.	Federal, State, Local	1-5 Years	City of Slidell Mayor's Office	Tropical Cyclone, Flooding	Ongoing
Audubon Ditch Drainage Improvements	Improving the shape and slope of the Audubon ditch and removing debris and other obstructions would allow storm water to move quicker and more efficiently from the neighborhoods and out of the city, thereby reducing the threat of flooding during storm events.	Federal, State, Local	1-5 Years	City of Slidell Mayor's Office	Tropical Cyclone, Flooding	Ongoing
Breckenridge Ditch Improvements	The Breckenridge ditch discharges first into a detention pond then into the W-15. Improving the Breckenridge ditch design and removing debris and other obstructions would allow storm water to move quicker and more efficiently from the neighborhoods and out of the city, thereby reducing the threat of flooding during storm events.	Federal, State, Local	1-5 Years	City of Slidell Mayor's Office	Tropical Cyclone, Flooding	Ongoing
Carollo Drive Drainage Improvements	Improving the Carollo Drainage, especially the detention pond, would allow for the capture and controlled release of storm and flood water during storm events, thereby reducing the threat of flooding.	Federal, State, Local	1-5 Years	City of Slidell Mayor's Office	Tropical Cyclone, Flooding	Ongoing

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Rue Miramon Drainage Improvements	Improving the Rue Miramon drainage system is key to removing storm water from the Bon Village subdivision and reducing flooding on Gause Blvd.	Federal, State, Local	1-5 Years	City of Slidell Mayor's Office	Tropical Cyclone, Flooding	Ongoing
Lindeberg Dr Drainage Improvements	This project would redesign and improve the affected sections of these drainage canals, especially where they converge.	Federal, State, Local	1-5 Years	City of Slidell Mayor's Office	Tropical Cyclone, Flooding	Ongoing
W-14 / W-15 Detention Pond	Failure of this node has led to overtopping of the canal and ditch and flooding of nearby homes and businesses. Creation of a detention pond and controlled release of storm/floodwaters at this point in City's drainage system would provide for temporary relief during a storm or flood event.	Federal, State, Local	1-5 Years	City of Slidell Mayor's Office	Tropical Cyclone, Flooding	Ongoing
Mitigation Public Outreach Program	Enhance the public outreach programs for the parish and all jurisdictions by increasing awareness of risks and safety as well as providing information on high risk areas. Educating citizens on proper mitigation efforts will create resiliency within the parish.	FEMA, HMPG	Ongoing	City of Slidell Mayor's Office	Flooding, Wind, Hail, Lightning, Tornado, Tropical Cyclone, Wildfire, Termites, Fog	Ongoing
Pump Station Improvements	Dellwood Storm water Pump Station Improvements	Local, FEMA	1-5 Years	City of Slidell Mayor's Office	Tropical Cyclone, Flooding	Ongoing
Sewer System Improvements	Hermadel Subdivision Storm Sewer System	Local, FEMA	1-5 Years	City of Slidell Mayor's Office	Tropical Cyclone, Flooding	Ongoing
Safe Room	Construct safe room for City of Slidell to utilize during major tornado and wind events	Local	1-5 Years	City of Slidell Mayor's Office	Tornado, Wind	In progress
Drainage Improvements	Gause Boulevard and Robert Road Intersection Drainage Improvements	Local, LADOT D	1-5 Years	City of Slidell Mayor's Office	Tropical Cyclone, Flooding	Ongoing
Road Elevation	North Boulevard Roadway Elevation	Local	1-5 Years	City of Slidell Mayor's Office	Tropical Cyclone, Flooding	Ongoing
Drainage Improvements	Beechwood Street/Walnut Street Drainage Improvements	Local, FEMA	1-5 Years	City of Slidell Mayor's Office	Tropical Cyclone, Flooding	Ongoing
Canal Improvements	W-15 Canal Improvements	Local, STP	1-5 Years	City of Slidell Mayor's Office	Tropical Cyclone, Flooding	Ongoing
Storm water master plan	Development of a Comprehensive Storm water Master Plan	Local	1-5 Years	City of Slidell Mayor's Office	Tropical Cyclone, Flooding	Ongoing
Ordinance improvements	Review and Update of Storm water Ordinances and Design Manual	Local, FEMA	1-5 Years	City of Slidell Mayor's Office	Tropical Cyclone, Flooding	Continuous

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Generator Procurement/ Installation	Purchase and Installation of Emergency Generators at Key Facilities	Local, State, FEMA	1-5 Years	City of Slidell Mayor's Office	Tropical Cyclone, Flooding, Wind, Lightning, Tornado	Ongoing
Drought education program development	Development of a Public Education Outreach on Water Conservation Measures	Local, FEMA	Ongoing	City of Slidell Mayor's Office	Drought	Continuous
Lightning Education	Development of a Public Education Outreach on Lightning Dangers	Local	Ongoing	City of Slidell Mayor's Office	Tropical Cyclone, Lightning	Continuous
Lightning mitigation	Identification of Critical Infrastructure Vulnerable to Lightning and Installation of Lightning Rods	Local, FEMA	Ongoing	City of Slidell Mayor's Office	Tropical Cyclone, Lightning	Ongoing
Bayou improvements	De Snag and clean Bayou Vincent. The portion from Hwy 190/Gause BLVD West northward to I-12 still needs to be cleaned	N/A	Ongoing	City of Slidell Mayor's Office	Tropical Cyclone, Flooding	Ongoing
Flood mitigation	Elevate the low spot near Palm Lake on Bonfouca Drive	N/A	Ongoing	City of Slidell Mayor's Office	Tropical Cyclone, Flooding	Ongoing
Dellwood Pump Station Hardening	Construct Bar Screen and Rakes	Federal, State, Local	1-5 Years	City of Slidell Mayor's Office	Tropical Cyclone, Flooding	Ongoing
Lee St Pump Station Hardening	Construct Bar Screen and Rakes	Federal, State, Local	1-5 Years	City of Slidell Mayor's Office	Tropical Cyclone, Flooding	Ongoing
Residential Buyout and Canal Widening (W-14)	Purchase properties along W-14 canal and widen canal.	Federal, State, Local	1-5 Years	City of Slidell Mayor's Office	Tropical Cyclone, Flooding	Ongoing
Detention Pond Improvements	Modify weir and pond to help conveyance of water into the pond	Federal, State, Local	1-5 Years	City of Slidell Mayor's Office	Tropical Cyclone, Flooding	Ongoing
Culvert Replacement	Replace bridge to all for better conveyance in the W-14 canal	Federal, State, Local	1-5 Years	City of Slidell Mayor's Office	Tropical Cyclone, Flooding	Ongoing
Culvert Upgrade	Upgrade the culvert on Bonfouca Drive near Palm Lake	N/A	Ongoing	City of Slidell Mayor's Office	Tropical Cyclone, Flooding	Ongoing
Master Drainage Plan	Develop a master drainage plan which will evaluate drainage projects at major drainage laterals to determine best method of increasing drainage capacity. Implement recommended projects resulting from drainage plan.	City Budget	Ongoing	City of Slidell Mayor's Office	Flooding, Tropical Cyclone	New
Enhanced Mitigation Outreach and Education for All Hazards	Increase public awareness of hazards and hazardous areas. Actions may include distribution of public awareness information regarding all hazards and potential mitigation	HMGP, Federal	1-5 years	City of Slidell Mayor's Office	Flooding, Thunderstorms, Tornadoes, Tropical Cyclones, Coastal	New

	measures; implementation of educational program for children and merchants; Integrate emergency preparedness and mitigation into the public school curriculum, providing public education on the importance of maintaining the ditches, promotion of the purchase of flood insurance for public. Sponsor a "Multi-Hazard Awareness Week", to educate the public on all hazards				Hazards, Drought, Fog, Termites, Wildfires	
Potable Water	Create redundancy of potable water supply to critical facilities, and provide protection of potable water supply by acquisition/installation of backflow preventers at appropriate critical locations.	HMGP, Federal	1-5 years	City of Slidell Mayor's Office	Flooding, Thunderstorms, Tornadoes, Tropical Cyclones	New
Flood Proofing Projects	Flood-proof critical structures within Slidell to help promote continuation of critical services during a storm event	HMGP, Federal	1-5 years	City of Slidell Mayor's Office	Flooding, Tropical Cyclones	New
Road Elevation	Elevate roads in vulnerable locations prone to flooding and drainage problems.	HMGP, Federal	1-5 years	City of Slidell Mayor's Office	Flooding, Tropical Cyclones	New
Pumping Station Projects	Elevate or flood proof pump stations; upgrade existing pump stations by installing block valves to prevent/protect against backwater	HMGP, Federal	1-5 years	City of Slidell Mayor's Office	Flooding, Tropical Cyclones	New
Communication System Upgrades	Implement upgrades and additions to communications systems, including the Auto call out system. Implement a public notification system, such as sirens or a call down system with backup capabilities.	HMGP, Local, regional, and federal	1-5 years	City of Slidell Mayor's Office	Flooding, Thunderstorms, Tornadoes, Tropical Cyclones, Wildfire, Fog	New
Adoption of International Building Codes and Regulation of New Development	Adopt the current International Building Codes by ordinance, which would result in additional techniques to harden structures and mitigate against damage from hazards.	HMGP, Local	1-5 years	St Tammany Parish Government/ Slidell Mayor's Office	Coastal Hazards, Flooding, Tropical Cyclone, Termites, Tornadoes, Thunderstorms, Wildfires	New
Water Conservation Measures	Adopt ordinances requiring water-saving measures in time of drought	HMGP, Local	1-5 years	St Tammany Parish Government/ Slidell	Drought	New

				Mayor's Office		
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Source: St. Tammany Parish Multi-Jurisdictional, Natural Hazards Mitigation Plan - 2020 Update

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- ¹⁰ Jason M. Griffith., "Water Resources of St. Tammany Parish Fact Sheet 2009-3064," U.S. Geological Survey, in cooperation with the Louisiana Department of Transportation and Development, version 1.3 (2017), p. 1.
- ¹¹ iNaturalist. www.inaturalist.org. Accessed 8 Apr. 2021.
- ¹² U.S. Fish & Wildlife Service: ECOS Environmental Conservation Online System. ecos.fws.gov/ecp. Accessed 8 Apr. 2021.
- ¹³ "Superfund Site: Bayou Bonfouca Slidell, LA Cleanup Activities." United States Environmental Protection Agency, www.epa.gov/superfund/search-superfund-sites-where-you-live. Accessed 12 Apr. 2021.
- ¹⁴ Superfund Site: South Shipbuilding Slidell, LA Cleanup Activities." United States Environmental Protection Agency, www.epa.gov/superfund/search-superfund-sites-where-you-live. Accessed 12 Apr. 2021.
- ¹⁵ "St. Tammany Parish Multi-Jurisdictional, Natural Hazards Mitigation Plan - 2020 Update" (New Orleans, LA: Solutient, 2009), p. 2-3.

TECHNICAL MEMORANDUM

DATE: July 16, 2021

TO: Melissa Guilbeau, AICP, City of Slidell

FROM: Burk-Kleinpeter, Inc. with The Mumphrey Group, LLC

RE: **Slidell 2040: Existing Conditions – Infrastructure & City Facilities**

Overview

This memo is intended to offer a snapshot into the existing capacity, condition, and location of Slidell's major infrastructure assets (transportation assets excluded) and municipal facilities (e.g. city administration, police facilities, recreation, etc.). Some information is also provided on the current structure of maintenance responsibilities, capital project funding, and other relevant details about how the City is currently managing its existing infrastructure. The information used to produce this memo was provided by the City of Slidell directly.

Findings

Slidell's primary infrastructure concerns are for stormwater management/drainage and sewer. There are active plans for both bond funding and federal and state grant asks for improvements to these systems. Active expansion of the City of Slidell continues to require the expansion of the City's existing system, and specific plans for funding future infrastructure needs will need to be addressed in the comprehensive plan to accommodate future demand.

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Stormwater

The City's Bridges and Drainage Division of the Department of Public Works is responsible for a number of stormwater system concerns including "drainage-related cave-ins and installation of small sub-surface drainage projects" as well as canal cleaning and reshaping on an 18-month cleaning cycle. It is also in charge of the maintenance, inspection, and repairs to all drainage pumping stations within the City of Slidell. Slidell maintains four drainage pump stations. The City's 2019 budget included \$18.9 million in bond proceeds for the city's utility fund which included a \$16.4 million load from the Louisiana Department of Environmental Quality (DEQ) for a sewer lift station rehabilitation project.

The City was given approval for a \$2.5 million loan from the Department of Homeland Security to construct a water transmission line beneath Interstate 10 to join two portions of Slidell's current water system. This loan closing was scheduled for 2020; it is unclear if the bond issuance was delayed as a result of the COVID-19 pandemic.

Water & Sewerage

The City's Division of Waste Treatment is responsible for the maintenance and operation of the city's wastewater treatment complex at 2800 Terrace Avenue. The wastewater treatment facility has a maximum treatment capacity of xx million gallons per day (MGD) and typically treats around xx MGD of wastewater (xx% of capacity). The City also maintains one water storage tower, 21 water wells, 103 sewage pump stations, just over 180 miles of potable water line, and just over 170 miles of sewer lines.

Prior to 2020, the City operated two independent water systems; a \$2.6 million connection was approved by Slidell City Council to join the two systems. The City also entered into a 2018 loan agreement with the state Department of Environmental Quality (DEQ) for the Clean Drinking Water Revolving Loan Fund Program to finance improvements to Slidell's wastewater treatment plant (\$10 million loan) and \$6.4 million in sewer lift station improvements.

The City also has approval for federal loan support via the EPA's Clean Drinking Water Revolving Loan Fund Program for an additional \$2.5 million for "water system distribution improvements," which the city expects to close on in 2021.

Hurricane Protection

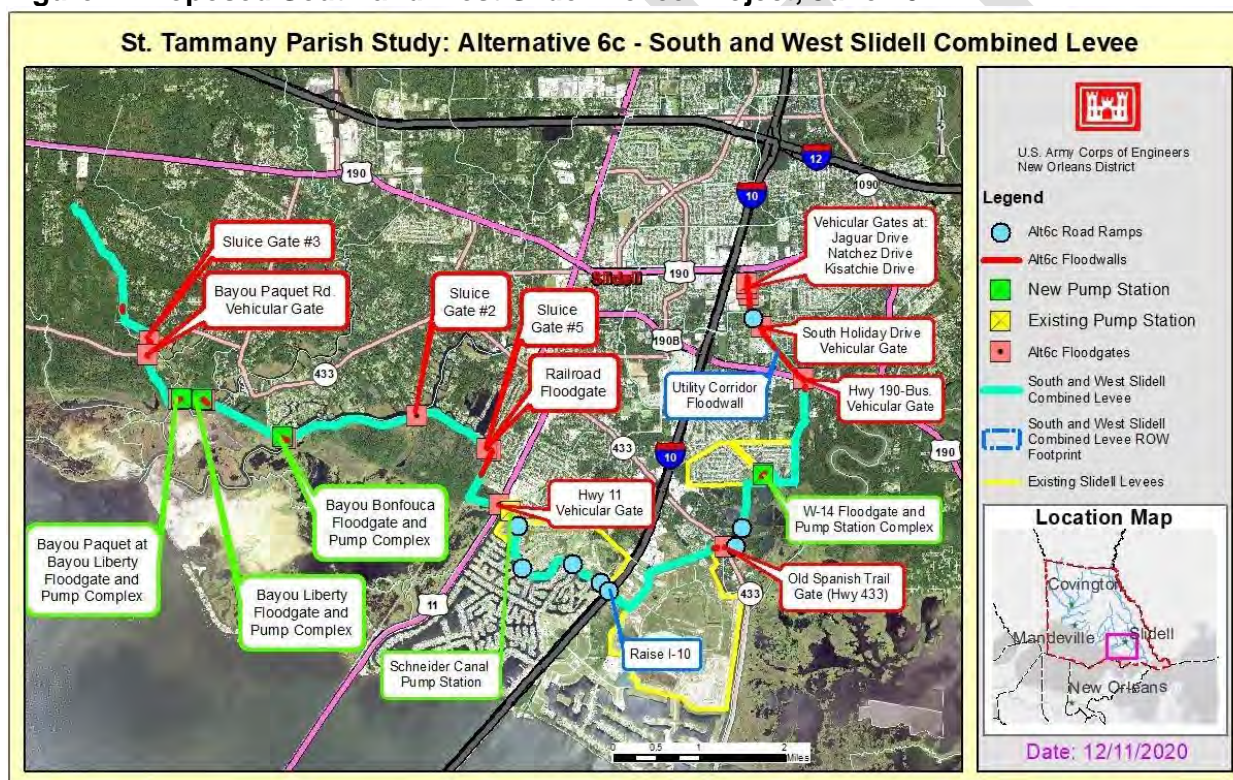
The City of Slidell's budget for FY2018-2021 do not indicate major expenditures on hurricane protection system infrastructure, excluding stormwater management systems as discussed in the "Stormwater" section. Slidell has experienced widespread flooding from both rainfall and coastal storm surge. Currently the only federally-certified (U.S. Army Corps of Engineers) levee in St. Tammany Parish is the Lakeshore Levee in Slidell; Slidell also is protected by the Oak Harbor Levee, Kings Point East Levee, and Kings Point West Levee.

In June 2021, A CPRA-sponsored *St. Tammany Parish Draft Integrated Feasibility Report with Draft Environmental Impact Statement* considered various parish-wide alternatives for future flood mitigation measures, including several projects impacting Slidell. Of these projects, the following excerpt from the report describes the "South Slidell and West Slidell Levee and Floodwall System" which is included in the "Tentatively Selected Plan" in the document:

The system is comprised of approximately 16.3 miles (85,900 feet) of alignment with a combination of 14 miles of levees (73,700 feet) and 2.3 miles (12,200 feet) of floodwall. The I-10 would be raised to ramp over the new levee section by constructing ramps to the preliminary design elevation of 15 feet. The construction of the levee alignment would impact approximately 169 acres. The levee alignment would require approximately 1,528,000 cubic yards of fill (includes 30 percent contingency). There would be five pump stations and five floodgates. There would also be a total of three sluiceways, eight pedestrian and vehicular floodgates, one railroad gate along the Norfolk Southern Railroad, and seven ramps.

This plan would reduce flooding risk to approximately 7,000 structures. The estimated up-front cost for the South and West Slidell Levee project is \$1.73 billion, and USACE estimated the benefit-cost ratio for the project at 1.7. **Figure 1** depicts the proposed project and some details of the supporting elements of the system. The project also considers five sites for water detention for the levee system, including two in Slidell. The location of the proposed sites within the City of Slidell are depicted in **Figure 2** and **Figure 3** in the Appendix (the other sites are proposed in Hancock County, Mississippi and Lacombe, LA).

Figure 1. Proposed South and West Slidell Levee Project, June 2021



In addition to the levee project, the *Feasibility Report* recommended improvements to Bayou Patassat, designed to improve flow in the tributary to Bayou Bonfouca (see **Figure 4** in Appendix for map of proposed project).

An “Eastern Slidell” levee project (Alternative 7 in the *Feasibility Report*) was proposed to address riverine, rainfall, and coastal storm flooding in eastern Slidell including: a diversion at Gum Bayou; improvements to Poor Boy Canal; improvements to Doubloon Bayou; and a levee along the Pearl

River. These projects were not included in the Tentatively Selected Plan due to their calculated benefit-cost ratios:

- Gum Bayou Diversion (benefit-cost ratio 0.0)
- Poor Boy Canal (benefit-cost ratio 0.0)
- Doubloon Bayou (benefit-cost ratio -1.1)
- Pearl River Levee (benefit-cost ratio 0.4)

City Facilities

The City of Slidell owns nearly 400,000 square feet of facility space for varying purposes. **Table 1** shows these facilities, their locations, and some details on building size and condition.

Table 1. City-Owned Facilities

Structure	Address	Year Built	Building Condition	Square Footage
Airport (Main Building)	62512 Airport Road #12			4,000
Animal Control Center	2700 Terrace Avenue			14,545
Auditorium	2056 Second Street			20,664
City Courthouse	501 Bouscaren Street			13,375
City Hall	2055 Second Street			6,000
Fritchie Park Gym	900 Howze Beach Rd			23,060
GOSH Museum	2065 Second Street			1,287
Heritage Park Dressing/Restrooms	1701 Bayou Lane			1,115
John Slidell Park Gym	105 Robert Blvd			12,595
Keep Slidell Beautiful Building	2700 Terrace Avenue			6,025
Mardi Gras Museum	2020 First Street			1,715
Police Academy	34870 Grantham College Rd			6,452
Police Substation	103 Robert Blvd			1,637
Public Operations Admin Building	1325 Bayou Lane			10,000

Structure	Address	Year Built	Building Condition	Square Footage
Public Operations Electrical & Sign Shop	1325 Bayou Lane			6,000
Public Operations Employee Building	1325 Bayou Lane			6,000
Public Operations Tool Room Building	1325 Bayou Lane			16,000
Purchasing Department & Warehouse	1329 Bayou Lane			11,900
Rufus Viner Center	1010 Schley Street			2,181
Senior Center	610 Cousin Street			11,728
Slidell Business Campus	1010 Gause Blvd			62,129
Slidell City Council and Administrative Center (Bldg #1)	2045 Second Street			32,970
Slidell Police Department	2112 Sgt Alfred Drive			15,542
Slidell Police Evidence Building	2112 Sgt Alfred Drive			8,405
Slidell Police Extra Building	2128 Sgt Alfred Drive			1,100
Slidell Technology and Cultural Arts Center (Bldg #2)	250 Bouscaren Street			28,633
Train Depot	1827 Front Street			36,500
Vehicle Maintenance Office & Shop	1327 Bayou Lane			16,000
Wastewater Treatment Plant (Multiple Buildings)	2800 Terrace Avenue			16,706

Source: City of Slidell

The City's General Maintenance Division is tasked with facility maintenance, and operates on a budget supported by the City's sales tax fund. The City's FY2021 budget calls for five full-time staff members. In addition to the General Maintenance Division, Slidell's Recreation Services & Parks and Parkways Division is tasked with the creating "a State recognized park and recreation system, with quality facilities that include well manicured [sic] ball fields, first class gymnasium facilities, excellent playground equipment and beautiful walking trails which are well lit, safe and accessible for all citizens of Slidell." This division has approximately 20 full-time employees.

In addition, a “DISA Building Fund” exists to support the former Defense Information Systems Agency (DISA) building at 1010 Gause Blvd, which is now the Slidell Business Campus. The building is city owned and operated but leased to a private third party.

The following schools (operated by St. Tammany Parish) are also located in the City of Slidell:

Pre-K, Kindergarten & Elementary

- Abney Early Childhood Center (Pre-K & Kindergarten)
- Aney Elementary (Grades 1-5)
- Alton Elementary (Pre-K to Grade 5)
- Bayou Woods Elementary (Pre-K to Grade 3)
- Bonne Ecole Elementary (Pre-K to Grade 6)
- Brock Elementary (Pre-K to Grade 5)
- Carolyn Park Middle (Grades 4-6)
- Cypress Grove Elementary (Pre-K to Grade 1)
- Florida Avenue Elementary (Pre-K to Grade 6)
- Honey Island Elementary (Grades 2-3)
- Little Oak Middle (Grades 4-6)
- Mayfield Elementary (Pre-K to Grade 6)
- Whispering Forest Elementary (Pre-K to Grade 3)

Junior High & High Schools

- Boyet Junior High (Grades 7-8)
- Clearwood Junior High (Grades 4-8)
- Northshore High (Grades 9-12)
- Salmen High (Grades 9-12)
- Slidell High (Grades 9-12)
- Slidell Junior High (Grades 7-8)
- St. Tammany Junior High (Grades 6-8)

The City is also served by the Slidell Branch (555 Robert Blvd) and South Slidell Branch (3901 Ponchartrain Dr) operated by St. Tammany Parish Library.

Funding for Capital Projects

The City of Slidell, like most city governments, finances its major infrastructure projects through a combination of user fees, taxes, bond issuances, and state and federal grants. The City embarked on a \$30 million capital improvement program around the turn of the millennium primarily targeting drainage, roadways, and water/sewerage projects. After repaying debt on these bonds, the city followed with another pair of major bond issuances: \$10 million and \$12 million in 2010 and 2016 respectively also focusing on similar roadway and drainage improvements.

FY2020 and FY2021 city budgets include funding debt service on proposed \$18.9 million utility revenue bonds. It is unclear if the bond issuance was delayed as a result of the COVID-19 pandemic.

Approved by Slidell voters in 1962 and 1986, the City of Slidell collects sales and use taxes, revenues from which are dedicated to “capital outlay and retirement of debt issued for capital projects; public works and public facilities.”¹ The 1986 tax was rededicated in 2012 and now provides additional funding for the Public Safety Fund for police department operations and capital.

St. Tammany Parish and the City of Slidell also have an outstanding sales tax sharing agreement (the “Sales Tax Enhancement Plan”) originally signed in 1988 and renewed in 2006. This agreement applies at 2% sales and use tax on properties annexed into the City of Slidell after November 4, 1986; this tax revenue is split equally between the City and St. Tammany Parish (Tax District #3). This agreement is in place until December 2031.

Water and Sewerage Fees are currently charged to customers in the City of Slidell at a base rate (see **Table 2** in the Appendix for rates) which will increase by 2.3% based on the consumer price index for CY2019. These user fees cover capital costs for operational equipment as well as “most repair/replacement, some new extensions, and construction” as well as debt service on long-term bonding for capital projects.

¹ 2021 Budget, p 14.

Appendix

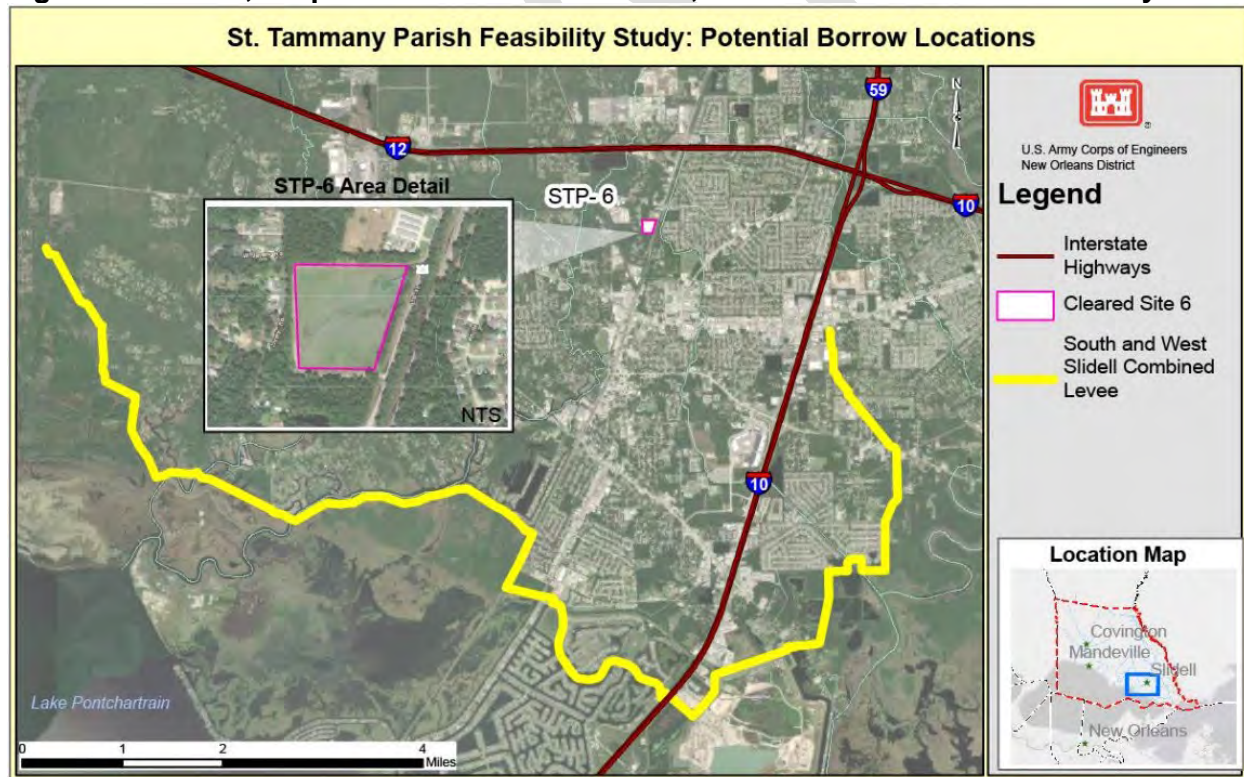
Table 2. Water & Sewer Rates FY2020

Water Rates	
Residential Base	\$20.62/5,000 gals
Commercial Base	\$22.62/5,000 gals
All	\$1.99/1,000 gals thereafter
Sewerage Rates	
All - Base	\$18.92/4,000 gals
	\$3.56/1,000 gals next 20,000
	\$2.99/1,000 gals thereafter

Source: City of Slidell

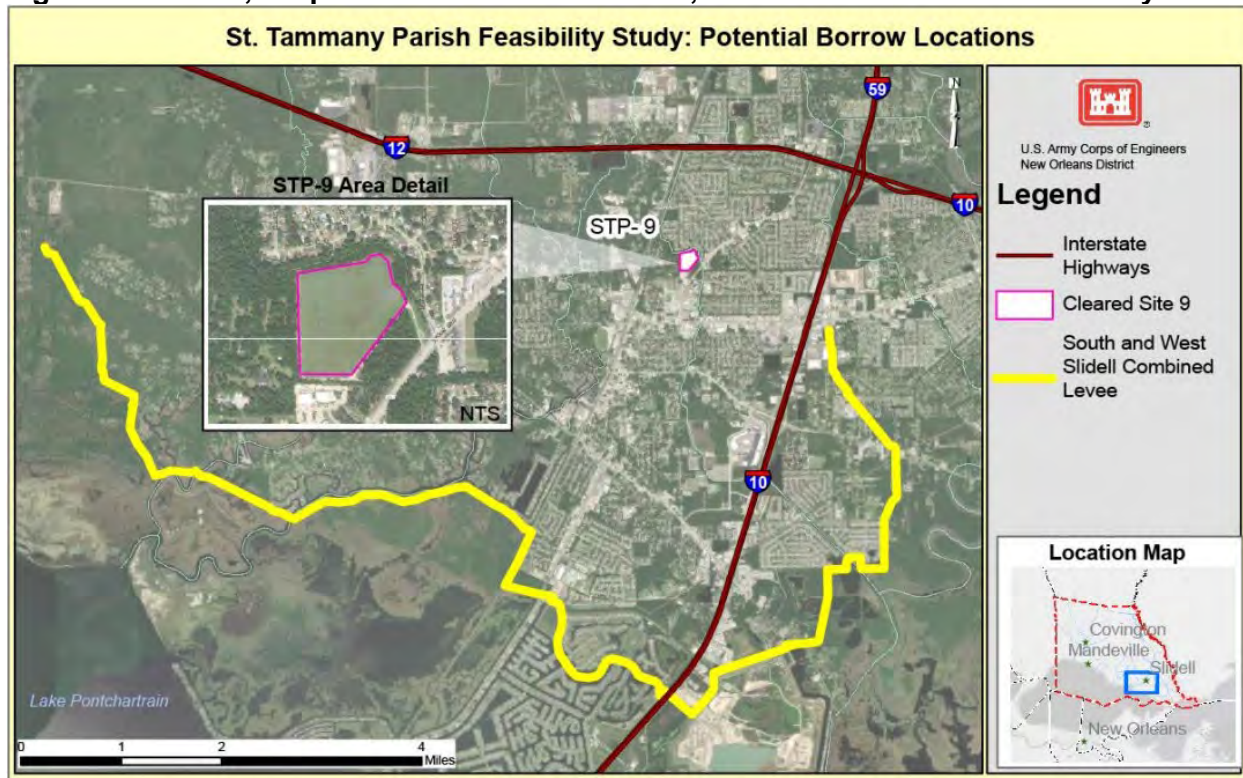
Effective July 2020, rates will increase 2.3% based on the consumer price index for calendar year 2019. Revenue from water and sewer fees represent 19% of annual recurring revenue in the City's proposed 2021 budget. Collections from 2020 and 2021 are estimated at \$8.9 million and \$9.0 million respectively in the 2021 proposed budget.

Figure 2. "Site 6", Proposed Water Detention Site, South and West Slidell Levee System



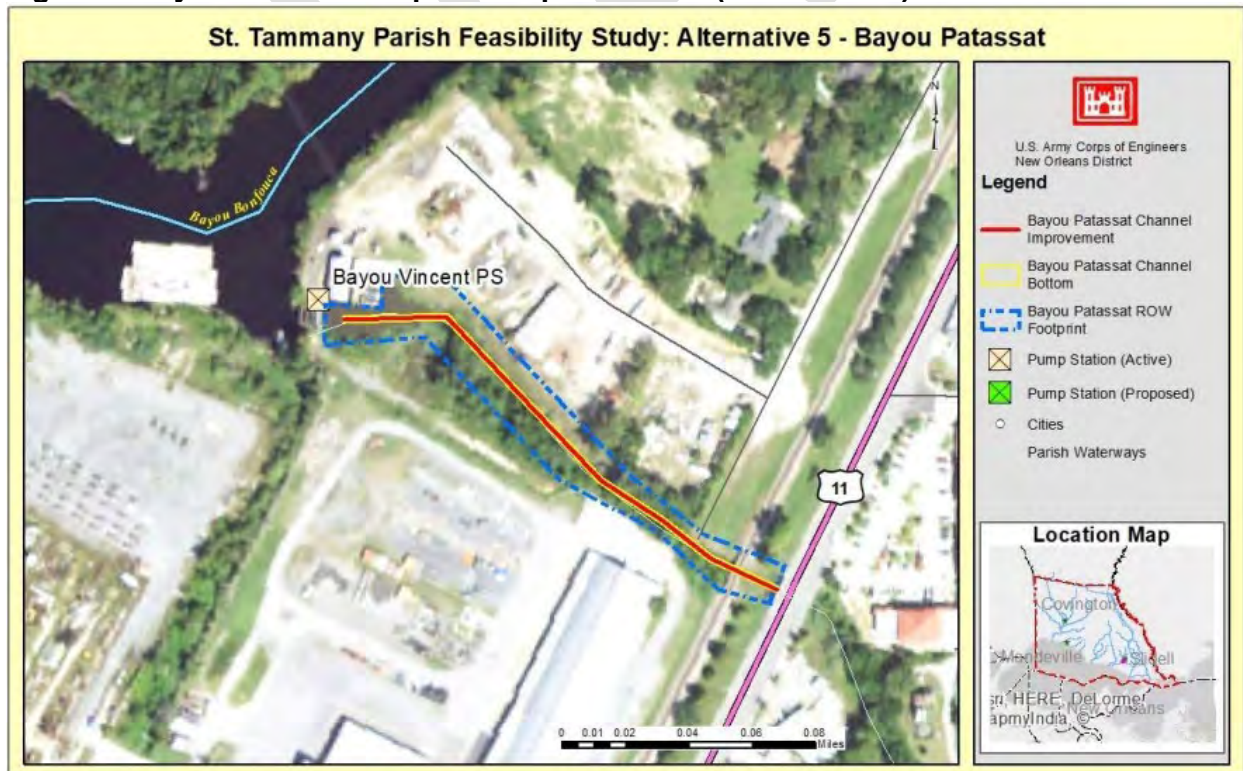
Source: U.S. Army Corps of Engineers

Figure 3. “Site 9”, Proposed Water Detention Site, South and West Slidell Levee System



Source: U.S. Army Corps of Engineers

Figure 4. Bayou Patassat Proposed Improvements (Alternative 5)



References and Source Materials

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<https://www.mvn.usace.army.mil/Portals/56/St.%20Tammany%20Parish%20Louisiana%20Feasibility%20Study%20Main%20Report%206%207%202021.pdf>.

TECHNICAL MEMORANDUM

DATE: April 14, 2021

TO: Burk-Kleinpeter, Inc.

FROM: Asakura Robinson

RE: **City of Slidell Comprehensive Plan: Public Health & Safety Existing Conditions**

Overview

This memo provides an overview of public health and safety assets and trends in the City of Slidell. It utilizes data provided by the U.S. Centers for Disease Control and Prevention, Health Resources and Services Administration, Federal Bureau of Investigation, local news sources, and the City of Slidell.

Findings

- The range of estimated life expectancy at birth in Slidell neighborhoods is comparable to the statewide estimate, but varies as much as ten years between Slidell neighborhoods.
- With 223 and 168 beds, respectively, Slidell Memorial Hospital and Ochsner Medical Center anchor the city's healthcare sector, yet a handful of census tracts are designated as Medically Underserved Areas, meaning they have too few primary care providers, high infant mortality, high poverty, and/or high elderly population.
- Neighborhoods south of Old Spanish Trail are located furthest from existing Fire District 1 stations.
- Reports of violent crime in Slidell have declined markedly from 2009 to 2019, and Slidell's rate of violent crime has fallen below the U.S. annual average each year since 2012, and has consistently been lower than the state average.

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Life Expectancy

The Centers for Disease Control and Prevention estimated the life expectancy at birth for residents of each census tract. Life expectancy varies as much as ten years between Slidell neighborhoods. Census tracts 409 and 411.03 have values of 69.5 and 69.8 (including the neighborhoods of Wimbledon Estate, Slidell Heights, and Old Towne Slidell and surrounding neighborhood), compared to 74.9 in census tract 407.1 (Willow Wood). The statewide life expectancy at birth in Louisiana is 75.6 years.¹

Life expectancy is determined by examining statistics on local mortality or death rates, including death from all causes including diseases, accidents, and other issues. Research has shown that cities' investments in the public realm and in community assets can reduce mortality, thereby creating positive impacts on life expectancy. Areas of opportunity include:

- Park and green space access - Access to parks helps people increase their physical activity, which can help to increase cardiovascular health and reduce risks for diabetes. Parks also contribute to improved mental health. However, traffic crashes involving pedestrians and bicyclists may increase near parks unless appropriate infrastructure helps to support these modes of transportation.²
- Traffic safety - Crashes in traffic are a leading cause of death for people under 55 in the United States.³ The Federal Highway Administration notes that crashes involving pedestrians and bicyclists account for approximately 16% of deaths on the roads each year.⁴ Improving traffic safety for people using all modes of transportation can help decrease risks to Slidell residents.
- Healthy food access - Access to healthy, fresh foods helps to promote weight loss and is associated with lower rates of obesity. Reducing obesity can, in turn, decrease residents' propensity for a number of harmful health conditions.⁵

¹ Arias E, Bastian B, Xu JQ, Tejada-Vera B. U.S. state life tables, 2018. National Vital Statistics Reports; vol 70 no 1. Hyattsville, MD: National Center for Health Statistics. 2021. DOI: <https://doi.org/10.15620/cdc:101128>.

² Yañez, E, Aboelata, M.J, and Bains, J. 2020. Park Equity, Life Expectancy, and Power Building. Prevention Institute: <https://preventioninstitute.org/sites/default/files/uploads/%20Park%20Equity%2C%20Life%20Expectancy%2C%20and%20Power%20Building%20Research%20Synopsis.pdf>

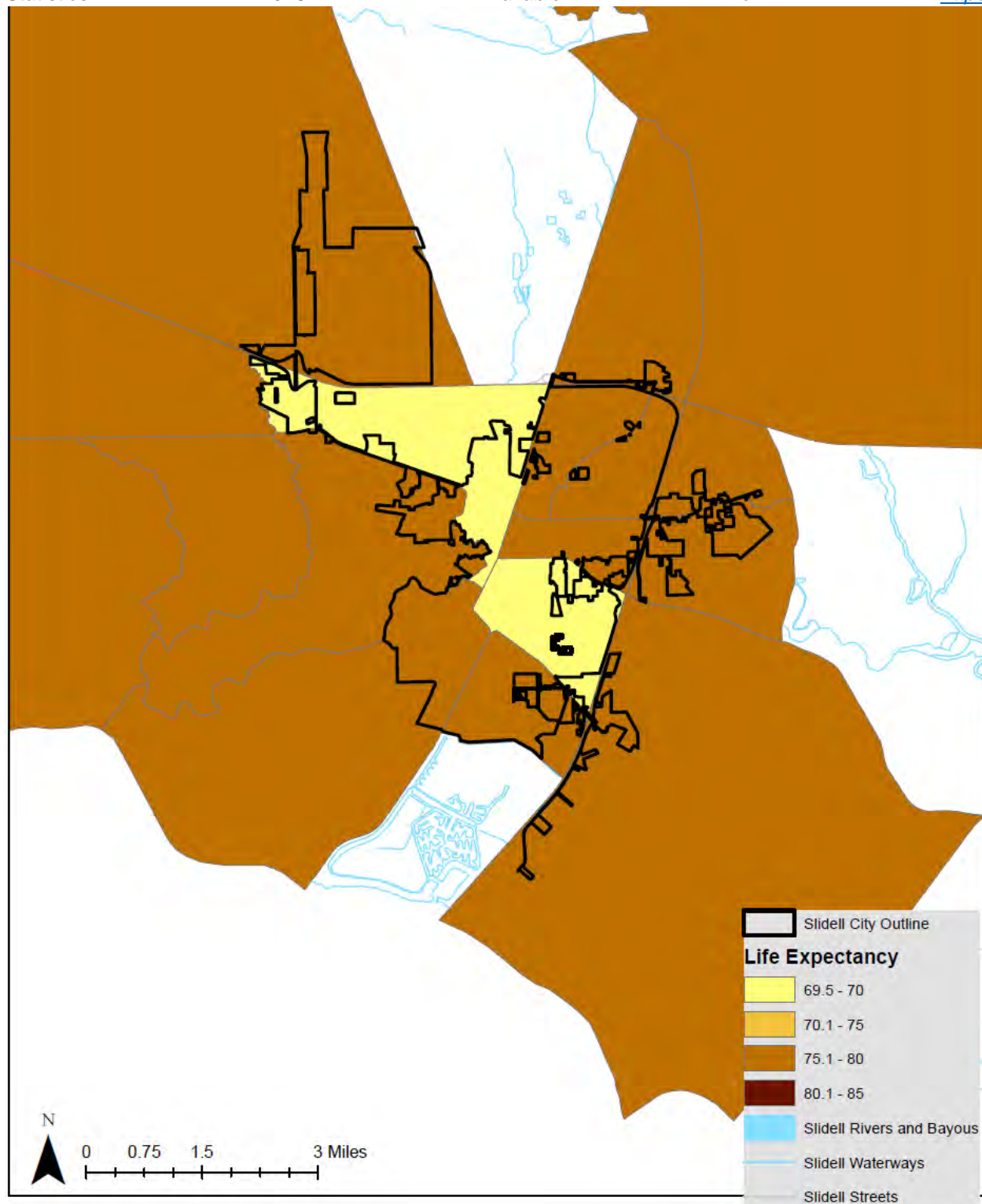
³ Centers for Disease Control and Prevention: Injury Prevention and Control. 2020. Road Traffic Injuries and Deaths – A Global Problem. <https://www.cdc.gov/injury/features/global-road-safety/index.html>

⁴ U.S. Department of Transportation: Federal Highway Administration. 2021. Pedestrian and Bicycle Safety. https://safety.fhwa.dot.gov/ped_bike/

⁵ PolicyLink. 2001. Equitable Development Toolkit: Access to Healthy Food. <https://www.policylink.org/sites/default/files/access-to-healthy-food.pdf>

Figure 1. Life Expectancy by Census Tract

Source: National Center for Health Statistics. U.S. Small-Area Life Expectancy Estimates Project (USALEEP): Life Expectancy Estimates File for {Jurisdiction}, 2010-2015]. National Center for Health Statistics. 2018. Available from: <https://www.cdc.gov/nchs/nvss/usaleep/usaleep.html>



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Healthcare Services

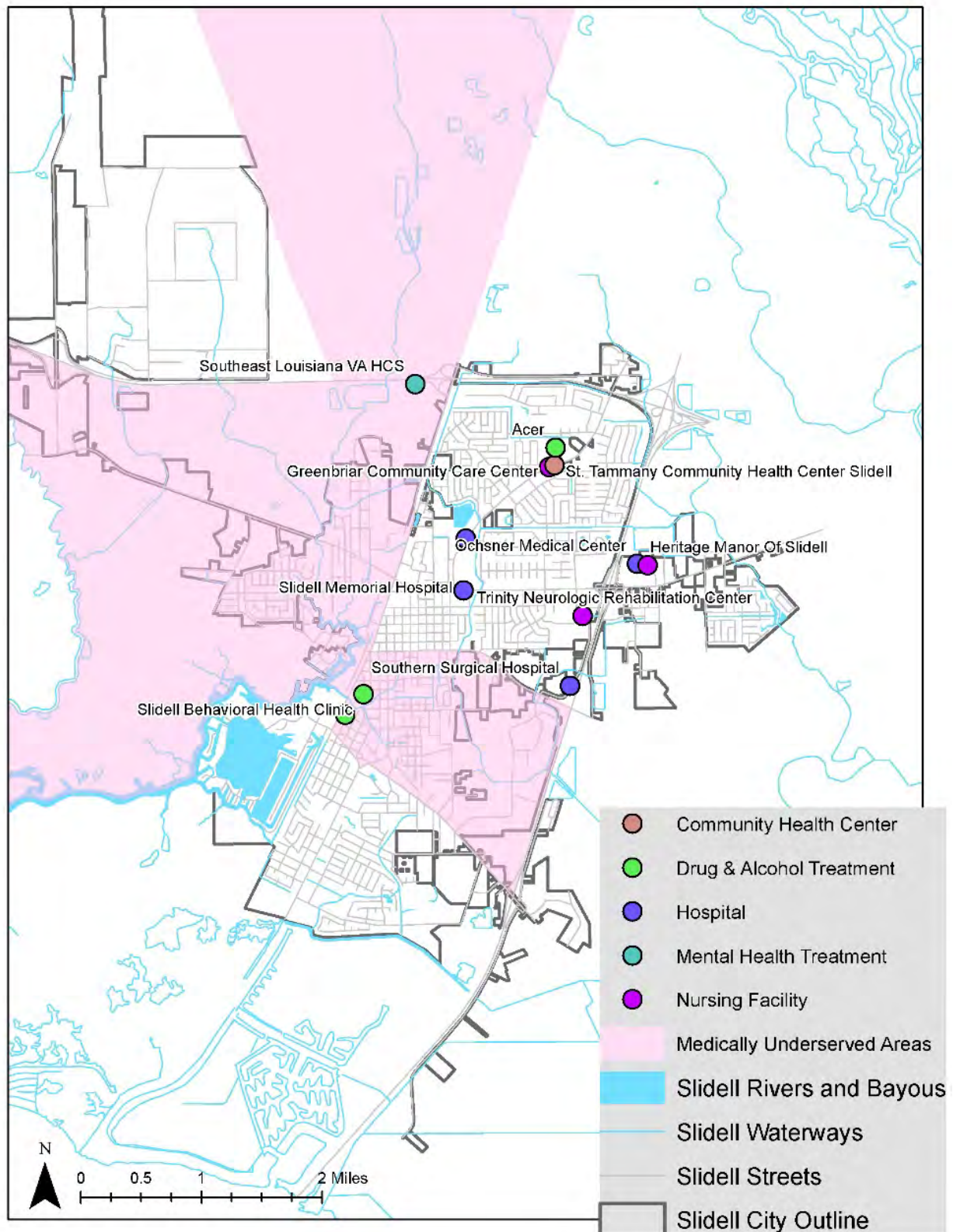
A number of health care facilities, including hospitals, non-hospital based nursing facilities, mental health treatment facilities, drug and alcohol treatment facilities, and a federally qualified health center, offer healthcare services in Slidell, and employ thousands of healthcare workers. With 223 and 168 beds, respectively, Slidell Memorial Hospital and Ochsner Medical Center anchor the city's healthcare sector, situated just two miles from each other on US 190. The hospitals are the city's two largest private employers, providing 1,523 and 970 jobs, respectively, in 2020.⁶

The federal Health Resources and Services Administration designates census tracts with too few primary care providers, high infant mortality, high poverty, and/or high elderly population as "Medically Underserved Areas" (MUAs). As of 2020, MUAs in Slidell include census tracts 409, 411.02, 411.03, and 407.04.

⁶ City of Slidell, Comprehensive Annual Financial Report, 2020.

Figure 2: Existing Healthcare Facilities and Medically Underserved Areas

Source: Health Resources and Services Administration



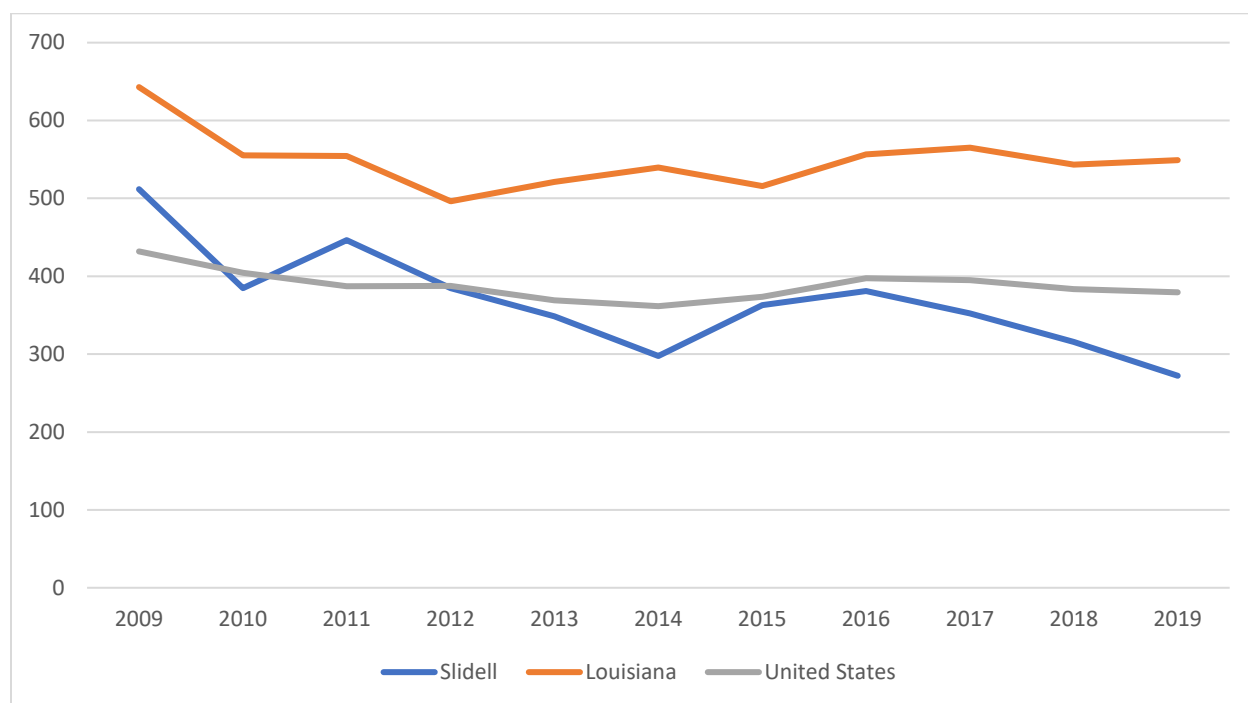
Public Safety

St. Tammany Parish Fire Protection District 1 serves Slidell and its immediate environs. The District's eight stations are located within or immediately beyond the city boundary. One mile buffers shown in Figure 3 reveal a gap in coverage in the Winchester Estates and Yester Oaks neighborhoods south of Old Spanish Trail (LA 433). A 10-year, 35-mill ad valorem tax provides the majority of the District's \$20 million annual budget. The District Board is currently replacing its Olde Town station with a \$3.2 million, 10,000 square foot facility at the same location.⁷

The Slidell Police Department's only station is located in Olde Towne Slidell, though the St. Tammany Parish Sheriff Office's administrative headquarters is located just outside the city boundary marked by Interstate 12. Crime statistics published by the FBI demonstrates that reports of violent crime in Slidell have declined markedly from 2009 to 2019, and that Slidell's rate of violent crime has fallen below the U.S. annual average each year since 2012, and has consistently been lower than the state average.

Figure 4: All Violent Crimes Reported (per 100,000 residents)

Source: United States Department of Justice, Federal Bureau of Investigation. (September 2020). Crime in the United States, 2019. Retrieved (9 April 2021), from (<https://crime-data-explorer.app.cloud.gov/explorer/agency/LA0520200/crime>).



⁷ Canulette, Andrew. "Olde Towne Slidell firehouse demolition starts this month: Here's a look at the \$4.1M plan," Nola.com | The Times Picayune: 17 Mar. 2021. Accessed April 9. Available at: https://www.nola.com/news/communities/st_tammany/article_baa1abc8-8760-11eb-aca2-53e69a238f0e.html

Similarly, reports of property crimes have fallen significantly from 2009 to 2019, and fall well below state and national averages.

Figure 5: All Property Crimes Reported (per 100,000 residents)

Source: United States Department of Justice, Federal Bureau of Investigation. (September 2020). *Crime in the United States, 2019*. Retrieved (9 April 2021), from (<https://crime-data-explorer.app.cloud.gov/explorer/agency/LA0520200/crime>).

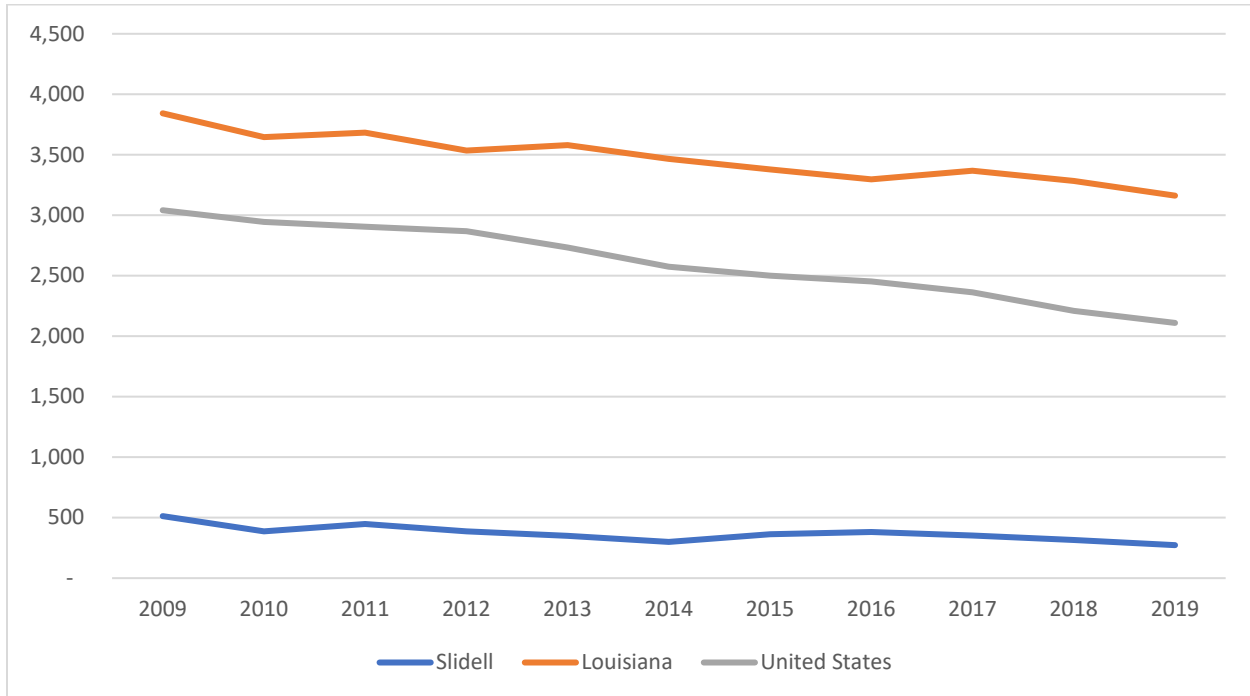
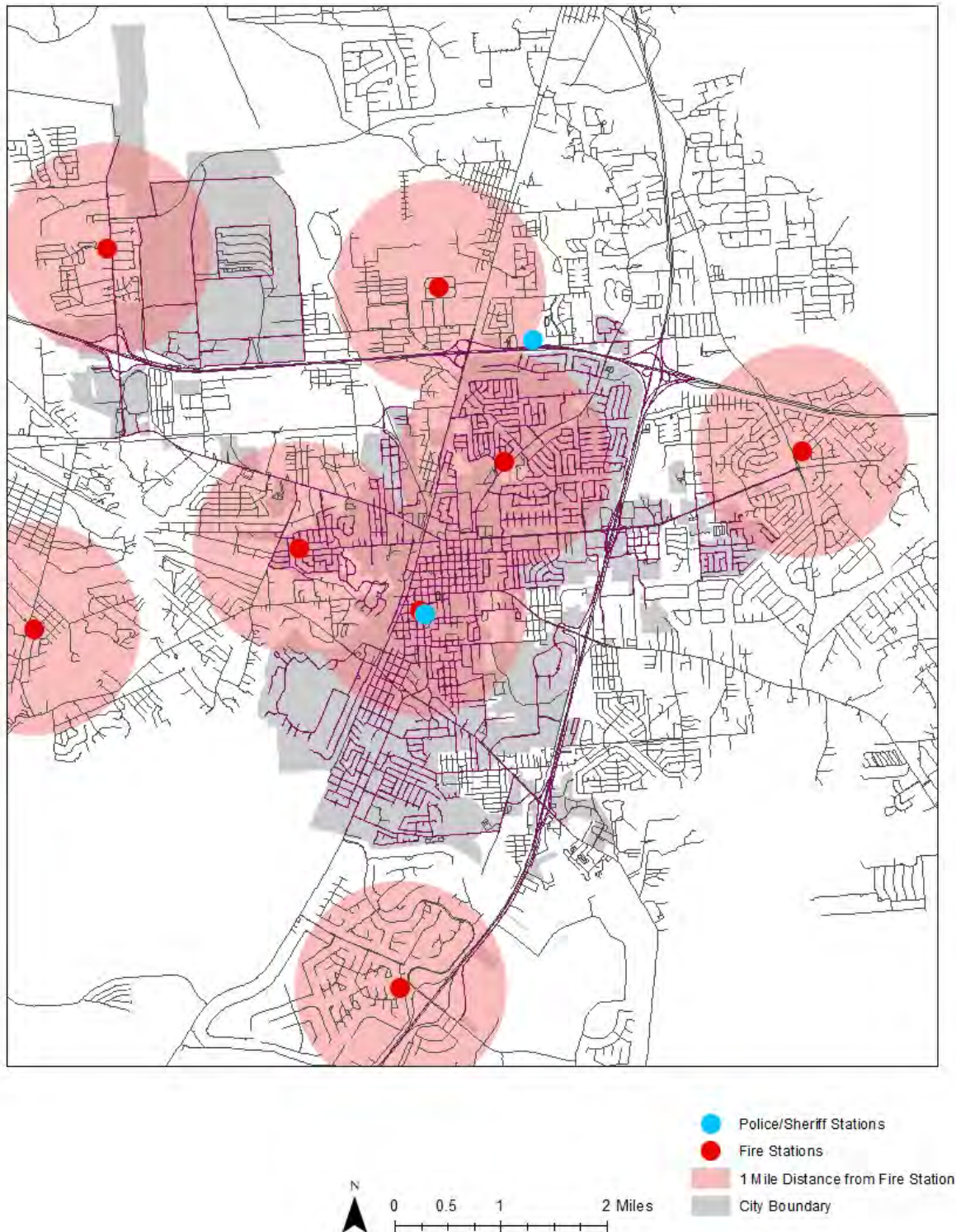


Figure 3: Fire and Police/Sheriff Stations

Source: City of Slidell



References and Source Materials

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TECHNICAL MEMORANDUM

DATE: 06/30/2021

TO: Melissa Guilbeau, City of Slidell

FROM: Burk-Kleinpeter, Inc.

RE: **Slidell 2040: Existing Conditions – Cultural Resources**

Executive Summary

The area that would become the City of Slidell was settled by North Carolinian settlers Wesley Coke Asbury Gause, Judge Wingate, and Foster Willie in the 1830s. Slidell was founded in 1882 during construction of the New Orleans and Northeastern Railroad, which connected New Orleans to Meridian, Mississippi. Slidell was officially chartered by the Louisiana State Legislature in 1888.

The output of lumber, tar, turpentine, rosin, charcoal and bricks employed the labor of hundreds of men and kept up to 60 schooners busy making daily trips to and from the Old Basin Canal (also known as the Carondelet Canal) and the New Basin Canal at New Orleans. Slidell boomed again in the 1960s due to it being selected as the location of NASA's Slidell Computer Complex which supported the Stennis Space Center in Mississippi and the Michoud Assembly Center in New Orleans.

Findings

Though the district is not included on the National Register of Historic Districts, the City of Slidell has created a local historic district, the "Olde Towne Preservation District of the City of Slidell," to preserve and protect the resources which have architectural and/or historical value and which should be preserved for the benefit of the people of the city and state (Slidell Code of Ordinances Sec.2-216).

Additionally, Olde Towne is locally recognized as Slidell's center for entertainment, dining, and culture. Preservation of the historic character is a priority to initial survey respondents who communicated that they enjoy the small-town feel and walkability of the area. An increase in connectivity between Olde Towne and Heritage Park is desirable.

There are five structures of local historic significance on the National Register of Historic Places (NRHP) detailed as follows:

- The Arcade Theater
- New Orleans and Northeastern-New Orleans and Great Northern Railroad Depot
- The Fritz Salmen House
- The Albert Salmen House
- The Salmen House

Slidell is home to four cemeteries as follows:

- Our Lady of Lourdes Cemetery
- Slidell Memorial Cemetery
- Union Circle Cemetery
- Greenwood Cemetery

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History of Slidell

The area that would become the City of Slidell was settled by North Carolinian settlers Wesley Coke Asbury Gause, Judge Wingate, and Foster Willie in the 1830s. Like many Louisiana Parishes during the “lumber boom” of the mid-to-late 1800s, the settlement became the location of a productive lumber mill due to its extensive old-growth tree cover and the area’s proximity to major waterways and (later) railways. Travel to and from the lumber yard created a well-worn path which is now known as Gause Boulevard.

By 1875, the settlement was among the South’s most productive industrial areas; Schooners carried milled lumber including old-growth cypress from Slidell ports to the New Orleans area. In addition to lumber, livestock, particularly cattle, provided a stable source of income for residents.

Slidell was founded in 1882 during construction of the New Orleans and Northeastern Railroad, which connected New Orleans to Meridian, Mississippi. The town was named in honor of American politician and confederate “fire-eater” John Slidell. Also in 1882, a creosote plant was constructed on Bayou Vincent for treating the lumber milled in the area which operated continuously until it was shut down in 1973 amid cleanup and mitigation efforts by the EPA. Fritz Salmen, a Swiss immigrant, realized the potential of Slidell as a productive industrial location and established a brick plant and sawmill that became prominent in Slidell. In 1890, Fritz Salmen’s company, The Salmen Brick Company was among the largest manufacturers of bricks and clay products in the South. The increase in industry in Slidell resulted in an increase in material needs for residents; hotels and boarding houses sprang up along with mercantile and dry goods stores that sold food, clothing and other essentials.

In 1883, the first passenger train made its stop in Slidell. A wooden passenger depot was constructed on the west side of the tracks between Main Street and Pennsylvania Street (see Figure 1.).

Slidell was officially chartered by the Louisiana State Legislature in 1888. The output of lumber, tar, turpentine, rosin, charcoal and bricks employed the labor of hundreds of men and kept up to 60 schooners busy

making daily trips to and from the Old Basin Canal (also known as the Carondelet Canal) and the New Basin Canal at New Orleans. Slidell boomed again in the 1960s due to it being selected as the location of NASA’s Slidell Computer Complex which supported the Stennis Space Center in Mississippi and the Michoud Assembly Center in New Orleans.

Figure 1: Slidell’s First Passenger Depot between Main Street and Pennsylvania Street



Source: Warren, B. (2018, July 24). A look at Slidell in 84 vintage pictures. NOLA.com.

Historic Districts

Though the district is not included on the National Register of Historic Districts, the City of Slidell has created a local historic district, the “Olde Towne Preservation District of the City of Slidell” to preserve and protect the resources which have architectural and/or historical value and which should be preserved for the benefit of the people of the city and state (Slidell Code of Ordinances Sec.2-216). The boundaries of the District are shown in Figure 2.

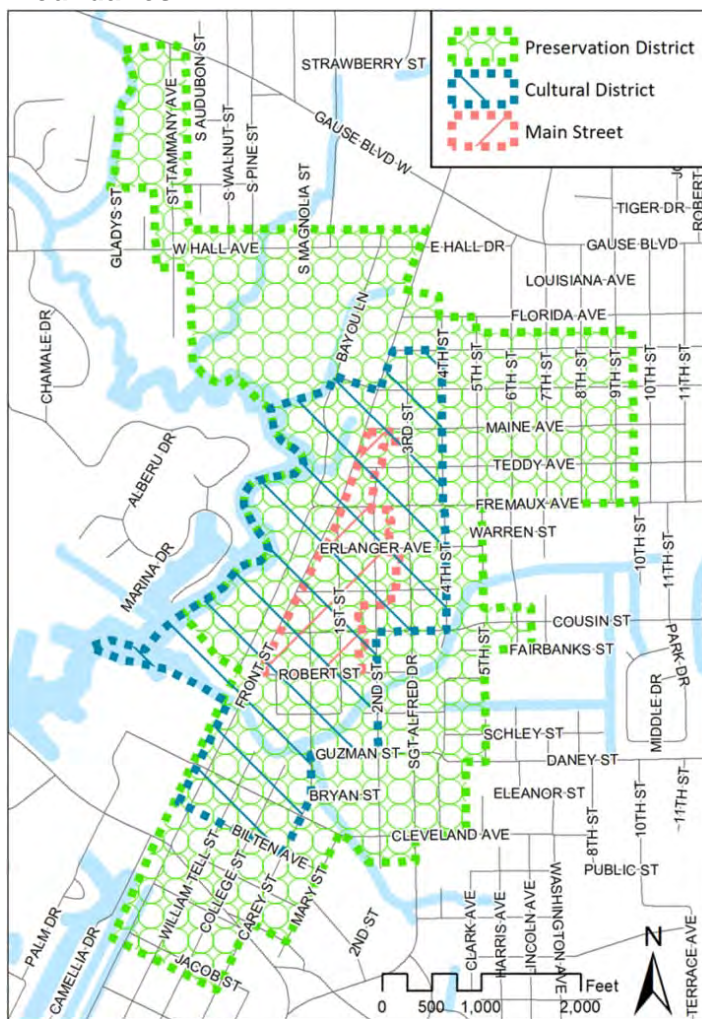
Within the district boundaries, a Certificate of Appropriateness is required for new construction, exterior alterations, relocations and demolitions.

Slidell is a Certified Local Government (CLG) and a participant in the Louisiana Main Street economic development program. Additionally, Olde Towne is locally recognized as Slidell’s center for entertainment, dining, and culture. The Slidell Cultural Center in City Hall hosts an ever-changing variety of art exhibitions. The Slidell Museum, located in the Olde Towne Jail, is home to a permanent collection of intriguing artifacts and curiosities including the Slidell Mardi Gras Museum, a collection of costumes, photographs, and other items from the collection of Bonnie Vanney. Both museums are free and open to the public.

Slidellians don’t need to drive across the Causeway to enjoy Mardi Gras celebrations each year. The Krewe of Poseidon is one of the largest krewes on the Northshore, rolling in the festivities with over 600 riders and nearly 30 floats including tandem and doubles. The Krewe of Bilge, a boat parade that passes through the marina, was founded by locals in 1978 and includes over four hundred members. It’s been honored as a “Top 20 Event” by the Southern Tourism Society. Other Notable Krewes include the Krewe of Slidellians, the Krewe of Perseus, and the Krewe of Titans. For animal lovers, the Krewe de Paws of Olde Towne features a promenade of costumed pups in “floats” made from wagons, strollers, and shopping carts.

With its wholesome, down-home charm and rich history, Historic Slidell is a southern gem. Preservation of the historic character of Slidell is a priority to initial survey respondents who communicated that they enjoy the small-town feel and walkability of the area. Affection for historic

Figure 2: Olde Towne Preservation District Boundaries



Olde Towne can be leveraged to increase economic momentum through place-based activities and events that foster civic connection. An increase in connectivity between Olde Towne and Heritage Park is desirable.

Historic Buildings (NRHP)

There are five structures of local historic significance on the National Register of Historic Places (NRHP) detailed as follows:

1. **The Arcade Theater**

Located on Carey Street in Olde Towne, the building was purchased by Italian immigrants Andrew Carollo and Peter Lalumia as a theater and gathering place in 1927. It was included on the NRHP August 29, 1997. The structure is shown on the Sanborn Fire Insurance Map of 1926, but its purpose at that time was not listed and the original wooden structure was replaced with brick. The brick theater's construction was dated by Carollo's daughter, Rosalea Carollo Fontana to 1927 which is corroborated by the 1930 Sanborn Fire Insurance Map. The theater is locally significant as having been the only place of entertainment in the area besides the dance hall, drawing visitors from surrounding communities such as Pearl River, Lacombe, and Covington during the height of the Great Depression, when roads were poorly maintained and money for entertainment was scarce.

2. **New Orleans and Northeastern-New Orleans and Great Northern Railroad Depot**

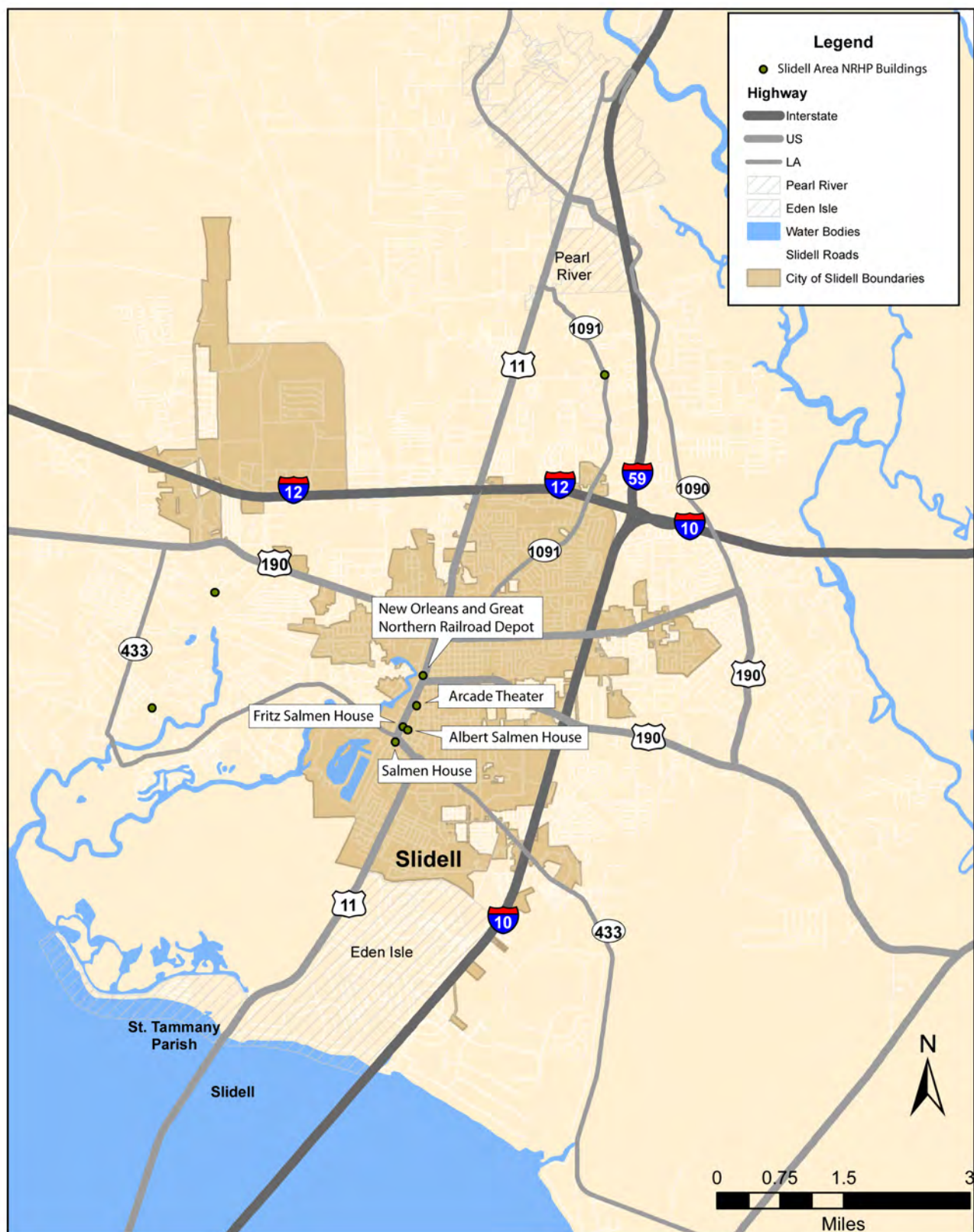
The brick Olde Towne Railroad Depot in Slidell was constructed around 1903 for the New Orleans & Northeastern/New Orleans & Great Northern railroad, replacing the earlier wooden passenger depot which was located on the west side of the tracks between Maine and Pennsylvania Streets (fig. 1.). In the early 1990s, Intermodal Surface Transportation Enhancement (ISTEA) grant funding was secured from the Louisiana Department of Transportation and Development (LDOTD) to renovate, preserve and operate the depot which is currently an Amtrak station with a small art gallery, the Slidell Cultural Center, and hamburger restaurant. The station is served by a single Amtrak train daily and was added to the NRHP in 1996.

3. **The Fritz Salmen House** is a 1.5 story wood frame residence built in Colonial Revival and Queen Anne styles. The house is locally significant due to its association with Fritz Salmen, founder of the local brickyard –a major industry in the area. The home was Salmen's residence from its construction in 1900 to his death in 1934.

4. **The Albert Salmen House** is a bungalow built in a composite of craftsman, Victorian, and Queen Anne styles. It is of local significance due to its association with Albert Salmen, brother of Fritz Salmen. The house is currently occupied as a private residence.

5. **The Salmen House** is a 1.5 story Victorian-era Swiss Chalet-style on a corner lot. It is of local significance due to its association with the Salmen family.

Figure 3: Slidell NRHP Structures



Source: United States Department of the Interior, National Park Service: National Register of Historic Places

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APPENDIX B:

PUBLIC OUTREACH

This appendix details all public participation efforts throughout the course of the project.

OVERVIEW

Residents and other stakeholders were engaged through a variety of mechanisms to solicit their input and feedback. The planning team hosted pop-up tables at outdoor community events and encouraged online input in a variety of ways, which became more crucial than ever during the COVID-19 pandemic.

IN-PERSON COMMUNITY ENGAGEMENT

The planning team hosted tables at three outdoor community events and one open-house meeting across May and June 2021. The pop-up at the *Future Growth Workshop* capitalized on a pre-planned public meeting concerning a parish-wide planning effort.

Event	Date	Time	Location
Camellia City Farmers Market	Saturday, May 15, 2021	8:00 AM – 12:00 PM	Griffith Park
Slidell Movie Nights	Saturday, May 29, 2021	7:30 PM – 8:30 PM	Heritage Park
Olde Towne Slidell Art Market	Saturday, June 12, 2021	4:00 PM – 8:30 PM	2238 1 st Street
Future Growth Workshop	Friday, June 25, 2021	2:00 PM – 6:00 PM	Slidell Towers



Camellia City Farmers Market – May 15, 2021

SLIDELL 2040 COMPREHENSIVE PLAN

The City of Slidell is developing a Comprehensive Plan to guide the city's physical, social, and economic growth over the next 20 years!

What is a Comprehensive Plan?

"A comprehensive plan is the adopted official statement of a legislative body of a local government that sets forth goals, policies, and guidelines intended to direct the present and future physical, social, and economic development that occurs within its planning jurisdiction." (American Planning Association)

Why Have a Plan?

Planning provides an opportunity to recognize strengths and weaknesses of a planning area and to resolve points of conflict. Having a solid plan ensures a better quality of life for everyone! Planning allows us to manage growth, change and renewal.

How can I get involved?

Getting feedback from the community is crucial to developing an equitable planning model and in determining priorities. The Planning team will seek input from the community in the form of surveys as well as at public pop-up events, and in person and virtual meetings. We hope to see you there!

What's Next?

The Planning Document will incorporate the Vision and Goals that the community helps to develop. It will identify strategies - these may be policies, programs, or specific actions to achieve these goals.

What does the comprehensive plan focus on?

- Cultural Resources:** Guides the preservation of city history and historic buildings.
- Land Use:** Guides the location of land uses and development.
- Transportation:** Plans a multi-mode transportation system.
- Housing & Neighborhoods:** Defines current and future housing needs and supply.
- Economic Development:** Identifies current and future economic opportunities.
- Natural Environment:** Outlines policies to preserve and protect natural resources.
- Infrastructure & City Facilities:** Evaluates systems to provide a high level of service.
- Health & Safety:** Assesses community wellness and health and safety facilities.

How can I participate?

- Visit www.slidell2040.com
- Sign up for our newsletter!
- Take the survey!

Timeline

- SPRING 2021:** Visioning and public engagement
- SUMMER 2021:** Existing conditions and Needs Assessments
- FALL 2021:** Drafting a Plan
- WINTER 2021-2022:** Public Review
- FINAL:** Final Plan and Adoption

03/25/2021

Information board presented at in-person events



Slidell Movie Night – May 29, 2021

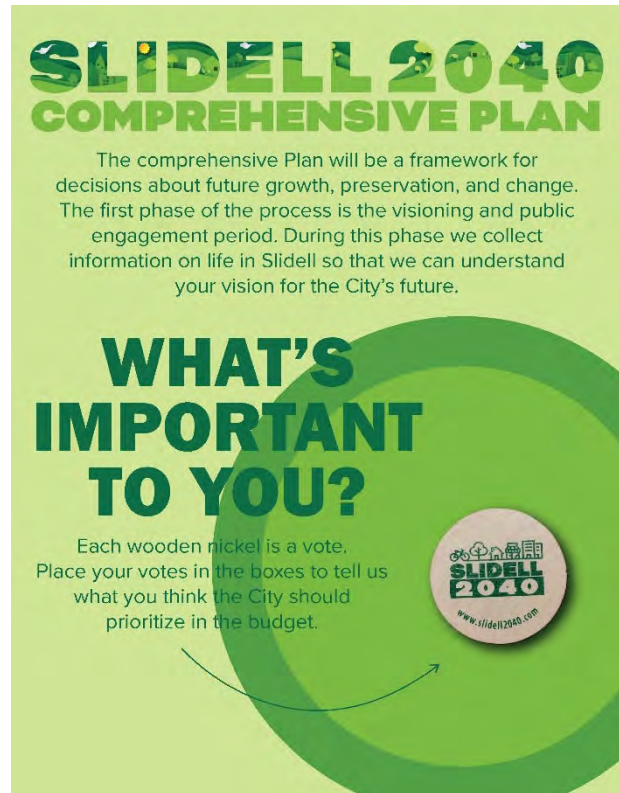


Olde Towne Slidell Art Market – June 12, 2021

Wooden Nickel Activity

At each of these events, a budgeting activity with wooden nickels was available to give residents the opportunity to “vote” for what they thought Slidell should prioritize in the City’s budget. Ten boxes were labeled with the following priorities for the public to divvy up their 12 allotted tokens.

- **Street Improvements** that improve bicycle and pedestrian experience like sidewalks, shared use paths, trails, and better crosswalks
- **Public Transportation** like buses
- **Health Initiatives and Family Services**
- **Street Improvements** for safety and to reduce traffic congestion
- **Stormwater Improvements** that manage flooding
- **A Mix of Housing Types** like affordable housing, apartments, houses and assisted living facilities
- **Recreation Opportunities** like wildlife viewing, biking, boating, playgrounds and playing fields
- **Enforcement of City Codes** such as property neglect and illegal dumping
- **Economic Development** to create more jobs and support businesses
- **Equity, Inclusivity and Accessibility** programs for a diverse range of people and needs



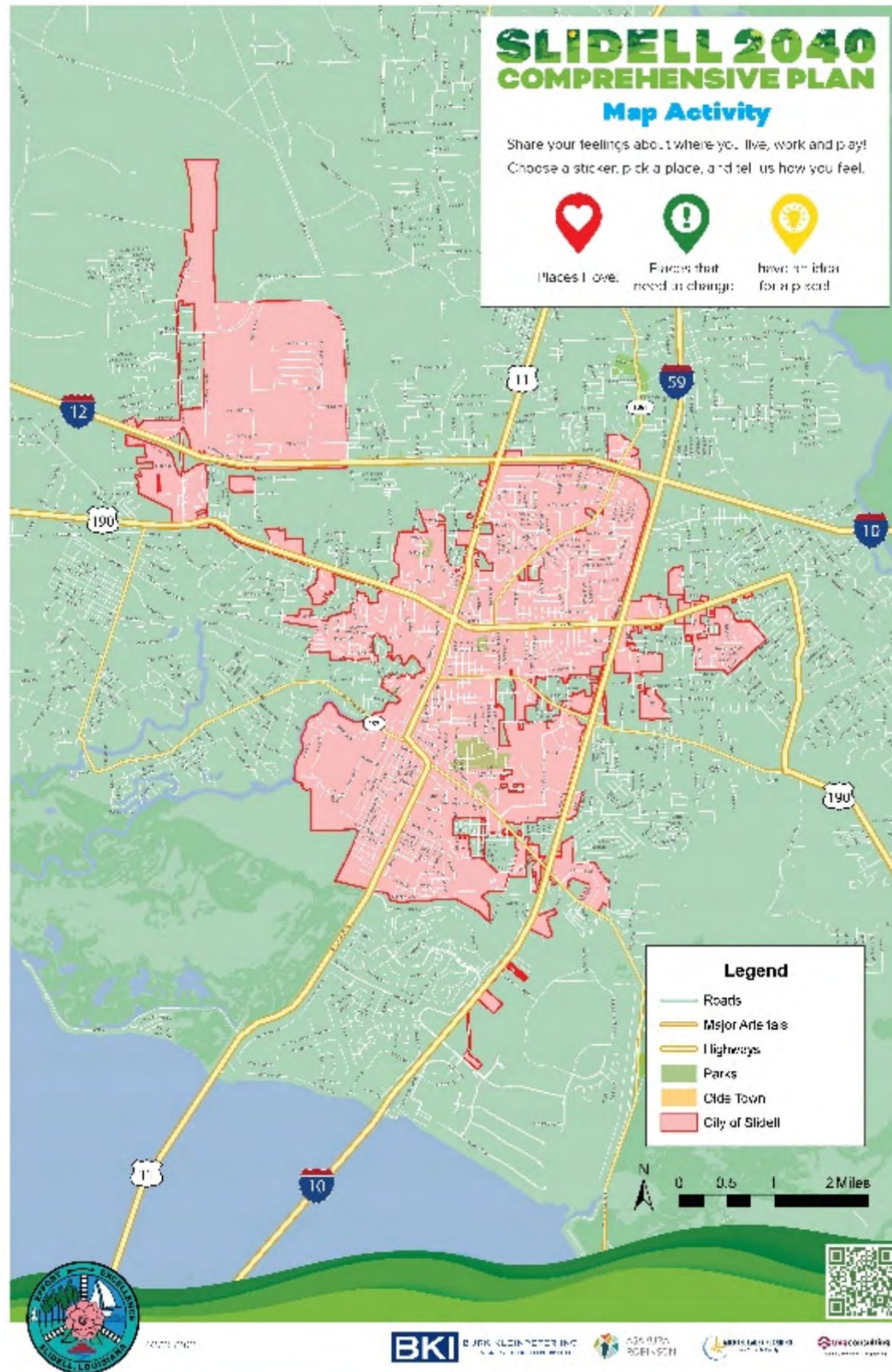
With hundreds of citizens participating in the budgeting game over the course of the four events, it was the most popular engagement activity and provided key insight into the visioning process for the plan and its goals.

Surveys

The project team created a 24-question survey which was distributed at the four pop-up events as well as being available online from **05/04/2021** to **07/30/2021**. A full summary of survey results is available at the end of this appendix.

Map Activity

A large map was available for the public mark places they love, places that need change, or places they have an idea for with stickers that were provided. Detailed comments about these places were received by the planning team.



Comment Postcards

Comment cards were available for the public to take to fill out later and mail back to the planning team via the City's Planning Department.

Tell us what you think! (circle one)

 Places I love  Places that need to change  I have an idea for a place!

www.slidell2040.com 

**City of Slidell
Planning and Zoning Department
250 Bouscaren St. Suite 203
Slidell, LA 70458**

SLIDELL 2040
COMPREHENSIVE PLAN

PLACE POSTAGE HERE

Coloring Activity

Coloring sheets were available to collect input from kids.



ONLINE COMMUNITY ENGAGEMENT

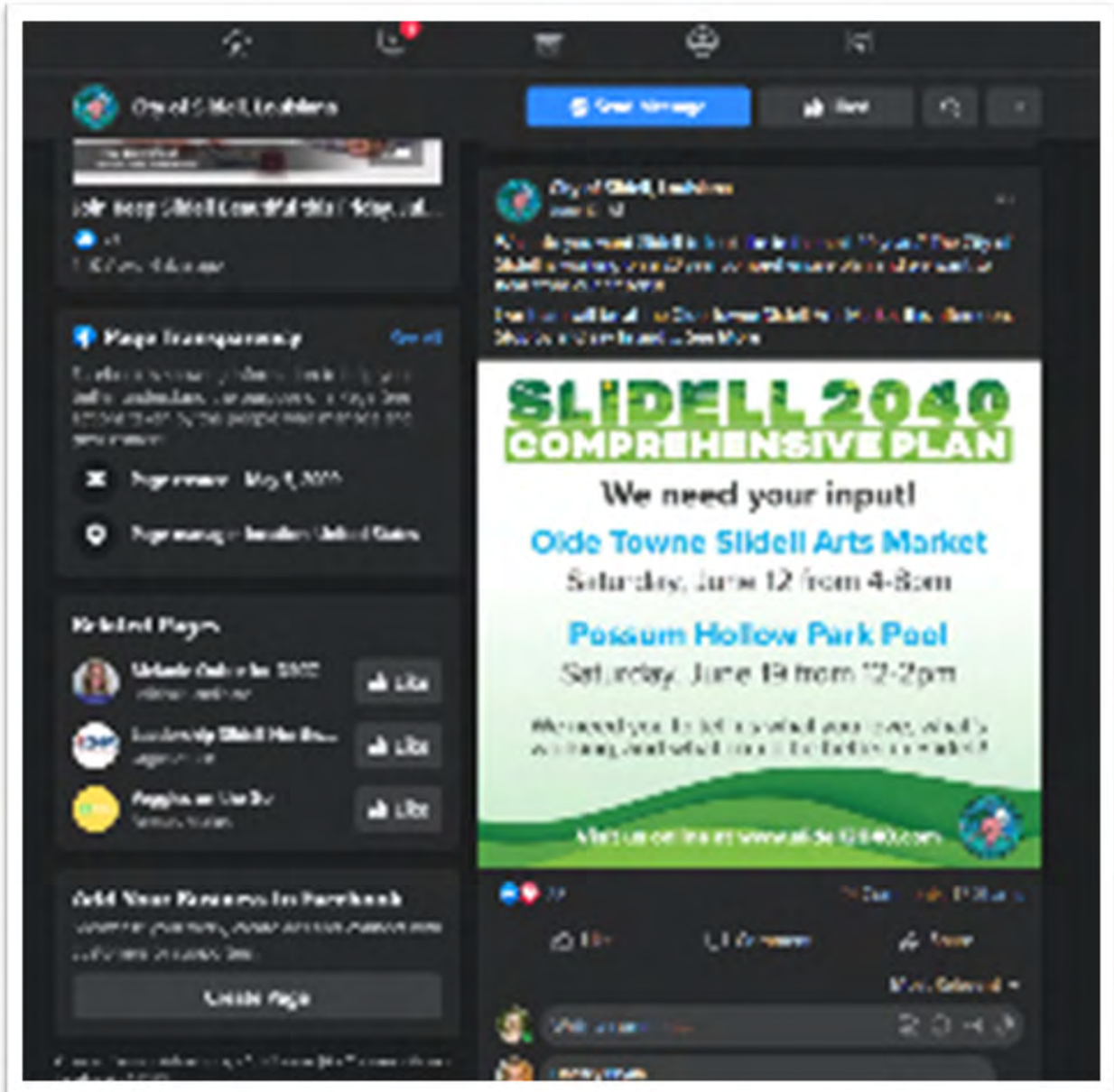
Website

Alternative to the face-to-face engagement, a website was made available for the public to access information and provide input. The website provided communication for general project information, announced planned events, and duplicated some of the methods of public input that were available at the in-person events, including an **online version of the survey and the mapping activity**.



Social Media

The project team coordinated with the City to post notices of community engagement events and links to the website on the City's official Facebook page. The team then recorded social media comments from the public and incorporated them into the overall input that guided visioning and goal setting.



E-Mail Newsletter

The project team gathered email addresses throughout the public engagement process, both in-person and through a form on the website, and provided newsletters to inform everyone of the progress.

OTHER OUTREACH ACTIVITIES

Video

The project team produced a short video to introduce the planning process, the website, and avenues for public input. The video was available on the Slidell 2040 website, the City's website, posted to the City's official Facebook page, and played during the introduction of Slidell Movie Nights weekly at Heritage Park.



Slidell Magazine

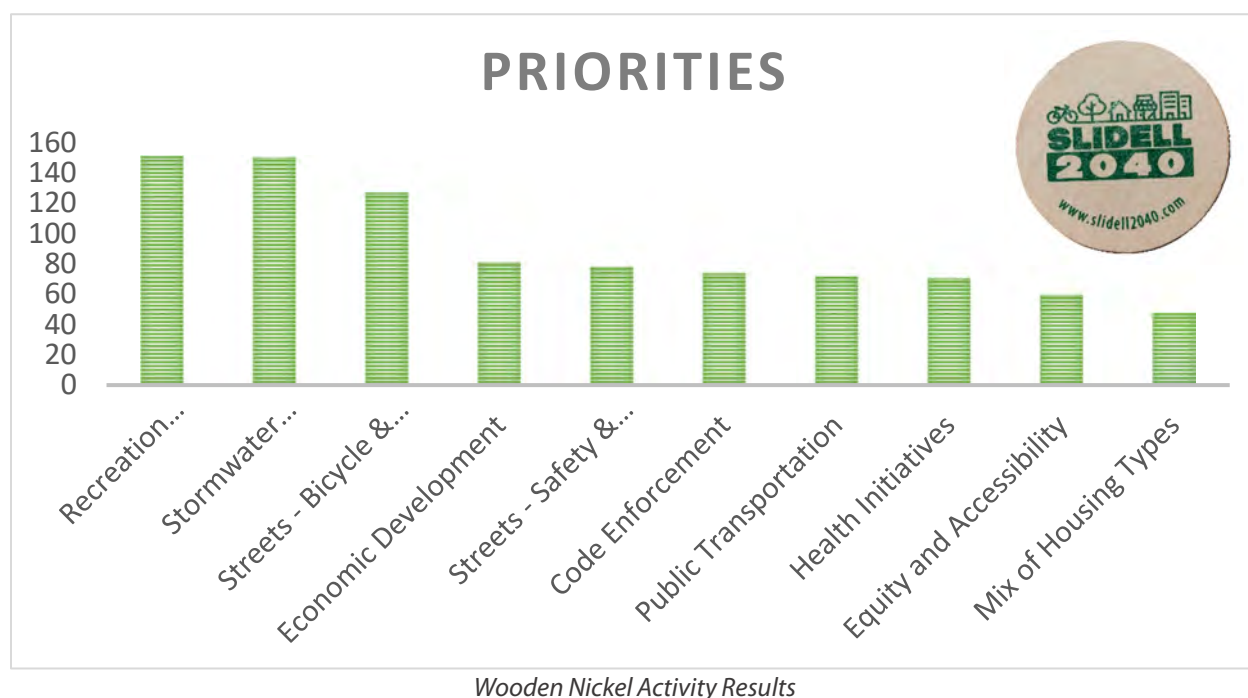
The plan was advertised in the local publication Slidell Magazine to direct members of the public to the website for more information on the plan and opportunities for community engagement.



PUBLIC ENGAGEMENT RESULTS

The citizens engaged with in person during the planning process were overwhelmingly positive and excited about the fact there was a plan being developed and that the community was being involved in various ways. Of course, many challenges arose that the community wants addressed, and some major themes quickly became evident. The wooden nickel budgeting game and survey results yielded the same top five priorities, though in a slightly different order. Those priorities were as follows:

- Stormwater Management
- Recreational Opportunities
- Bike and Pedestrian Safety
- Redevelopment and Reuse of Vacant Buildings
- Safety and Traffic

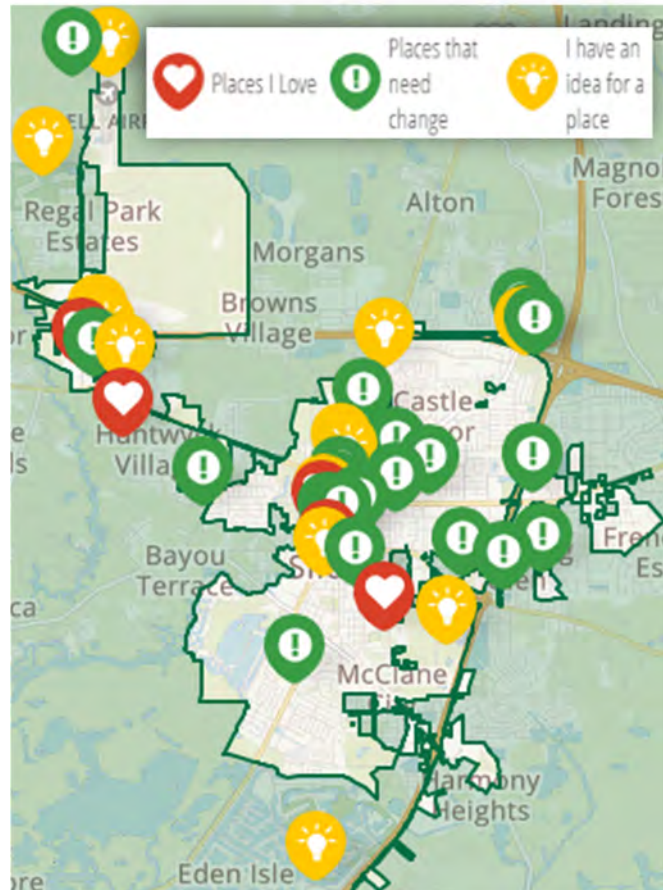


Some specifics on the survey stood out in terms of bicycle and pedestrian safety. Over half (56%) of respondents said there are not a variety of transportation choices in Slidell, and nearly two-thirds (65%) said Slidell needs more mixed-use, walkable neighborhoods. Furthermore, 85% reported walking outside for exercise one to two times per week while 79% said improved and additional sidewalks would make them more likely to walk or bike for exercise or transportation. Some additional themes outside of the top priorities emerged from the survey as well.

When asked makes Slidell special and what may prevent people from moving to the City, participants cited safety as the overwhelming reason that makes Slidell special. Similarly, 71% reported “safety of neighborhood” as being important when moving into a new home. That was contrasted with a concern that a lack of jobs in Slidell may prevent people from moving to the City. Respondents ranked “Science and Technology” highest for the type of employment opportunities they thought Slidell should pursue.

Another notable result from the survey was that Olde Towne was the overwhelming favorite when we asked the community which places in Slidell they would like to see stay the same. Furthermore, 88% said “preservation of historic buildings and streetscapes” is important for Olde Towne. This corresponded greatly with the results of an interactive mapping activity, which mostly mirrored the core issues from above.

Generally, comments were fairly widespread on the map in terms of geography, but a few distinct clusters did emerge. The most prevalent was around the Olde Towne area. In general, the community loves the neighborhood for its quaint, walkable streets, but one of the most common issues we heard across all forms of public engagement was a need for improved street crossings and pedestrian safety, particularly in terms of connecting Olde Towne and Heritage Park. A smaller cluster of comments formed around John Slidell Park, where there seemed to be a consensus that it is in need of repairs, if not a total update and revamping of its amenities. The North Shore Square Mall was a hot-button site with a wide variety of ideas from the public. Whether they wanted the mall reopened to torn down, people felt strongly that this area needs to be redeveloped or reused in a meaningful way. Similar comments around redevelopment and reuse of vacant sites or buildings were scattered in other places as well, particularly along Old Spanish Trail and Pontchartrain Boulevard.



TECHNICAL MEMORANDUM

DATE: September 15, 2021

TO: Melissa Guilbeau, AICP, City of Slidell

FROM: Burk-Kleinpeter, Inc

RE: **Slidell 2040: Survey Results Summary**

Introduction

As part of the public input process for the 2040 Slidell Comprehensive Plan, the project team created a 24-question survey which was available online from **05/04/2021** to **07/30/2021** and physical copies were distributed at 4 pop-up events on **05/15/2021**, **05/29/2021**, **06/12/2021**, and **06/25/2021**. The blank paper survey is included as Appendix A.

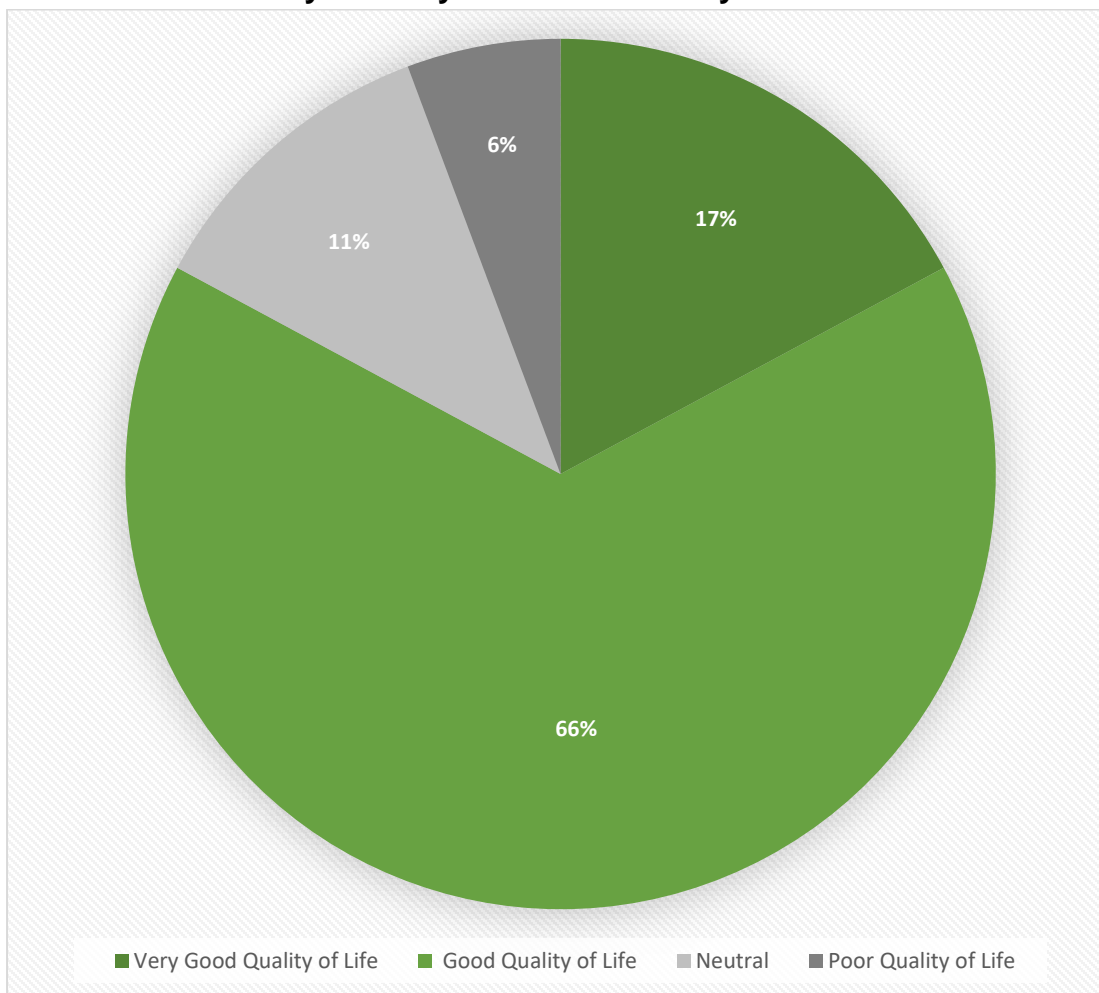
The total number of individuals who participated in the survey was 36.

Findings

Quality of Life perceptions are high in Slidell. Of all respondents, 66% rate their quality of life as “good” and a further 17% rate their quality of life as “very good”. Respondents feel safe in their community and list good school quality and ease of movement as main draws to Slidell. When asked what might prevent people from moving to Slidell, survey respondents cite a lack of job opportunities, traffic and longer commute times as well as a lack of bus routes in addition to a lack of entertainment and dining options as major detractors. When asked how the City of Slidell should prioritize the budget, Slidell residents rated stormwater improvements (programs to manage or mitigate flooding) and street infrastructure improvements which improve the bicycle and pedestrian experience (such as sidewalks, bike lanes and crosswalks) as the two highest priority measures. When asked what issue(s) in Slidell need the most attention, “recreational activities” was mentioned 8 times, “drainage” or “flooding” was mentioned 7 times, and “beautification” or “trash” was mentioned 5 times. Additionally, “economic development” or “skilled jobs creation” were mentioned 5 times. Residents also mentioned “traffic” 5 times.

Overall, Slidell residents are happy with the hometown feel of their city and the safety and security it provides but are left somewhat frustrated by hopscotch development/abandonment, a lack of safe pedestrian infrastructure, and a lack of quality job opportunities nearer to home. In 20 years, they want to see Slidell as a thriving, inclusive, pedestrian and bike-friendly city with attractive parks and other amenities, robust stormwater management policies, and more affordable housing options which fit in with the scale and aesthetics of the surrounding community.

Question 1: How would you rate your overall Quality of Life in Slidell?

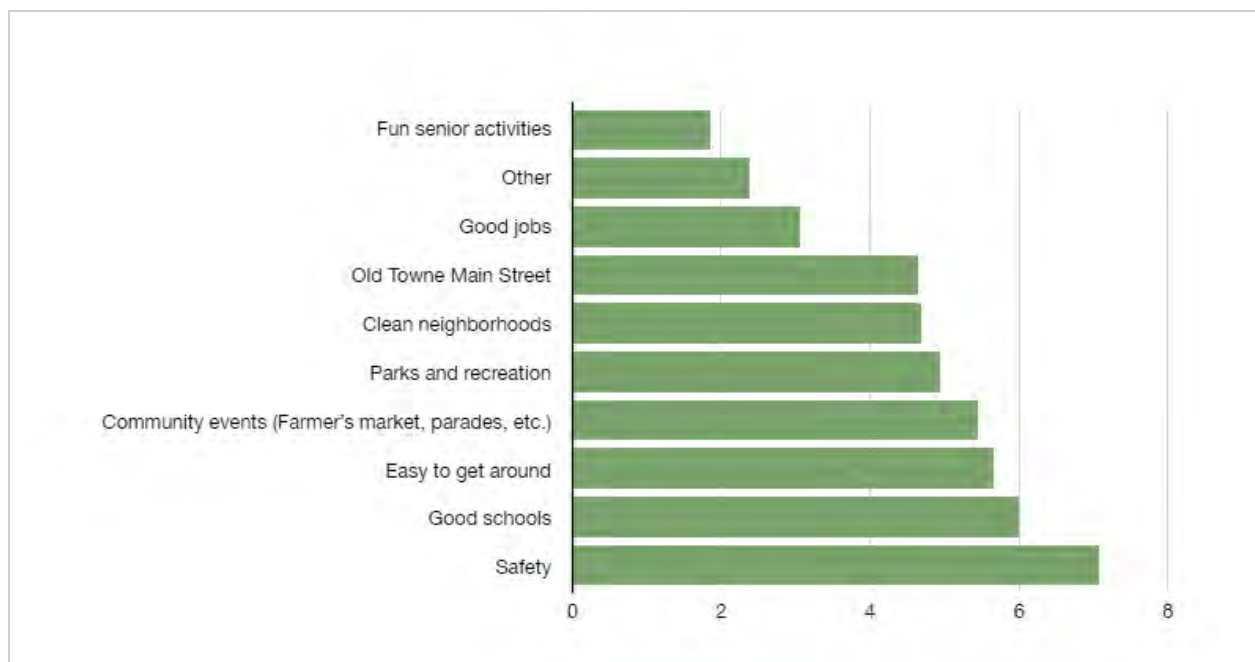


Of 35 respondents, 65.71% rate their quality of life as “very good”, 17.14% “good”, 11.43% “neutral”, and 5.71% “poor”. No respondents (0%) rated their quality of life as “very poor”.

Question 2: What Makes the City of Slidell a special place to live, work or visit?

Survey respondents were asked to rate the following from 1-9. This question had 36 respondents.

1. Safety
2. Good schools
3. Easy to get around
4. Community events (farmer's market, parades, etc.)
5. Parks and recreation
6. Clean neighborhoods
7. Olde Towne Main Street
8. Good jobs
9. Fun senior activities
10. Other



The two highest-rated choices were safety (with a weighted score of 7) and good schools (with a weighted score of 6). "Easy to get around" was third (with a weighted score of 5.6).

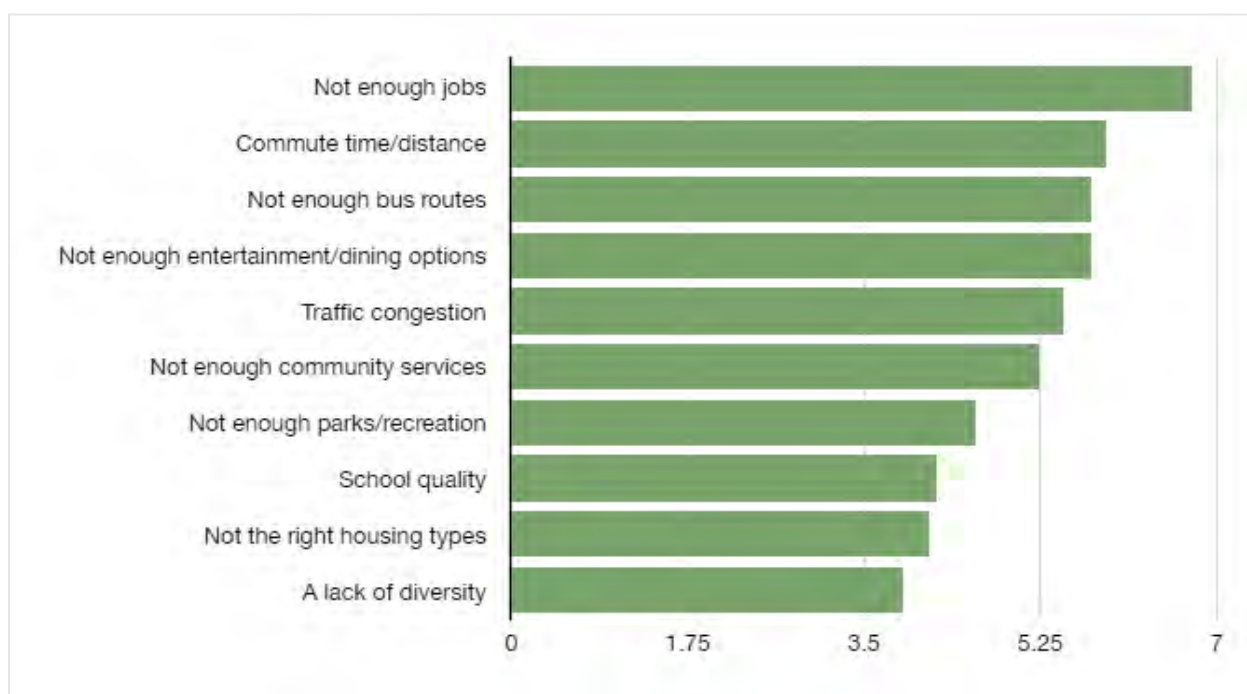
Of the 36 respondents, ten (10) selected "other" and explained their reasoning as "family" (5 times), "convenient commute to Stennis", "church", "mild winter", and "the people and leadership".

Question 3: What do you think might prevent people from moving to Slidell?

Survey respondents were asked to rank ten (10) choices in order of importance from 1-10:

- | | |
|---|--|
| 1. Not enough jobs | 6. Not enough community services
(such as emergency services,
healthcare, and job placement) |
| 2. Commute time/distance | 7. Not enough parks/recreation |
| 3. Not enough bus routes | 8. Not the right housing types |
| 4. Not enough entertainment/dining
options | 9. A lack of diversity |
| 5. Traffic congestion | 10. Other |

The top three reasons cited were “not enough jobs” with a weighted score of 6.75, “commute time/distance” with 5.9 and “not enough bus routes” with 5.75.



Individuals who selected “not the right housing types” were asked to elaborate on the reasoning behind their choice. Respondents noted “no low-income housing”, “very segregated with neighborhoods”, “too many apartments being built”, “new houses are being built way too close together/high insurance rates.” Notably, one respondent wrote: “Lower income workers must work multiple jobs to be able to afford housing in a safe neighborhood that doesn't flood. They're essentially working just to have a place to live, then nothing is left over for them to improve their way of life.”

The individual who selected “Other” wrote “People moving to the area prefer Covington/Mandeville because those cities do not feel as old and decrepit as Slidell. There are so many abandoned buildings throughout the city. There are panhandlers everywhere. Just too many ‘bad parts’ of Slidell and not enough good.”

Question 4: What issue(s) in Slidell do you think needs the most attention?

Respondents were asked the open-ended question of what issues they feel need the most attention. Stormwater management, recreational opportunities, sidewalks, and blighted/abandoned properties and trash were recurring themes.

There were 7 responses about traffic, roads, and drainage:

1. Gause Blvd traffic lights, pedestrian crossing, Lindberg Ave at Fremaux congestion.
2. People walking on the side of major highways that could get hit. Highway 11 mainly
3. Sidewalks, bike lanes, outdoor dining/experiences
4. Fixing street conditions: congestion and holes. Better night watch with law enforcement at night.
5. Infrastructure - Stormwater drainage increase back of town in the bayous, sidewalks, public transportation, lighting at parks
6. Drainage. First responder salaries
7. Traffic Congestion, Litter cleanup/enforcement

There were 3 responses about recreational opportunities and facilities:

1. Slidell should build a sports complex
2. Parks
3. youth activities

There were 5 responses about trash and code enforcement:

1. Enforce the city codes such as noise, and parking for late night businesses located on the edge of residential neighborhoods
2. Trash. Sidewalks
3. It's dirty and trash everywhere
4. Trash/debris/litter
5. Litter

There were 5 responses about economic development:

1. Create more jobs.
2. Highly skilled jobs. Less retail or hospitality. How do we keep our kids here (and some of we adults who live in this parish, but work with clients in other industries that are not found in this parish). We do a great job of hosting events, let's put that energy into top notch economic growth.
3. Avoiding an economic profile where a majority of jobs are low-paying, entry level service level job
4. Casino prevention
5. Economic development, including utilization of existing, vacant, site locations, not just new sites.

There were an additional 7 comments which covered multiple topics or were not included in the above categories:

1. One stop information center for new residents with important numbers and information they need to know

2. Keeping Slidell a family friendly place, finding ways to reduce traffic, and keeping flood prone areas in mind when building
3. Beautification, Heritage Park to Olde Towne WE NEED A LIFT! not enough industry, not enough middle-class jobs, Olde Towne flooding
4. All the abandoned buildings like the outlet mall, the old Northshore Square Mall, and now Fremaux Town Center
5. School improvement
6. Community/family recreation opportunities, abandoned commercial real estate, drug use/crime
7. More things for children and families to do, better paying jobs

Question 5: Which Places in Slidell should stay the same?

There were 24 comments in total.

14 comments mentioning Olde Towne or historic structures:

- | | |
|--|---|
| 1. Olde Towne | 8. The way to the old bridge, Olde Towne, the Bayou, the space where Palmetto's is, Fritchie and John Slidell and Heritage Park locations, high school locations... |
| 2. Olde Towne | Pontchartrain, Front Street |
| 3. Olde Towne Slidell. Keep the vibe there. | 9. Olde Towne |
| 4. Olde Towne is perfect, with the exception of closed business. Would love to see more local fare in Olde Towne rather than more chain stores and restaurants on Fremaux or on Gause. | 10. Olde Towne (though parking still needs to be addressed). |
| 5. Olde Towne | 11. Olde Towne |
| 6. Olde Towne Slidell | 12. Olde Towne |
| 7. Historical building preservation, Olde Towne | 13. Historical structures |
| | 14. Parks, city hall as a center point, buildings |

2 comments which mentioned growth:

1. I would like to control development so that Slidell retains its smaller town feel
2. Not get too much bigger

3 comments mentioning general change:

1. None - we need tons of changes. The people are wonderful!
2. Nothing should just "stay the same". Enhancements always needed ongoing.
3. We don't need a ton of change in Slidell anywhere

4 comments mentioning parks/amenities:

1. Heritage Park

2. Fremaux Town Center, Camp Salmen

3. Camp Salmen park
4. The train

1 comment mentioning specific neighborhoods:

1. Eden Isle, Oak Harbor

Question 6: In 20 years, I want Slidell to be...

Respondents were asked to free write what they would like Slidell to be in 20 years. Inclusivity, stormwater management, economic development, reuse of disused properties, better bike/ped infrastructure, and improved recreational and entertainment opportunities are recurring themes.

There were 10 responses about economic development.

1. What is happening in Laurel, MS.
2. Open to more employment opportunities
3. Able to have small town charm, but also provide good jobs so that residents do not have to leave to earn a good salary. Not just minimum wage jobs.
4. More inclusive. More economic savvy. Less "let's pat our friends on the back for their latest event achievement, or award for whatever" and more let's have each other's back for better jobs, healthcare, schools, and infrastructure. Listen, I love a good time too...but may we please get more serious about economic growth? Otherwise, we won't care what Slidell looks like in 20 years because it won't be able to compete economically. One more thing, I love my city. That's why I took the time to respond
5. Prosperous
6. A small city with big city amenities - restaurants, entertainment, more park facilities, more entertainment and things-to-do for families
7. Equitably invested in; do not become so focused on investing in Olde Towne that the rest of the city becomes neglected.
8. a manufacturing haven, a visitor's destination, a healthcare mecca
9. As desirable a destination as Mandeville.
10. Reuse the old properties. Stop allowing abandonment +rebuild. It's wasteful and we will never build memories and history if they continue to destroy. Abandoned buildings destroy city image

There were 4 responses about traffic, roads, and drainage.

1. Clean, safe, free of street flooding after every hard rain.
2. Less congested on Gause, having some of the nightlife amenities of New Orleans or Covington, more diverse by the arts scene, accessible for lower income and homeless persons or the disabled to make their way without risking fatal injury trying to travel from point a to b on foot or by bicycle, not flooded out because we overbuilt on the Lake
3. Community friendly, walking accessible, healthier, better drainage, free walking path along Lake Pontchartrain, university presence
4. Full of sidewalks

There were 11 responses about quality of life and amenities.

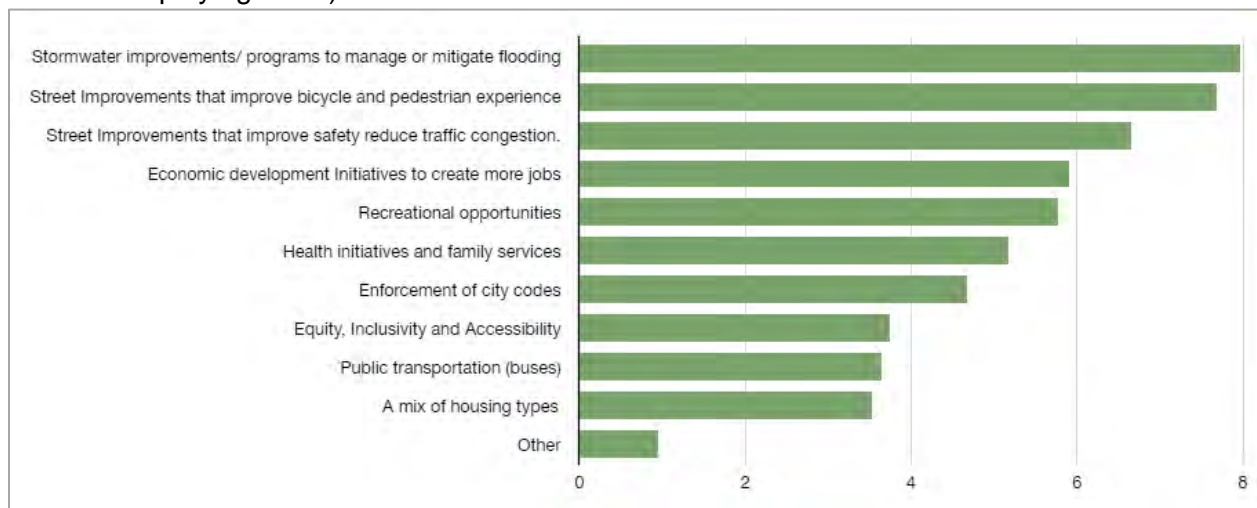
1. Safe, clean, and prosperous.

2. Still have a small town, family friendly feel
3. Great
4. Treated the same as Mandeville and Covington by St Tammany parish
5. Beautiful
6. More safe and family oriented.
7. More inclusive of the LGBTQ+ community.
8. A thriving family-friendly city with plenty of amenities and services
9. A family friendly place to live.
10. The same, but cleaner and better planned.
11. Thriving & my retirement place to live.
11. Great place to live

Question 7: What should the City Prioritize in the Budget?

Residents were asked to rank the following from 1-10

- | | |
|---|---|
| 1. Stormwater improvements/programs to manage or mitigate flooding | 6. Health initiatives and family services |
| 2. Street improvements that improve the bicycle and pedestrian experience (such as sidewalks, shared use paths, trails, and crosswalk improvements) | 7. Enforcement of city codes |
| 3. Street improvements that improve safety and reduce traffic congestion | 8. Equity, inclusivity, and accessibility (programs for a diverse range of people and needs) |
| 4. Economic development initiatives to create more jobs | 9. Public transportation (buses) |
| 5. Recreational opportunities (wildlife viewing, biking, boating, playgrounds and playing fields) | 10. A mix of housing types (programs to create affordable housing, apartments, houses, and assisted living) |
| | 11. Other |



The top three priorities were stormwater improvements (with a weighted score of 7.9), street improvements that improve the bike/ped experience (7.6), and street improvements that improve

safety and reduce traffic congestion (6.64). Following close behind were economic development initiatives with a weighted score of 5.9.

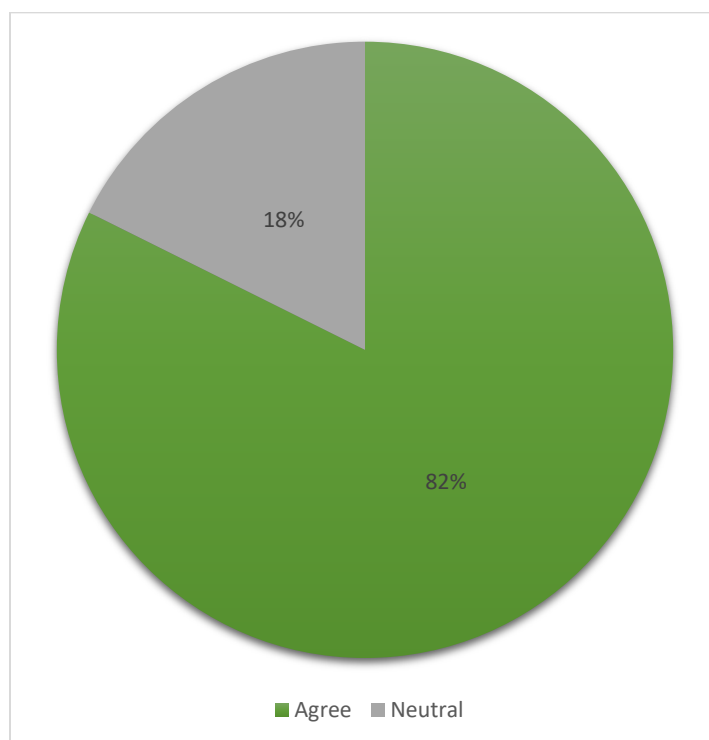
Survey respondents were asked to elaborate if they selected “other.” Those respondents cited:

1. Houses/camps that are left for dead should be evaluated for demolition or re-sold to someone who will fix them up.
2. Being a bit more carefree about different lounge and nightlife experiences outside of Olde Towne. Amenities like this are attractive to maintaining a diverse population.
3. Neighborhood watches or security
4. Getting rid of blighted properties throughout the city.

Question 8: How strongly do you agree with the following statements?

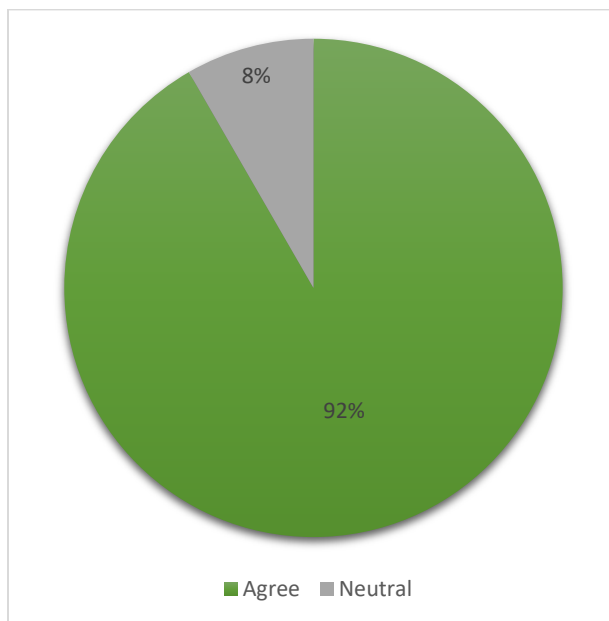
I feel safe as I go about my day-to-day life.

Of the 36 people that responded, 82% agreed with the statement that they feel safe, whereas 18% were neutral. No respondents reported that they felt unsafe.

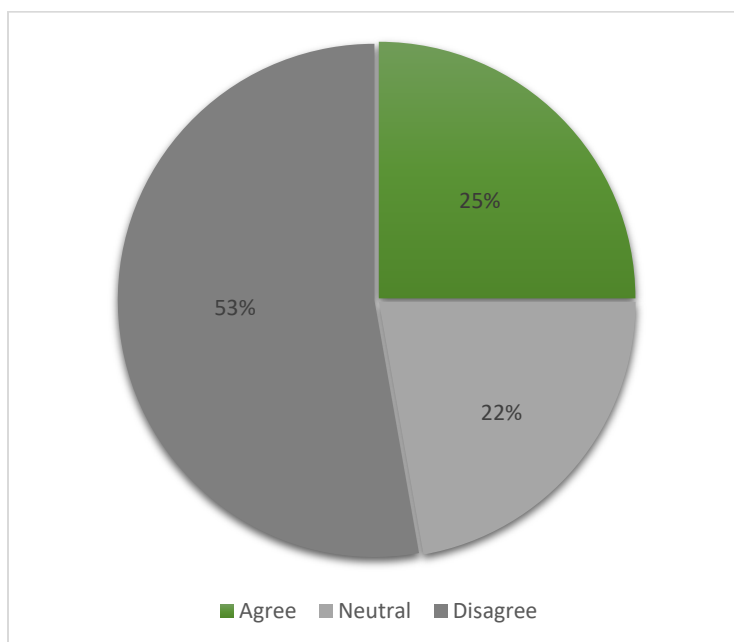


I know where to find the services that I need (healthcare, community centers, libraries, etc.)

Of 36 respondents, 92% reported that they know where to find services they need, whereas 8% of respondents were neutral. No respondents disagreed.

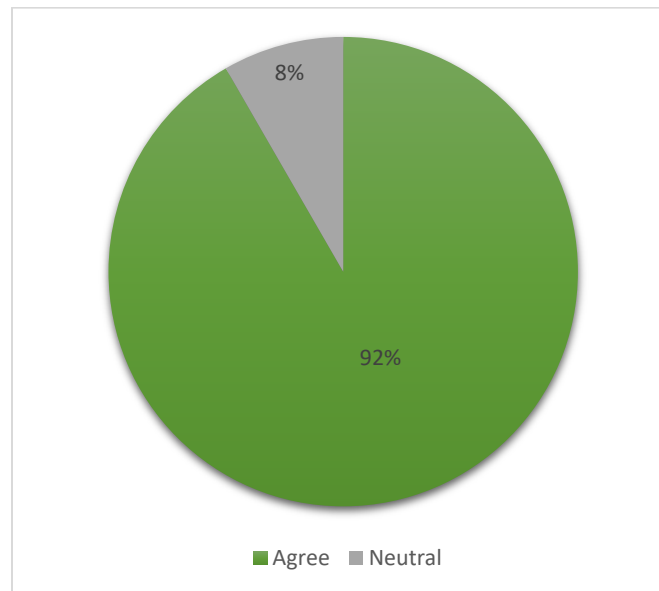


I have a variety of transportation choices for getting to work, shopping, or for recreation. Of 36 respondents, 25% reported to have a variety of transportation choices. 22% were neutral, and the majority reported that they do not have a variety of transportation choices (53%).



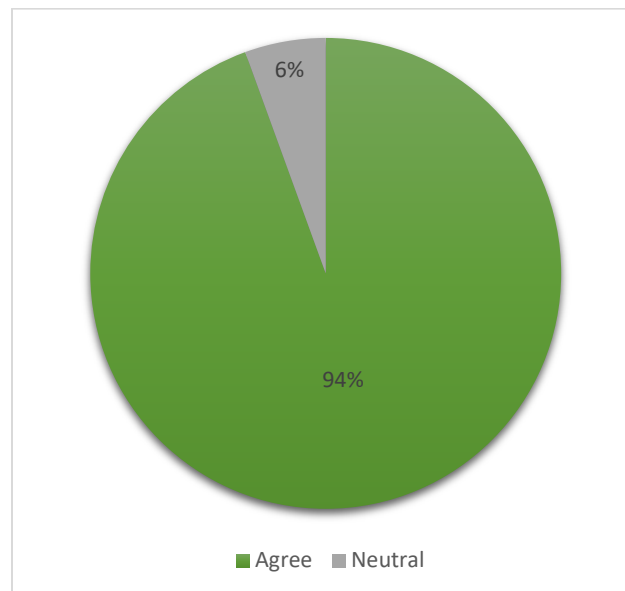
Historic structures and neighborhoods should be preserved.

Of 36 respondents, 92% agreed that historic structures and neighborhoods should be preserved, 8% were neutral and 0% disagreed.



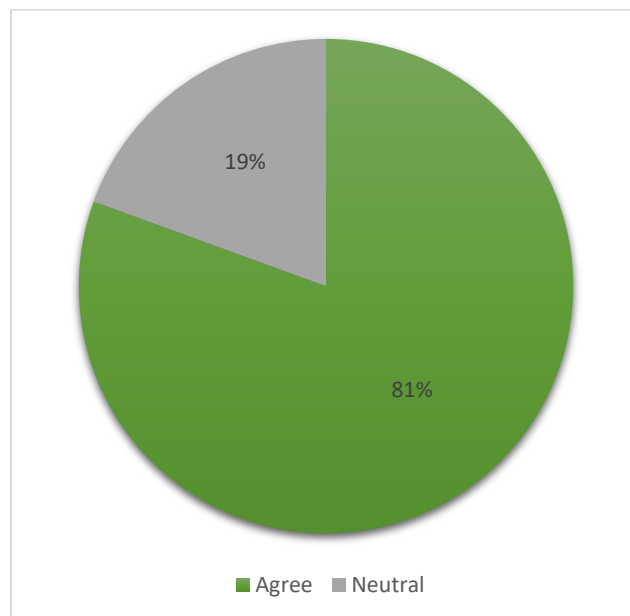
Protecting water resources from pollution is important.

Of 36 respondents, 94% agree that protecting water resources from pollution is important, 6% were neutral, and 0% of respondents disagreed.



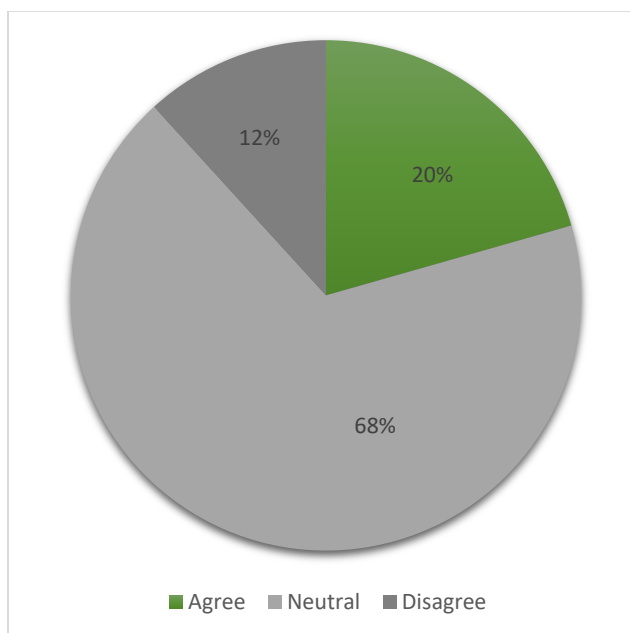
Broadband internet is important.

Of 36 respondents, 81% agree that broadband internet is important, 19% were neutral, and 0% disagreed.

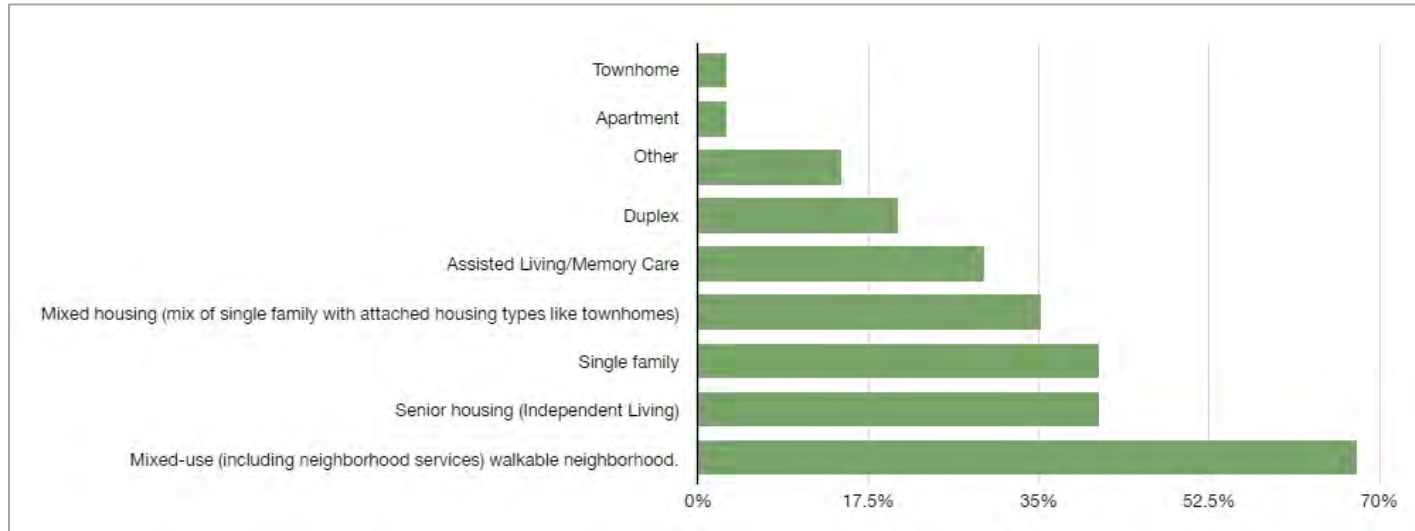


Housing is too expensive.

Of 36 respondents, 68% were remained neutral when asked whether housing was too expensive, 21% agreed that it was, and 12% disagreed.



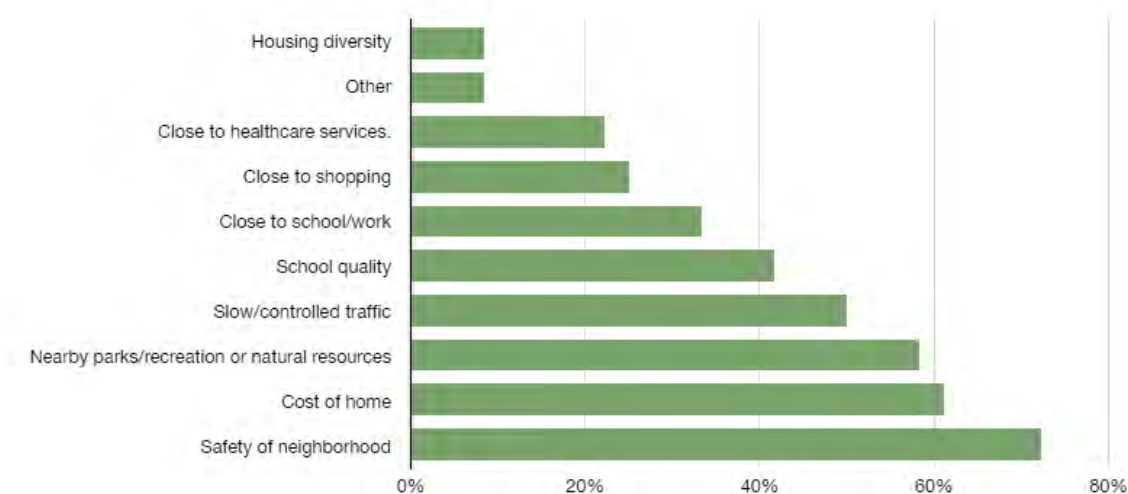
Question 9: What types of homes or neighborhoods does Slidell need more of?



Survey respondents who selected “other” made the following comments:

1. I would like to see us control growth to keep existing areas from flooding and to control traffic issues
2. No low-income housing or rent control
3. I have never found that Slidell was lacking in housing
4. Stop filling the Fremaux area with so many apartment complexes. It fosters a permanent renters' bloc in the community because there are less options for affordable single family homes to be developed

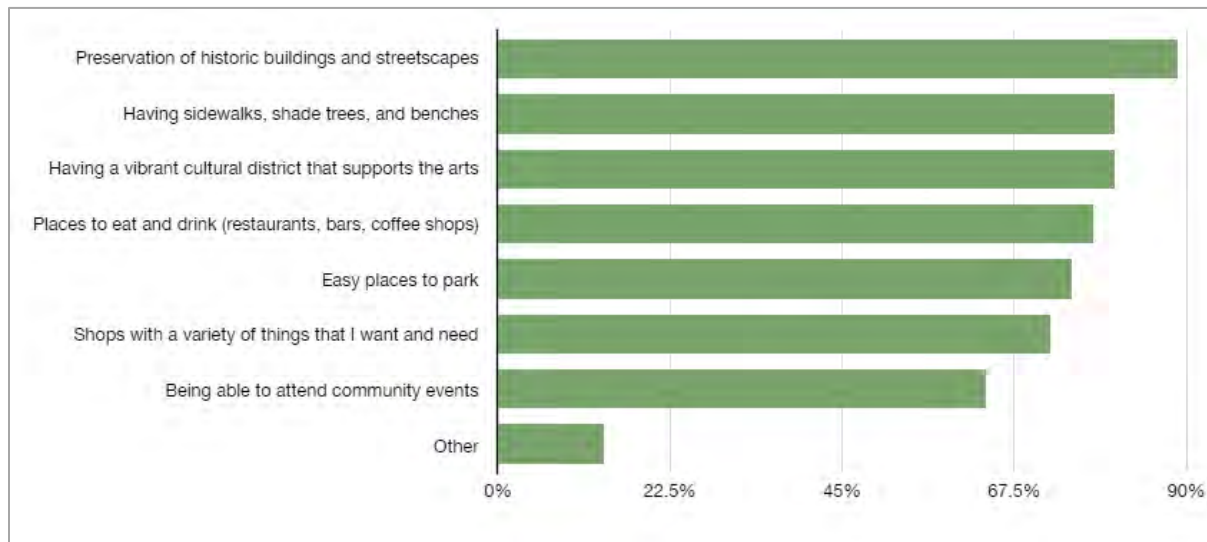
Question 10: Which of the following criteria is important to you when making a decision to move into a new home?



The resident who selected “other” made the following comment:

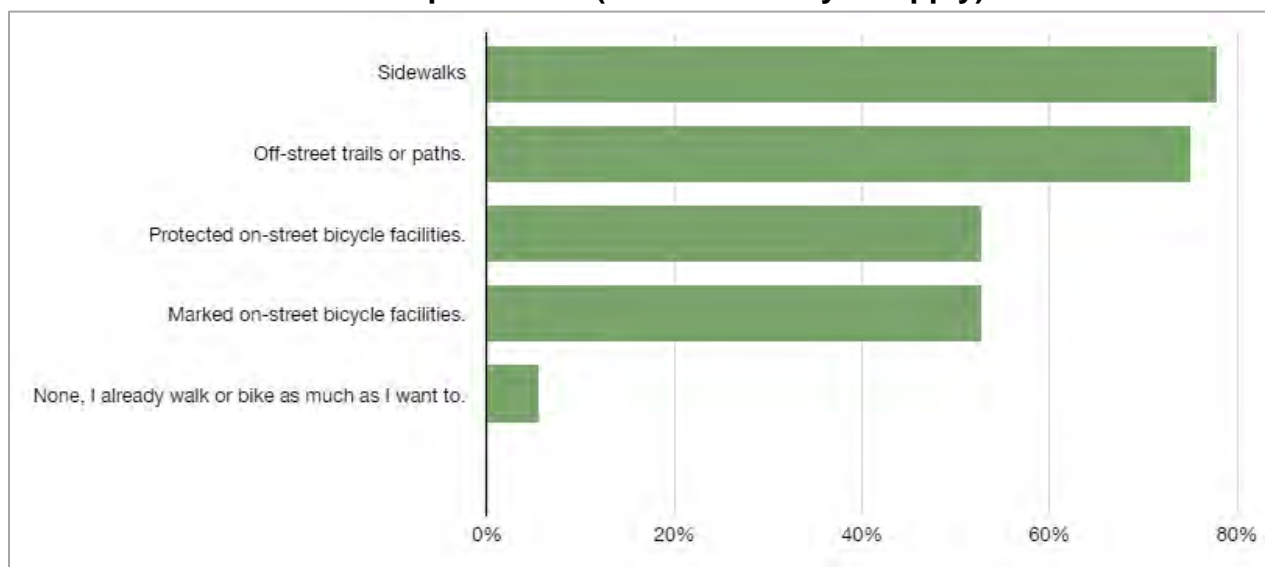
- I have lived in the same house for 15 years and don’t plan to move.

Question 11: When you think about Olde Towne, what is most important?



Note: All residents who selected “other” skipped the field to leave a comment.

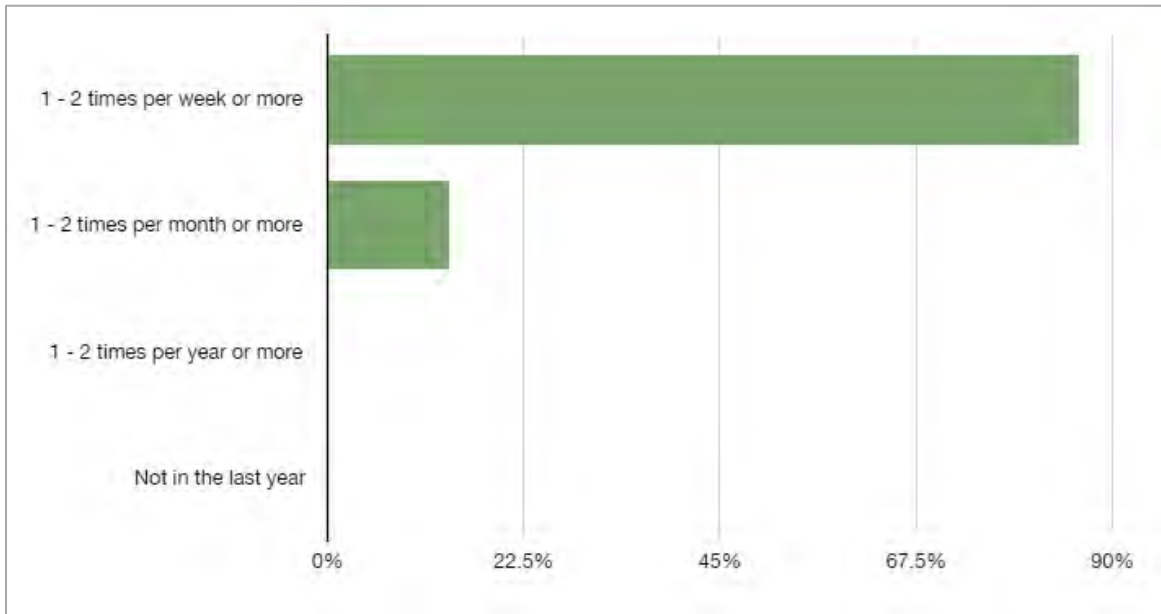
Question 12: Which of the following facilities would make you more likely to walk or bike for exercise or transportation? (Check as many as apply)



Of 36 respondents, the vast majority stated that they would be more likely to walk or bike for exercise or transportation if better bicycle and pedestrian infrastructure were available. Only two respondents stated that they already walk or bike as much as they want to.

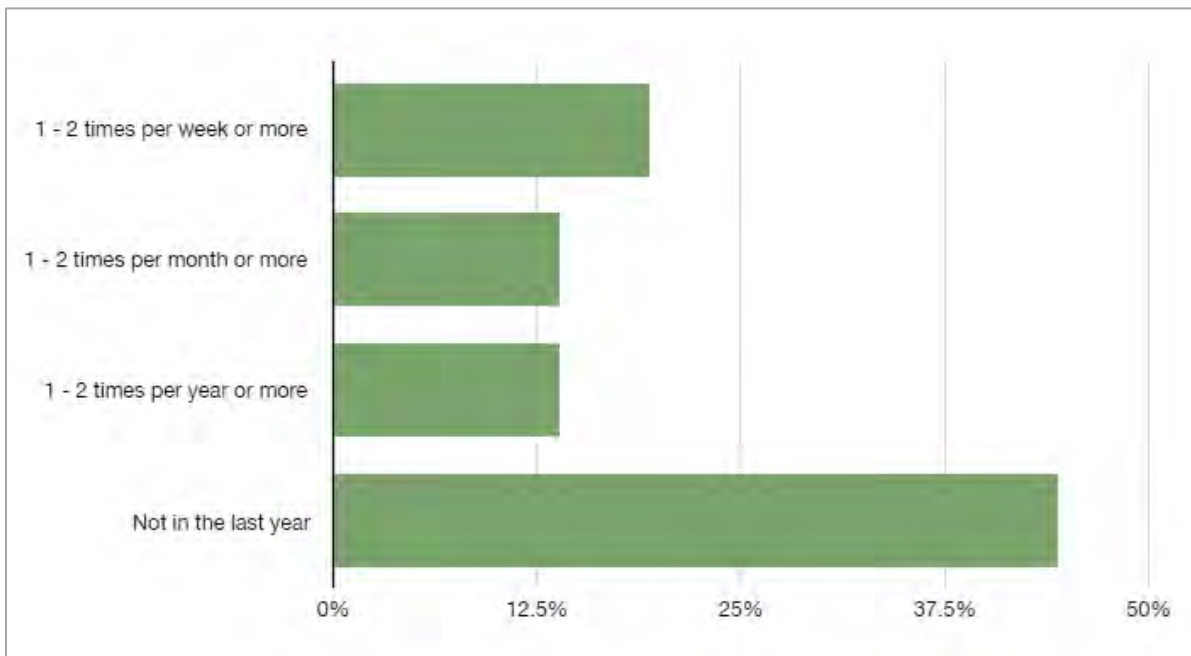
Question 13: How often do you participate in the following activities?

Walk outside for exercise?



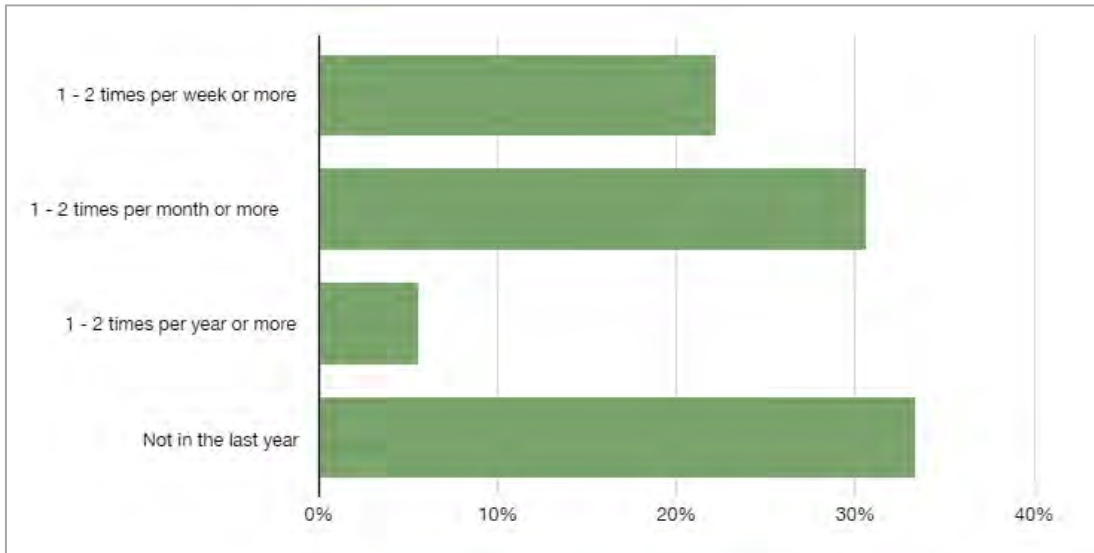
Residents of Slidell use walking as a means of exercise. Of 36 respondents, the majority (86%) report to walk outside for exercise 1-2 times per week or more. 13% reported they did so 1-2 times per month or more, and 13% reported they walked 1-2 times per year or more.

Walk to a destination (instead of driving)?



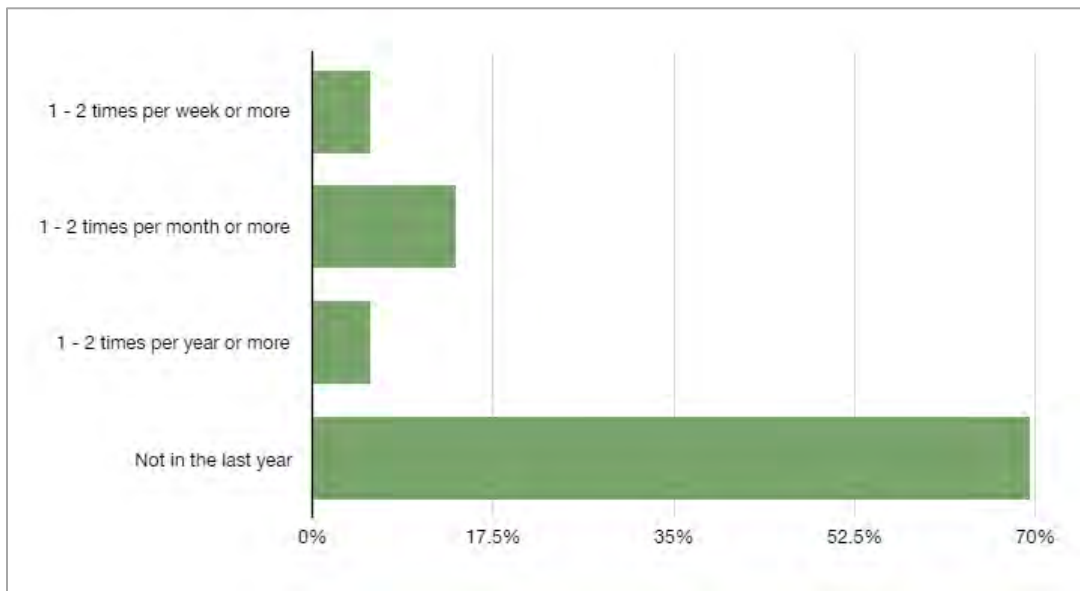
Results suggest that residents of Slidell are very unlikely to walk to destinations rather than driving. Of 36 respondents, only 19% walked to a destination instead of driving 1-2 times per week and 44% had not done so at all in the last year. 13% had done so 1-2 times per month or more and 13% had done so 1-2 times per year or more.

Bike outside for exercise?



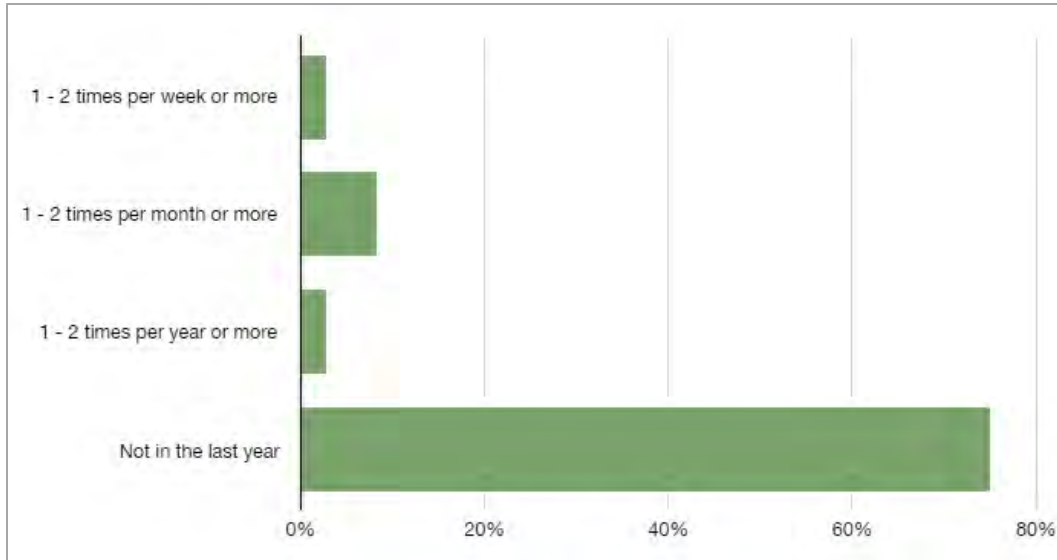
Of 36 respondents, 22% had biked outside for exercise 1-2 times per week or more, and 30% had biked outside for exercise 1-2 times per month or more. 5% had biked for exercise 1-2 times per year or more and 33% had not done so at all in the last year.

Bike to a destination (instead of driving)?



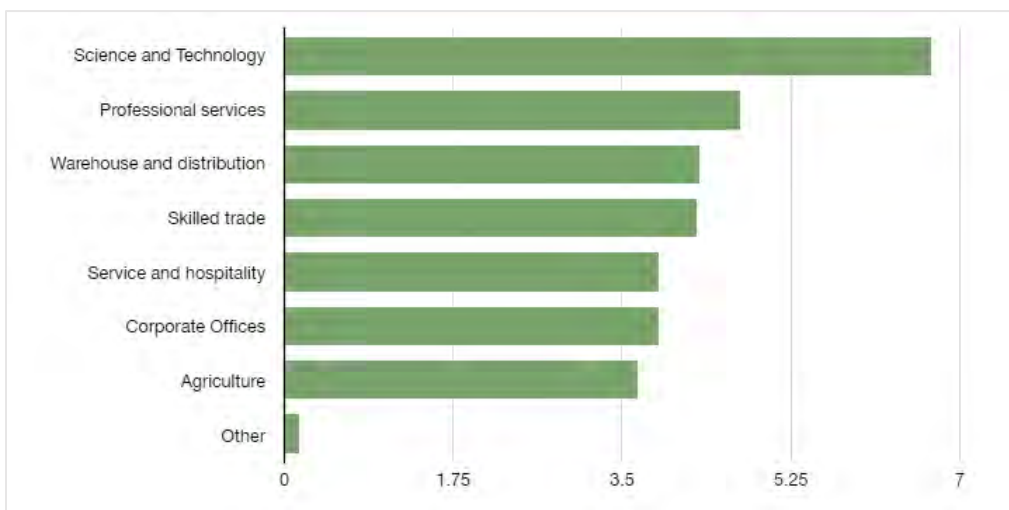
Of 36 respondents, most had not biked to a destination instead of driving in the last year (69%). 5% of respondents had done so 1-2 times per week or more, 13% had done so 1-2 times per month or more, and 5% reported to have done so 1-2 times per year or more.

Use another form of “active” transportation (such as a scooter, skateboard, etc.)?



Of 36 respondents, most had not used another form of “active” transportation (such as scooters or skateboards) in the last year (75%). 2% reported to have done so 1-2 times per week or more, 8% had done so 1-2 times per month or more, and 2% reported to have done so 1-2 times per year or more.

Question 14: Please rank, in order of importance (1-7), the following types of employment opportunities that you think the City should pursue.



Skilled, good-paying jobs are a high priority to survey respondents who rate Science and Technology, professional services, and other skilled trades highly.

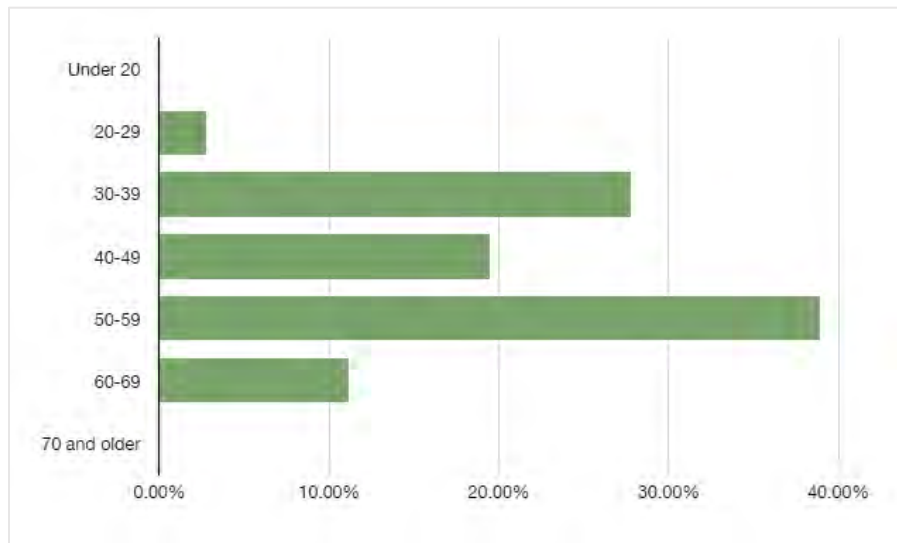
Respondents who selected “other” made the following comments:

1. “N/A”
2. “Innovative jobs. Conduct research of like areas and see how creative and innovative those places are being—in America and outside of America.”
3. “We do NOT need any more retail or restaurants.”

Demographics

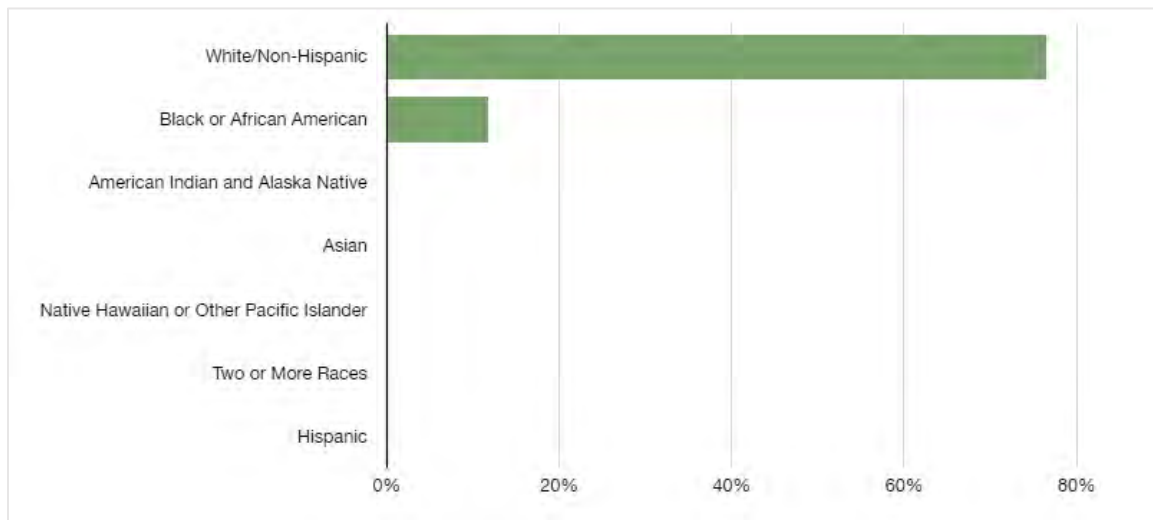
Survey respondents were majority white (76%) and over 40 (69%), with longstanding ties to Slidell (69% had lived in the area 10 years or more).

What is your age?



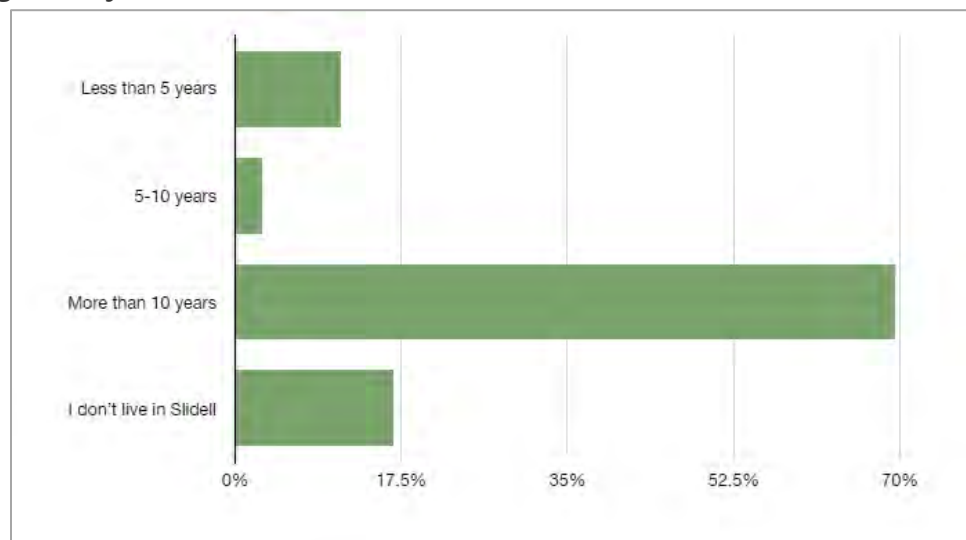
Of 36 respondents, most are over 40 years old with 19% in the 40-49 range, 38% 50-59, and 11% 60-69. 2% of respondents were 20-29 and 27% were 30-39. There were no respondents under 20 or over 70 years of age.

What is your race?



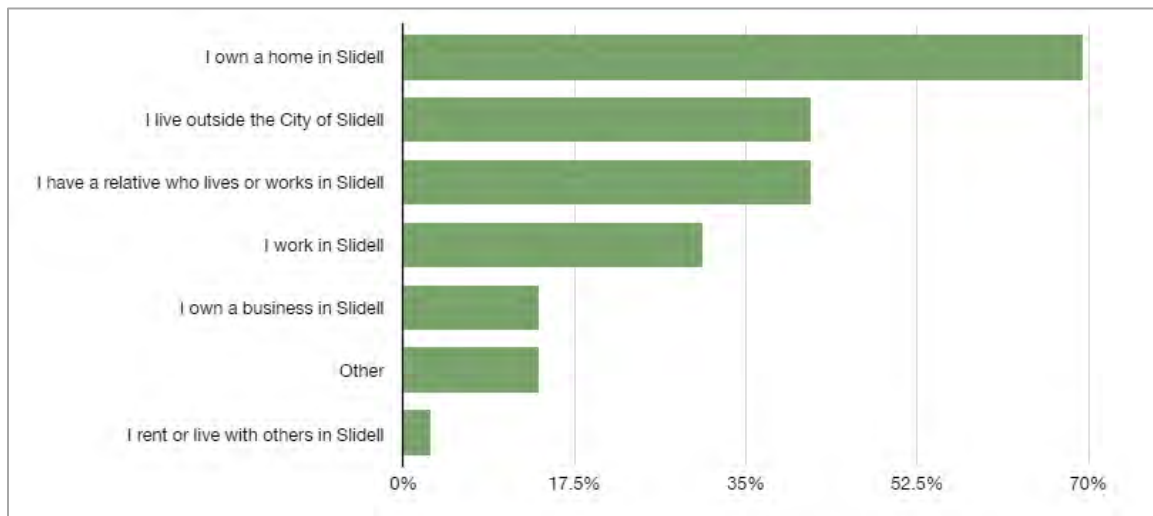
Of 36 respondents, 76% were white/non-Hispanic, 11% were black or African American. No other races were reported in the survey.

How long have you lived in Slidell?



Of 36 respondents, most have lived in Slidell for more than 10 years. (69%). 11% have lived in Slidell for less than 5 years, 2% have lived in Slidell for 5-10 years, and 16% of respondents live outside of the Slidell city limits.

Check all that apply



Of 36 respondents, 69% are homeowners, 41% have a relative who lives or works in Slidell, 41% live outside the City of Slidell, 30% work in Slidell, 15% own a business in Slidell, 2% rent or live with others in Slidell.

Appendix A.

SLIDELL 2040 COMMUNITY SURVEY

How would you rate your overall quality of life in Slidell?

1. Very Good Quality of Life
2. Good Quality of Life
3. Neutral
4. Poor Quality of Life
5. Very Poor Quality of Life

What makes the City of Slidell a special place to live, work or visit? Rank them in order from 1-9

_____ Good Schools

_____ Parks and Recreation

_____ Community Events (Farmer's Market, parades, etc.)

_____ Safety

_____ Good jobs

_____ Easy to get around

_____ Clean neighborhoods

_____ Old Towne Main Street

_____ Fun senior activities

Other _____

What do you think might prevent people from moving to Slidell? Rank them in order from 1-10

_____ Commute time/distance

_____ traffic congestion

_____ Not enough bus routes

_____ Not enough jobs

_____ Not enough community services (such as emergency services, healthcare, and job placement)

_____ Not the right housing types (_____)

_____ School quality

_____ Not enough entertainment/dining options

_____ A lack of diversity

Other _____

What issue(s) in Slidell do you think needs the most attention?

In 20 years, I want Slidell to be:

Which places in Slidell that you would like to see stay the same?

What should the City prioritize in the budget? (Rank them in order 1-10)*

_____ Street Improvements that improve bicycle and pedestrian experience (like side walks, shared use paths, trails, and cross walk improvements)

_____ Street Improvements that improve safety and reduce traffic congestion.

_____ Public transportation (buses)

_____ Stormwater improvements that manage or mitigate flooding

_____ A mix of housing types (programs to create affordable housing, apartments, houses and assisted living)

_____ Recreational opportunities like wildlife viewing, biking, boating, playgrounds and playing fields.

_____ Health initiatives and family services

_____ Equity, Inclusivity and Accessibility (programs for a diverse range of people and needs)

_____ Enforcement of city codes

_____ Economic development Initiatives to create more jobs

Other _____

*This question is part of the online public participation activity.

How strongly you agree with the following statements?

I feel safe as I go about my day-to-day life.

Agree Neutral Disagree

04/28/2021 SURVEY

I know where to find the services that I need (healthcare, community centers, libraries, etc.)

Agree Neutral Disagree

I have a variety of transportation choices for getting to work, shopping, or for recreation.

Agree Neutral Disagree

Historic structures and neighborhoods should be preserved.

Agree Neutral Disagree

Protecting water resources from pollution is important.

Agree Neutral Disagree

Broadband internet is important.

Agree Neutral Disagree

Housing is too expensive.

Agree Neutral Disagree

What types of homes or neighborhoods does Slidell need more of? (check as many as apply)

- ☐ Single Family
- ☐ Duplex
- ☐ Townhome
- ☐ Apartment
- ☐ Mixed-use (including neighborhood services) walkable neighborhood.
- ☐ Assisted Living/Memory Care
- ☐ Senior housing (Independent Living)
- ☐ Mixed housing (mix of single family with attached housing types like townhomes)
- ☐ other _____

Which of the following criteria is important to you when making a decision to move into a new home? (check as many as apply)

- ☐ Cost of home
- ☐ Safety of neighborhood
- ☐ Close to healthcare services
- ☐ Close to school/work
- ☐ Close to shopping
- ☐ Nearby parks/recreation or natural resources
- ☐ School quality
- ☐ Housing diversity
- ☐ Slow/controlled traffic
- ☐ Other _____

When you think about Old Towne, what is most important? (Check as many as apply)

- ☐ Preservation of historic buildings and streetscapes
- ☐ Having sidewalks, shade trees, and benches
- ☐ Having a vibrant cultural district that supports the arts
- ☐ Places to eat and drink (restaurants, bars, coffee shops)
- ☐ Easy places to park
- ☐ Shops with a variety of things that I want and need
- ☐ Being able to attend community events
- ☐ Other _____

Which of the following facilities would make you more likely to walk or bike for exercise or transportation? (Check as many as apply)

- ☐ Sidewalks
- ☐ Off-street trails or paths
- ☐ Protected on-street bicycle facilities
- ☐ Marked on-street bicycle facilities
- ☐ None, I already walk or bike as much as I want to
- ☐ Other _____

How often do you participate in the following activities?

Demographics

Walk outside for exercise?

- a. 1 to 2 times per week or more
- b. 1 to 2 times per month or more
- c. 1 to 2 times per year or more
- d. Not in the last year

Walk to a destination (instead of driving)?

- a. 1 to 2 times per week or more
- b. 1 to 2 times per month or more
- c. 1 to 2 times per year or more
- d. Not in the last year

Bike outside for exercise?

- a. 1 to 2 times per week or more
- b. 1 to 2 times per month or more
- c. 1 to 2 times per year or more
- d. Not in the last year

Bike to a destination (instead of driving)?

- a. 1 to 2 times per week or more
- b. 1 to 2 times per month or more
- c. 1 to 2 times per year or more
- d. Not in the last year

Use another form of "active" transportation (such as a scooter, skateboard, etc.)?

- a. 1 to 2 times per week or more
- b. 1 to 2 times per month or more
- c. 1 to 2 times per year or more
- d. Not in the last year

Other comments: _____

Please rank, in order of importance (1 through 7), the following types of employment opportunities that you think the City should pursue:

- _____ Agriculture
- _____ Skilled trade
- _____ Service and hospitality
- _____ Professional services
- _____ Warehouse and distribution
- _____ Science and Technology
- _____ Corporate Offices

Other _____

What is your age?

- ☐ Under 20
- ☐ 20-29
- ☐ 30-39
- ☐ 40-49
- ☐ 50-59
- ☐ 60-69
- ☐ 70 or older

What is your Race? (Check all that apply)

- ☐ White/Non-Hispanic
- ☐ Black or African American
- ☐ American Indian and Alaska Native
- ☐ Asian
- ☐ Native Hawaiian or Other Pacific Islander
- ☐ Two or More Races
- ☐ Hispanic
- ☐ Other
- ☐ Prefer not to say

How long have you lived in Slidell?

- ☐ Less than 5 years
- ☐ 5-10 years
- ☐ More than 10 years
- ☐ I don't live in Slidell

Check All that Apply:

- ☐ I own a home in Slidell
- ☐ I rent or live with others in Slidell
- ☐ I own a business in Slidell
- ☐ I work in Slidell
- ☐ I live outside the City of Slidell
- ☐ I have a relative who lives or works in Slidell
- ☐ Other _____

THANK YOU FOR PARTICIPATING!

04/28/2021 SURVEY

APPENDIX C: REFERENCE INFORMATION

This section includes detailed information referenced in the body of the plan.

C-1: LAND USE REGULATIONS

Regulations	Location in City Code	General Purposes
Zoning Regulations	Appendix A	Regulate the development and use of individual lots in different zoning districts throughout the City
Subdivision Regulations	Appendix B	Regulate the subdivision of parcels into lots, the adjustment of lot boundaries, and related improvements required to serve lots within subdivisions
Rules of Procedure	Appendix C	Establishes rules for City Council meetings and procedures for zoning ordinance amendments
Traffic Impact Analysis	Appendix D	Establishes procedures and standards to assess the impacts of a development's traffic on the City's roadways, and lists mitigation alternatives
Slidell Preservation District	Chapter 2 Article IV, Division 4	Creates the Olde Towne Preservation District, Commission and rules for development within the district.
Buildings and Building Regulations	Chapter 7	Adopts codes for buildings, mechanical equipment, electricity, plumbing, housing, swimming pools, drainage and numbered addressing
Environment	Chapter 13	Addresses junk, junk yards, litter and public tree management
Fire Prevention	Chapter 14	Adopts provisions the National Fire Codes for fire protection
Floods	Chapter 15	Establishes rules for development within flood hazard areas and required mitigation measures
Planning	Chapter 22	Creates a Planning Commission that also serves as the City's Zoning Commission
Streets, Sidewalks and Other Public Places	Chapter 25	Assigns responsibility for determining road widths and street classifications to the City Engineer and Planning Commission; establishes general rules for sidewalk width, location and thickness; and regulates the use of street rights-of-way
Utilities	Chapter 28	Regulates connection to and use of the City's water and sewer systems; and protection of groundwater
Other Use Provisions	Chapters 4, 5, 6, and 8	Include use provisions related to sale and service of alcoholic beverages; operation of amusements and entertainments; keeping of animals; and licensing and operations of businesses, including mobile food services

Source: MLP, 2021.

C-2: ZONING DISTRICTS

Zoning District	Purposes or Typical Uses	Total Acreage	Percent of Total Acreage
No Zoning Record		106.32	1.28%
R—Rural Sec. 2.2	Agriculture, residential, commercial, and industrial	1,615.70	19.48%
A-1—Suburban Sec. 2.4	Single-family residential, parks, schools, churches, public facilities	16.05	0.19%
A-2—Single Family Sec. 2.5		190.59	2.30%
A-6—Single Family Urban Sec. 2.9		2,724.08	32.84%
*A-3—Multifamily Sec. 2.6	Single-family residential, multi-family residential, parks, schools, churches, public facilities, personal service shops, offices and artist studios	0.00	0.00%
A-4—Transitional Sec. 2.7	Single-family residential, parks, schools, churches, public facilities, personal service shops, offices and artist studios	22.72	0.27%
*A-7—Multifamily Urban Sec. 2.10	Single-family residential, multi-family residential, parks, schools, churches, public facilities	0.00	0.00%
A-8—High Density Urban Sec. 2.11		637.42	7.68%
A-9—Apartment Sec. 2.12		12.86	0.16%
A-9-C—Apartment-Commercial Sec. 2.13		26.34	0.32%
*A-10—Trailer Park District Sec. 2.14	Parking or sale of mobile home-type trailers, travel trailers, single-family residential, multi-family residential, parks, schools, churches, public facilities	0.00	0.00%
C-1—Fremaux Avenue Business District Sec. 2.16A	Commercial activities that preserve residential character of surrounding neighborhoods	17.57	0.21%
C-1A – Fremaux Avenue/Shortcut Highway District Sec. 2.16B		0.00	0.00%
C-2—Neighborhood Commercial District Sec. 2.16	Single-family residential, multi-family residential, parks, schools, churches, public facilities, neighborhood retail and service businesses	311.10	3.75%
C-2W – Waterfront Mixed-use District Sec. 2.16C	Walkable mixed-use residential and light commercial district oriented to small shops, eating establishments and waterfront amenities	7.23	0.09%
C-3—Central Business District Sec. 2.17	Single-family residential, multi-family residential, parks, schools, churches, public facilities, general retail and service businesses, hospitality services, and bars	69.52	0.84%
C-4—Highway Commercial Sec. 2.18	Single-family residential, multi-family residential, parks, schools, churches, public facilities, general retail and service businesses, hospitality services, bars, warehouses, truck repairs	1186.19	14.30%

Zoning District	Purposes or Typical Uses	Total Acreage	Percent of Total Acreage
C-6—Regional Shopping Center Sec. 2.18A	Provides for large shopping centers of 350,000 square feet on 40 acres or more of land	203.72	2.46%
*M-1—Planned Industrial Sec. 2.19	Manufacturing and entertainment uses that meet performance standards to prevent dangerous, noxious or other detrimental impacts	0.00	0.00%
M-2—Light Industrial Sec. 2.20	Promote a strong light industry base while protecting the environment and preserving an attractive residential lifestyle	548.21	6.61%
*O-L – Open Land District Sec. 2.21	Protect the open character of the district by allowing recreational uses and prohibiting residential, commercial, industrial and other non-recreational uses	0.00	0.00%
A – Airport Zone Sec. 2.21A	Permit airport uses and support facilities in addition to light industrial uses	339.73	4.10%
PUD – Planned Unit Development Sec. 2.15		121.04	1.46%
RRD—Residential Redevelopment District (sec 2.26)		139.09	1.68%
Total		8,295.48	100.00%

* These districts are not mapped.