

CITY OF ST. GEORGE

ORDINANCE NO. 2025-005

TO AMEND ORDINANCE NO. 2024-002 AND THE UNIFIED DEVELOPMENT CODE RELATIVE TO IMPACTS OF LARGER DEVELOPMENTS AND TO TAILOR PROVISIONS TO CITY OF ST. GEORGE AND TO PROVIDE FOR RELATED MATTERS

WHEREAS, on July 23, 2024 the St. George City Council adopted Ordinance No. 2024-002, create a Planning Commission, a Zoning Commission and a Board of Adjustments and adopting the EBR Unified Development Code (with some changes) as the City's interim Unified Development Code (P & Z No. T25-01);

WHEREAS, due to concerns about the impact of larger developments, one of the changes to the EBR UDC was to require that any proposed development of 15 or more residential units or proposed commercial development of ten or more acres must receive approval as a Planned Unit Development (PUD);

WHEREAS, members of the local development community complained that the PUD requirement is overly burdensome;

WHEREAS, the City now believes that its concerns regarding the impacts of larger developments can be addressed by making other changes to the UDC and removing the PUD requirement;

WHEREAS, a representative of the development community worked with staff and an ad hoc group of council people and zoning commissioners to develop such changes; and

WHEREAS, a public hearing was held on the proposed changes on February 3, 2025, before the City of St. George Zoning Commission at which the Zoning Commission recommended approval of the text amendment.

THEREFORE, BE IT ORDAINED by the St. George City Council, State of Louisiana, as follows:

Section 1: That Section 4. D. of Ordinance No. 20224-002 providing: "Notwithstanding any provision to the contrary in the St. George UDC, any proposed development of 15 or more residential units or proposed commercial development of ten or more acres must receive approval as a Planned Unit Development prior to the issuance of any permit" is hereby repealed.

Section 2: That the deletions and additions to the UDC set forth in Exhibit A, attached hereto are hereby adopted.

Section 3: The specific terms and conditions of this Ordinance shall prevail against other ordinances of the City to the extent that there may be any conflict. Except for the foregoing, the use of the subject property is subject to the terms of all applicable ordinances and regulations of the City of St. George, including any amendment thereto.

Section 4: Severability. If any section, subsection, sentence, clause, or provision of this Ordinance is declared by a court of competent jurisdiction to be invalid, such declaration of invalidity shall not affect the validity of the Ordinance as a whole, or parts thereof, other than the part declared invalid. The remainder of the Ordinance shall not be affected by the declaration of invalidity and shall remain in force and effect.

Section 5: Effective Date. This ordinance shall be effective upon publication.

Approved by the Zoning Commission on February 3, 2025.

Ayes: Aguillard, McAllister, McKey, Thornton

Nays: None

Absent: Marien

Introduced to the City Council on February 11, 2025.

This Ordinance having been submitted to a vote, the vote thereon was as follows:

Ayes: Cook, Himmel, Monachello

Nays: Heck

Absent: Edmonds

Introduced on January 14, 2025.


Lorraine Beaman, City Clerk

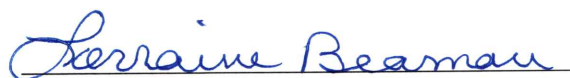
Delivered to Mayor on February 27, 2025.


Lorraine Beaman, City Clerk

Approved:


Dustin Yates, Mayor

Received from Mayor on ~~January~~ ^{March} 3, 2025.



Lorraine Beaman, City Clerk

Ordinance published in The Advocate on the 11th day of March, 2025.

EXHIBIT A

NOTE: Underlined text is new.. [Other provisions deleted as directed]

Title 7 UNIFIED DEVELOPMENT CODE

Chapter 1 GENERAL PROVISIONS

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Sec. 7:1.7 Non-Substantive Errors

The Planning Director may correct typographical errors, numerical reference errors, spelling errors, errors in section or page numbering, and similar non-substantive changes to the text of this Unified Development Code without a public hearing, provided the changes necessary to correct any errors do not change the meaning of the UDC, and any changes made are documented to the Zoning Commission and made a part of its regular meeting minutes.

Chapter 2 ADMINISTRATION

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Sec. 7:2.2 Planning and Zoning Commissions

The Planning Commission and Zoning Commission are established in Title 1 City Organization, Chapter 5 Boards and Commissions of this Code.

[Delete this section in its entirety, including the section number.]

[Delete this section in its entirety, including the section number.]

[Delete this section in its entirety, including the section number.]

Sec. 7:2.3 Board of Adjustment

The Board of Adjustment is established in Title 1 City Organization, Chapter 5 Boards and Commissions of this Code.

Reserved[Delete this section in its entirety, and reserve the section number.]

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Chapter 3 PROCESSES

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Sec. 7:3.1 General

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Sec. 7:3.1.4 Coordination with Others

[Delete A. Central, B. Zachary, and C. Baker in their entirety, including the letters.]
The Recreation and Parks Commission. The plans for all projects and developments to be constructed within 1,000 feet of a Recreation and Park Commission for the Parish of East Baton Rouge (BREC) designated park shall be submitted to the BREC Planning and Engineering Office at least 30 days prior to Planning or Zoning Commission action.

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Sec. 7:3.5 Conditional Use Permits

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Sec. 7:3.5.2 Types

A. *Conditional Use Permits*. These are uses that may only be allowed in a designated zoning district if approved through the granting of a conditional use permit by the St. George City Council following a recommendation from the Zoning Commission. Such uses are subject to all other applicable requirements of this ordinance, as well as the limiting conditions associated with the use in the zoning district.

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Sec. 7:3.5.4 Issuance of a Conditional Use Permit

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C. The Zoning Commission shall conduct a public hearing on all conditional use permits and make a recommendation to the St. George City Council, who shall conduct a public hearing before making a decision via passage or denial of an ordinance.

D. No conditional use permit for construction or license for occupation shall be issued by the City of St. George until all appeal periods have expired and copies of the approved site plan required as part of the permit have been distributed.

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**Chapter 4
SITE PLANS AND PLATS**

Sec. 7:4.1 General

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Sec. 7:4.1.2 Coordination with Others

[Delete A. Central and B. Zachary in their entirety, including the letters.]
The Recreation and Parks Commission. The plans for all projects and developments to be constructed within 1,000 feet of a Recreation and Park Commission for the Parish (BREC) designated park shall be submitted to the BREC Planning and Engineering Office at least 30 days prior to the Planning or Zoning Commissions public hearing.

Sec. 7:4.1.3 Notice Requirements

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**Table 7:4.A
Notice Requirements**

Procedure	Published	Posted	Mailed	Mailed Notification Distance
Site Plan	X	X	X	300 ft.
Subdivision Concept Plan	X	X	X	300 ft.
Subdivision Preliminary Plat	X	X	X	300 ft.

C. Notice Requirements

1. *Published Notice.* Published notice shall be advertised in accordance with law in the official journal of the City of St. George at least 15 days prior to approval.

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Sec. 7:4.2 Site Plans

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Sec. 7:4.2.2 Thresholds for Approval

A. Approval Authorities

1. The approval authority of projects shall be determined by the intensity of development, as described in Table 7:4.B, Site Plan Thresholds for Approval.
 - (a) Site plans not listed in Table 7:4.B shall be approved by the Planning Department.
 - (b) Site plans shall not be required for the following residential uses when there is only one principal building on a lot:
 - (1) Single-family detached;
 - (2) Semi-detached;
 - (3) Two-family; or
 - (4) Zero lot line.
2. In determining approval authority, the development of contiguous sites under common ownership, whether simultaneously or in phases, shall be considered one project.

**Table 7:4.B
Site Plan Thresholds for Approval**

Type of Project	Threshold	Approval Authority
Residential		

Type of Project	Threshold	Approval Authority
	15 units or more	Zoning Commission
Additions to Residential	See 7:4.2.2.B., Additions	
Manufactured Home Park	all	Zoning Commission
RV Park	all	Zoning Commission
Commercial Recreation		
	More than one acre	Zoning Commission
All Other New Non-Residential		
	30,000 sf or more of gross floor area OR 10 acres or more of developed site area, whichever is less	Zoning Commission
Additions to All Other Non-Residential		
	See 7:4.2.2.B., Additions	

B. *Additions*

1. An addition that results in the site reaching the threshold for approval by a different approval authority shall require the approval of that new approval authority.
2. *Exception.* A development that was previously approved by the Zoning Commission following a public hearing shall only require a new public hearing if the addition represents 20% or more of the number of units, gross floor area, or developed site area previously approved by the Zoning Commission following a public hearing.

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Sec. 7:4.2.5 Criteria for Approval

In order to be approved, a site plan shall:

- A. Meet all the requirements of the Unified Development Code;

- B. Demonstrate, with sufficient and verifiable information and data, that public facilities are, or will be before approval of a certificate of occupancy, adequate to support and service the proposed development, unless the applicant requests and the Zoning Commission approves an adequate public facilities waiver as provided in Sec. 7:5.1.1, or the applicant agrees to enter into a Development Agreement with the City before the certificate of occupancy as provided in Sec. 7:4.4. To provide adequate public facilities for the proposed development, the developer may be required to provide off-site improvements; and
- C. Be in the public interest by not resulting in:
 1. Unsafe streets or traffic access;
 2. Overcrowding of land;
 3. Overburdening of public facilities including, among others, transportation, sewage, solid waste, drainage, schools, and parks;
 4. Impairment of water quality; or
 5. Significant negative effects on the use, enjoyment, and value of neighboring properties caused by incompatibility of use, layout, or bulk.

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Sec. 7:4.3 Subdivision Plats

Sec. 7:4.3.1 Purpose

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- B. Every subdivision of land or site or tract development within the jurisdiction of the City shall be shown upon a plat and submitted to the Planning Commission for approval or disapproval. Any plat which has been approved by the Planning Commission shall be recorded in the office of the Clerk of Court and Recorder of the Parish, and no lots shall be sold from such plat unless and until approved as required by the Unified Development Code. No street number or building permit shall be issued for the erection of any building in the above limits on any property other than on an original or re-subdivided lot in a duly approved and recorded subdivision without the written approval of the Planning Commission, or its authorized representative. Public money shall not be expended for the maintenance of streets, sewers, or other improvements until those improvements have been accepted and the plan, plot, or replot of such land shall have been approved by the Planning Commission and recorded in the office of the Clerk of Court and Recorder of the Parish.

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Sec. 7:4.3.2 Subdivision Plats - Generally

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- C. *Adequate Public Facilities.* No preliminary plat shall be approved unless the applicant demonstrates, with sufficient and verifiable information and data, that public facilities are, or will be before approval of a final plat, adequate to support and service the proposed

subdivision, unless the applicant requests and the Planning Commission approves an adequate public facilities waiver as provided in Sec. 7:5.1.1, or the applicant agrees to enter into a Development Agreement with the City before final plat approval as provided in Sec. 7:4.4. To provide adequate public facilities, the developer may be required to provide off-site improvements. Public facilities shall include:

1. *Transportation*. Transportation improvements shall comply with Chapter 13 Transportation of this UDC. Additionally:
 - a. No subdivision shall be approved unless the area to be subdivided has frontage on an existing public or private street or road meeting the standards of Chapter 13, Transportation, or on a proposed and named street. In cases where the subdivision includes or adjoins an existing street of less width than the minimum widths established in Chapter 13 and the Engineering Department determines that the subdivision creates a need for additional setbacks, the Planning Commission may require the dedication of sufficient setback width to conform to the standards set forth in Chapter 13.
 - b. Proposed roads within the subdivision shall provide a safe, convenient, and functional system for vehicular, pedestrian, and bicycle circulation.

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F. *Review Criteria*. The applicant shall provide, and the approval authority shall consider, information to demonstrate whether the proposed subdivision meets the criteria in Table 7:4.3.2.A, as applicable to each type of subdivision request. Failure to meet any of the criteria, as reasonably determined by the approval authority, may be a reason to deny an application and shall be documented in the decision.

**Table 7:4.3.2.A
Subdivision Review Criteria**

Concept Plan (7:4.3.3)	Preliminary Plat (7:4.3.4)	Review Criteria
Y	Y	1. Consistency with the comprehensive plan and other applicable planning documents
Y	Y	2. Consistency with existing or proposed zoning of the property
Y	Y	3. Existing or proposed availability of adequate facilities and services
Y	Y	4. Suitability of the site for the proposed development
Y	Y	5. Compatibility with existing and planned land use patterns
-	Y	6. Compatibility with the neighborhood norm (1)

Concept Plan (7:4.3.3)	Preliminary Plat (7:4.3.4)	Review Criteria
-	Y	7. Whether the proposed development is premature as evidenced by: the lack of adequate public facilities within a reasonable distance to the site; or extraordinary public facility delivery costs due to the remote location or poor access to the site
-	Y	8. Whether proposed rights-of-way and servitudes are adequate to serve the property and are consistent with adopted plans
-	Y	9. Whether the traffic impacts from the proposed development can be adequately mitigated in accordance with a traffic impact analysis, if required
-	Y	10. Whether the proposed development is consistent with an applicable concept plan approval

(1) Neighborhood norm:

- (a) Only applies to the resubdivision of lots in recognized residential subdivisions;
- (b) Is established to maintain the stability and uniqueness of residential neighborhoods, which are areas possessing identifiable characteristics that are common to the properties or lots within a subdivision or portion thereof, that may be demarcated by a street, highway, canal, or water course; and
- (c) Shall be determined based on the characteristics of existing lots in the immediate area, consisting of two (2) street blocks on either or both sides of a street and not less than six hundred (600) feet from the subject property, including the:
 - i. General purpose or intent of the original lot layout;
 - ii. Predominant and average lot width, area, and depth;
 - iii. Orientation of lots; and
 - iv. Neighborhood stability relative to the frequency of re-subdivision of lots.

Sec. 7:4.3.3 Subdivision Concept Plans

- A. *Purpose.* The purpose of the subdivision concept plan is to provide assurance to the applicant and the City that proposed land uses, development intensities, and street layouts are acceptable prior to or in conjunction with action on a preliminary plat.
- B. *Applicability.* The subdivision concept plan is optional, except it is required for subdivisions:
 - ~~1. That will result in a net increase of fifteen (15) or more lots;~~
 - 1. That will be developed in multiple phases; or
 - 2. Of contiguous land under common ownership.

- C. *Composition.* The subdivision concept plan shall:
 - 1. Show and describe, on a map at a conceptual level:
 - a. Land uses and development intensities; and
 - b. Street layouts; and
 - 2. Indicate any development phases, with the proposed location and schedule of each phase.

- D. *Process.*
 - 1. The Planning Department shall review all subdivision concept plans and forward the application to the Planning Commission for a public hearing and decision.
 - 2. The application for a subdivision concept plan may be filed, processed, and heard concurrently with the preliminary plat for all or a portion of the land shown within the concept plan.
 - 3. Approval of the concept plan shall constitute consent to proceed with the subdivision process subject to any conditions of approval, which may address the:
 - a. Mix and intensity of proposed land uses;
 - b. General street layout; or
 - c. Phasing of development.

- E. *Changes.* Adjustments to the concept plan may be authorized by the Planning Commission concurrently with subsequent preliminary plat submittals.

- F. *Period of Validity.*
 - 1. Unless specifically stated in the Planning Commission approval, the concept plan approval shall lapse:
 - a. Two (2) years after approval if the applicant has not submitted a request for a preliminary plat for the first phase of development; or
 - b. At any time during the approved development period when development lags ~~one (1)~~ two (2) years behind the approved phasing plan.
 - 2. Prior to lapse of approval, the applicant may file a written request with the Planning Director to adjust the phasing plan.
 - 3. Re-approval of a lapsed concept plan shall follow the same procedure as the initial approval of a concept plan.

Sec. 7:4.3.4 Preliminary Plats

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Sec. 7:4.3.5 Construction Plans and Construction of Improvements

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- D. *Construction of Improvements.* After construction plans have been approved by the Engineering Department and prints filed, the applicant shall request a preconstruction meeting with the Engineering Department in writing. The applicant, testing laboratory, and representatives from the applicant's appropriate licensed design professional of record and contractor shall be present at this meeting, and a permit will be issued to the contractor.

Construction shall be performed under the standards of the Engineering Department, and shall at all times be subject to inspection by that department. The applicant, his appropriate licensed design professional of record, and the testing laboratory shall be responsible for close field supervision and final compliance with approved plans and specification.

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6. If construction vehicles must access the development through an existing recognized subdivision that has public streets, the developer shall:
 - (a) Submit to the City a construction route access plan showing the public streets that construction vehicles will be required to use;
 - (b) Establish the pre-construction condition of those public streets, using a method acceptable to the developer and to the City; and
 - (c) Post a maintenance bond or irrevocable letter of credit:
 - (1) In an amount equal to ten (10%) percent of the value, as determined by the Engineering Director, of those construction route streets;
 - (2) In a form approved by the City Attorney; and
 - (3) Which will be released after:
 - a. The developer establishes the post-construction condition of the streets using the same method as that for the pre-construction condition; and
 - b. Final inspection and acceptance of improvements in the development.

If the above procedures are not followed, the Engineering Department may close down the job after written notice to the applicant and the appropriate licensed design professional of record.

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Sec. 7:4.3.6 Final Plats

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Sec. 7:4.3.7 Minor Subdivisions

- A. *Defined.* Any subdivision that meets all the following criteria shall be considered a minor subdivision:
1. No more than two acres of land;
 2. No more than five lots;
 3. No dedication or revocation of public right-of-way or private access servitude (may involve utility servitudes);
 4. No creation of any public improvement, or public or private street; and
 5. Meets all development regulations and may not request a variance to lot area or width.

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Sec. 7:4.3.8 Major Subdivisions

- A. *Defined.* Any subdivision that is not minor shall be considered a major subdivision.

B. *Approval Authority.*

1. *Subdivision Concept Plan.* The Planning Commission shall hold a public hearing and render a decision on all subdivision concept plans. The Planning Commission shall state the basis of any denial as part of any motion to deny the subdivision concept plan.
2. *Preliminary Plat.* The Planning Commission shall hold a public hearing on all major subdivision preliminary plats and render a decision to approve or disapprove the preliminary plat within sixty days of it having been determined to meet all of the requirements described in Sec. 7:4.3.4 Preliminary Plats, unless the applicant waives this time limit and consents to a longer period. The Planning Commission shall state the basis of any denial of a subdivision plat as part of any motion to deny the plat.
3. *Construction Plans.* See Sec. 7:4.3.5.C.
4. *Final Plat.* The Planning Director has the authority to approve final plats. See Sec. 7:4.3.6.D.

C. *Requirements*

1. Major subdivisions shall comply with all of the requirements of Secs. 7:4.3.3 Subdivision Concept Plans, 4.3.4 Preliminary Plats, 4.3.5 Construction Plans and Construction of Improvements, and 4.3.6 Final Plats.

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Sec. 7:4.3.9 Specialized Subdivisions

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B. *Flag Lots*

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2. Creation of a flag lot shall require approval by the Planning Commission.

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Sec. 7:4.3.10 Violation and penalty

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Chapter 5 WAIVERS

Sec. 7:5.1 Waivers

Sec. 7:5.1.1 Waivers Granted by the Planning or Zoning Commissions

A. The Planning Commission may grant approval of waivers to the location of sidewalks pursuant to Sec. 7:13.8. C, in:

1. Single family residential development of five lots or less that is more than ¼ mile from an existing accessible sidewalk, multi-use path, commercial node, school, park, community center, or library in the Suburban Character Area; or,

2. In any character area if an alternative location or surface for a pedestrian way is proposed in order to save significant trees, maintain drainage ways, or when the alternative location provides connections throughout the development.
- B. The Zoning Commission may grant approval of waivers for wireless telecommunications towers for:
1. Setbacks established in Secs. 7:14.2.2 and 7:14.2.3;
 2. Height to a maximum of 300 feet in the Rural zoning district provided that the tower is designed to accommodate additional antennae and wireless transmission and relay equipment equal in number to applicant's present and future requirements or the needs of another provider of similar telecommunication services pursuant to Sec. 7:14.2.3.A; and
 3. Separation requirements established in Sec. 7:14.2.1, if the applicant certifies that the existing tower, a permitted Communication Tower site, or an existing building of equal or greater height does not meet applicant's structural specifications and applicant's technical design requirements, or that a collocation agreement could not be obtained.
- C. *Adequate public facilities.* The Planning or Zoning Commission, as appropriate, may approve an adequate public facilities waiver when the applicant can demonstrate that the provision of adequate public facilities will require unreasonable expenditure, subject to the following conditions:
1. *Reasons.* Either:
 - a. The subdivision:
 - (1) Is for the purpose of inheritance, sale, or similar act without intention of development within five (5) years, provided that a statement to this effect is recorded on the plat; and
 - (2) Involves no more than ten (10) lots, with each lot being:
 - (a) Undeveloped; and
 - (b) At least ten (10) acres; or
 - b. Other similar or justifiable reasons.
 2. *Findings.* The Planning or Zoning Commission may grant a waiver of adequate public facilities only upon finding that:
 - a. The waiver will not conflict with the purposes of this UDC or the comprehensive plan;
 - b. Granting the waiver will not confer on the applicant any special privilege that is denied by the UDC to other lands that are similar situated and configured;
 - c. Granting the waiver will not:
 - (1) Be contrary to the public interest;
 - (2) Adversely affect property values; or
 - (3) Adversely affect other property in the vicinity; and
 - d. The waiver is the minimum necessary to accommodate the situation.
- D. *Appeals.* At the first regular meeting of the St. George City Council following the decision of the Planning or Zoning Commission regarding requests for all such waivers, any

member of the St. George City Council may introduce an appeal of said decision, with the appeal to be heard to the next zoning meeting of the St. George City Council. Failure to appeal will make the Planning or Zoning Commission decision final.

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Chapter 8

ZONING DISTRICTS

Sec. 7:8.1 Districts Are Established

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Special Purpose Districts		
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*	*	*
Design Districts		
*	*	*
Inactive Districts		
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*	*	*

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Sec. 7:8.4 Zoning Districts

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Sec. 7:8.4.8 Special Purpose Districts

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[Delete C. Commercial Gaming (CG) and D. General Airport (GA) in their entirety, and reserve the letters.]

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Sec. 7:8.4.11 Design Districts

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[Delete B. Highland Design District (HDD) in its entirety, including the letter.]

Sec. 7:8.4.12 Inactive Districts

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[Delete H. Government Use (GU) in its entirety, and reserve the letter.]

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Chapter 10 OVERLAY DISTRICTS

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Sec. 7:10.2 Reserved

[Delete this section in its entirety and reserve the section number.]

Sec. 7:10.3 Design Overlay Districts

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Sec. 7:10.4 Historic Overlay Districts

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**Chapter 13
TRANSPORTATION**

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Sec. 7:13.3 Access and Connectivity

- A. *Purpose.* The purpose of regulating the amount and nature of vehicular access and connectivity is to:
 - 1. Balance the need for providing access to individual private properties with the need to preserve an adequate level of safety and capacity on the streets providing access; and
 - 2. Ensure adequate vehicular connections for the safe and efficient movement of people and goods, and for public safety and emergency response.

- B. *Access to Arterial Streets*
 - 1. *Management.* To support the function of arterial streets which grants priority to the movement of through traffic, the Engineering Director is authorized to manage access to arterial streets, including by:
 - a. Limiting the number of access points from a single development; or
 - b. Requiring cross-access between adjacent developments with public streets.
 - 2. *Secondary Access.* For public safety and convenience, and to the extent permitted by the arterial's owner, more than one (1) access shall be provided to an arterial for any:

- a. Single family residential development with thirty (30) or more homes; or
 - b. Other development projected to generate more than three-hundred (300) trips per day.
3. *Residential Subdivisions*. Where a residential subdivision borders on or contains an existing or proposed arterial, the Engineering Director may require that access to the arterial be limited by any means deemed appropriate by the Engineering Director to protect the public health, safety, and welfare, with the following as examples:
- a. Lots backing onto the arterial and fronting onto a parallel street, with no access provided from the arterial; or
 - b. A marginal access or service road separated from the arterial by a planting strip and having access at suitable points.
- C. *New Streets*. Major subdivisions, site plans requiring Zoning Commission approval, and Planned Districts shall:
- 1. *Major Street Plan*. Consider donating right-of-way for new street alignments as shown on the Major Street Plan, unless the Engineering Director determines that this is not feasible or desirable.
 - 2. *Continuations and New Connections*. Continue existing streets from and project new streets to adjoining areas, either by construction of the street or dedication of public right-of-way as determined by the Engineering Director at intervals generally consistent with those shown in Table 7:13.3.A, Required Street Connections, except that the Planning or Zoning Commission may choose to not require new connections when:
 - a. Adjoining land is already subdivided with lots less than a half-acre or otherwise cannot be further subdivided; or
 - b. Natural features or development restrictions preclude the future extension of the new street connection.

**Table 7:13.3.A
Required Street Connections**

Character Area	Minimum Interval Between Potential Connections
Rural	0.50 miles
Suburban	0.25 miles
Urban/Walkable	0.20 miles

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Sec. 7:13.9 Traffic Impact Analysis

A. *Intent*. The intent of this Section is to provide the information necessary to allow decision-makers to assess the transportation implications of traffic associated with a proposed development, to address the transportation-related issues associated with development proposals that may be of concern to neighboring residents, business owners and property owners, and to provide a basis for negotiation

regarding improvements and funding participation in conjunction with an application for development.

- B. *Purpose of a TIA.* The purpose of a traffic impact analysis (TIA) is to:
1. Evaluate traffic operations and impacts at site access points under projected peak period traffic loads;
 2. Evaluate the impact of site-generated traffic on affected intersections in the vicinity of the development site;
 3. Evaluate the impact of site-generated traffic on the quality of traffic flow within a reasonable distance of the site of development;
 4. Evaluate the impact of the proposed development on neighborhood collector or local streets in the vicinity of the site;
 5. Ensure that site access and other improvements needed to mitigate the traffic impact of the development meet commonly accepted engineering design standards;
 6. Ensure that adequate facilities for pedestrians, transit users and bicyclists have been provided; and
 7. Identify transportation infrastructure needs and related costs created by the development and cost sharing on needed improvements.

C. *TIA Required.* A TIA:

1. Shall be required when there are:
 - a. *Threshold 1.* Less than 40 peak hour trips, AM or PM, and shall include:
 - (1) The proposed trip generation and distribution with source of information; and
 - (2) Sight distance evaluation at proposed driveway or road intersection locations;
 - b. *Threshold 2.* 40 or more peak hour trips, AM or PM, and shall include:
 - (1) The proposed trip generation and distribution with source of information;
 - (2) Sight distance evaluation at proposed driveway or road intersection locations;
 - (3) Capacity analysis for existing and proposed conditions at intersections within the study area established during a traffic scoping meeting;
 - (4) Left turn lane, right turn lane, and signal warrants at the development driveways or road intersections;
 - (5) Recommendations for mitigating improvements to maintain or improve the existing Level-of-Service, as well as recommendations for driveway or road intersection locations and configurations; and
 - (6) Summary of the crash history within the study area and recommendations to improve safety conditions; or
 - c. *Higher thresholds.* At the discretion of the Engineering Director, a higher TIA threshold of study may be required if other factors significantly influence traffic movements or safety, including:
 - (1) High-crash areas;

- (2) Areas currently experiencing excessive traffic congestion;
 - (3) Areas currently undergoing substantial growth;
 - (4) High volumes on surrounding roads affecting access to a proposed development;
 - (5) Lack of existing left turn lanes on adjacent roadways;
 - (6) Inadequate sight distance at access points;
 - (7) Proximity of proposed access points to existing drives or intersections;
 - or
 - (8) Developments that include drive-through operations.
2. May be waived by the Engineering Director when it is determined that a TIA is not necessary to determine needed transportation improvements or that no unsafe or hazardous conditions will be created by the development as proposed.

D. *Evaluation Standards.* The following standards shall be used to evaluate the findings of a TIA:

- 1. *Safety.* Access points shall be designed to provide adequate sight distances and appropriate facilities to accommodate acceleration and deceleration of site traffic.
- 2. *Number of access points.* The spacing of access points shall comply with applicable parish, state and American Association of State Highway and Transportation Officials ("AASHTO") standards.
- 3. *Curb space use plan.* Details shall be provided on curb space use on public streets along the edge of the development site when it is intended that such areas be used for parking, parking space access, delivery and loading zones, passenger zones, taxi cab stands, bus stops, fire zones and/or other official/emergency zones. This review shall include a description of existing conditions prior to development, and proposed changes resulting from the development, including a description of any loss or gain in curb space use by the activities intended.
- 4. *Internal circulation.* On-site vehicle circulation and parking patterns shall be designed so as not to interfere with the flow of traffic on any public street and shall accommodate all anticipated types of site traffic.
- 5. *Neighborhood collector or local street impact.* Average daily traffic ("ADT") on neighborhood collector or local streets shall be within the ranges spelled out in the thoroughfare plan for the class of street involved. No non-residential development shall increase the traffic on a neighborhood collector or local street with at least three-hundred (300) average daily trips by more than twenty-five (25) percent.
- 6. *Level of service.* For collector or local streets, a level of service ("LOS") "C" or better shall be maintained. On any arterial or higher order street a LOS "D" or better shall be maintained. Where the existing LOS is below these standards, the TIA shall identify those improvements required to ensure that development related traffic demands result in no net reduction in LOS, and identify

additional improvements needed to raise the level of service to the standards on the arterial or higher order street to the adopted LOS standard.

- E. *Process.* The following steps provide a general expectation for the preparation, review, and consideration of a TIA in the development process:
1. The Engineering Director shall determine when a TIA is required, based on the criteria in C above and the stage of development.
 2. The City shall perform all TIAs to ensure consistency and comprehensiveness, and for this shall charge a fee as adopted in this UDC.
 3. The Engineering Department shall review the TIA, generally in accordance with the evaluation standards in D above, and shall recommend either:
 - a. Approval of the application for development, which may be contingent on the applicant making improvements or addressing items required to mitigate traffic and access issues and impacts, which may include:
 - (1) Reducing the size, scale, scope or density of the development to reduce traffic generation;
 - (2) Dividing the project into phases and authorize only one (1) phase at a time until traffic capacity is adequate for the next phase of development;
 - (3) Dedicating right-of-way for street improvements;
 - (4) Constructing new streets and intersection improvements;
 - (5) Expanding the capacity of existing streets;
 - (6) Redesigning ingress and egress to the project to reduce traffic conflicts;
 - (7) Altering the use and type of development to reduce peak hour traffic;
 - (8) Reducing background (existing) traffic;
 - (9) Eliminating the potential for additional traffic generation from undeveloped properties in the vicinity of the proposed development;or
 - (10) Integrating non-vehicular design components (e.g., pedestrian and bicycle paths or transit improvements) to reduce trip generation; or
 - b. Denial of the application for development.

* * *

Chapter 19

DEFINITIONS

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Section 19.2 Defined Terms

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Adequate public facilities: water, sewer, transportation, and stormwater management facilities, whether publicly or privately owned, determined to be capable of supporting and serving existing and approved development at required service levels, as determined by, for:

- (a) Water, the applicable water utility provider and the City of St. George Fire Department;
- (b) Sewer, the applicable sewer utility provider or approval authority;
- (c) Transportation, the applicable transportation authority using the evaluation standards for a Traffic Impact Analysis; and
- (d) Stormwater management, the City of St. George using the Stormwater Management Plan, Drainage Impact Study, Water Quality Impact Study, and Offsite Drainage Assessment, as appropriate.

* * *

Peak hour trips: a calculation in accordance with the most current versions of the Institute of Transportation Engineers ("ITE") Trip Generation Informational Report or comparable research data published by a public agency or institution.

* * *

Appendix B APPLICATION FEE SCHEDULE

Description	Processing	Public Notice
* * *		
Combination of Lots	\$100 plus \$25/each original lot	N/A
Subdivision Concept Plan	\$300 plus \$100/acre or fraction thereof over one	1
Preliminary Plat	\$300 plus \$25/lot	\$200
* * *		
Miscellaneous		
* * *		
Street Name Change	\$200	\$200
Traffic Impact Analysis, Threshold 1	\$1,000	N/A
Traffic Impact Analysis, Threshold 2	\$5,000 plus \$125/acre over 30 acres	N/A
Traffic Impact Analysis, Higher Threshold	As determined by the Engineering Director	N/A
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Appendix G DISTRICT MAPS

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[Delete map for Urban Design District 2 Highland Road.]

[Delete map for Urban Design District 3 Oak Villa Boulevard.]

[Delete map for Drehr Place Local Historic District.]

[Delete map for Spanish Town.]

[Delete map for Old Town Redevelopment Overlay District.]