



# SECTION 2

## LAND USE

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# LAND USE

## INTRODUCTION

The Land Use Element documents past and current land use in the City of Gretna and analyzes future land needs for residential, commercial, industrial, institutional, and recreational land uses. Reflecting the City's physical development goals, the Future Land Use Map, as shown on page 14, is an important policy document that will guide the City's land use decisions and regulatory tools for the next twenty years. The map is based on existing land use patterns, demographic and economic forecasts for the City, and community input during the participatory comprehensive planning process. Gretna's future land use concept accommodates projected growth while preserving the identity of the community. It aims to foster sustainable land use patterns that enhance the overall quality of life and balance economic, social, equity, and environmental aspects of the City of Gretna.

## GROWTH TRENDS

Besides a 5.28% population growth from 2009 to 2010, caused by the annexation of the Timberlane subdivision, the City of Gretna's population growth has been modest for the past five years. Gretna's population was estimated at 17,835 residents in the ACS 2015, as shown in [Table 2.1](#). Detailed demographic and economic projections can be found in [Element 3: Economic Development](#).

Gretna has a relatively high number of businesses in proportion to the City's population. Currently in Gretna there is one business establishment for every 14 residents, as compared to one business for every 22 residents nationwide. As discussed in detail in [Element 3: Economic Development](#), the City features a remarkably more diverse range of business types than neighboring communities, as well as the nation. But while Gretna has a high number of retail businesses, the spending at these establishments lags behind those in other regions studied.

**Table 2.1: Total Population from 2009 to 2015**

YEAR	Jefferson Parish		Orleans Parish		Gretna, LA		Harvey, LA		Terrytown, LA	
	Total Population	% Change	Total Population	% Change	Total Population	% Change	Total Population	% Change	Total Population	% Change
2009	440,134	n/a	328,669	n/a	16,744	n/a	20,610	n/a	23,404	n/a
2010	431,019	-2.1%	295,285	-10.2%	17,628	5.3%	19,918	-3.4%	22,625	-3.3%
2011	432,310	0.3%	321,409	8.9%	17,689	0.4%	19,698	-1.1%	22,621	0.0%
2012	432,706	0.1%	341,407	6.2%	17,720	0.2%	20,063	1.9%	23,492	3.9%
2013	433,477	0.2%	357,013	4.6%	17,757	0.2%	20,586	2.6%	24,218	3.1%
2014	434,528	0.2%	368,471	3.2%	17,801	0.3%	21,247	3.2%	23,900	-1.3%
2015	435,092	0.1%	376,738	2.2%	17,827	0.2%	21,085	-0.8%	24,910	4.2%

Data from the 2010 census is the basis for growth projects that ACS estimates. ACS estimates for future growth in Gretna are moderate. However, improved infrastructure, economic development projects, and strong municipal leadership appear to be creating the potential for a more robust growth picture in the City.

## 1. HISTORICAL DEVELOPMENT PATTERNS

Located across the Mississippi River from New Orleans, Gretna, as well as other Westbank communities, developed in the 19th century as trade towns. The town site of Old Gretna was designed in the early 19th century by Nicholas Noel Destrehan and settled by German immigrants who called it Mechanickham. Destrehan transferred Mechanickham to Jefferson Parish in 1836. In 1838, the St. Mary's Market Steam Ferry Company purchased the stretch of land immediately downriver from Mechanickham and established it as Gretna. Gretna had a ferry landing across the Mississippi River from New Orleans. Though Mechanickham and Gretna were separate entities for the 19th century, the two communities were commonly referred to together as "Gretna." The first land uses were, besides residential development, farming, butchering, shipbuilding, and a variety of manufacturing uses. In order to promote Gretna's public health, slaughterhouses were, in contrast to New Orleans, not permitted uses in Gretna (City of Gretna Historic District Commission, 2014). Gretna's first railroads, the New Orleans, Opelousas, and Great Western Railroad were built in 1853 and several railroad companies followed, including the Algiers and Gretna Railroad that connected the two river towns through McDonoghville. The railroad network and the Mississippi River access transformed Gretna-Mechanickham quickly after the establishment of the first rail lines into a busy railroad and shipping hub that supported a lively industrial development.

McDonoghville was already established in 1815, more than two decades before Mechanickham (1836) and Gretna (1838). John McDonogh bought a former plantation in 1813 and subdivided the property. While neighboring communities at that time became more and more urbanized, McDonoghville remained a quiet village-like community for a long time. The settlement was mostly residential in character, but did accommodate farming uses, formal gardens, coffee houses, places of amusement, and shipbuilders. While the neighborhood was relatively self-sufficient, residents would cross the River to sell their goods (*City of Gretna and Clio Associates, 2014*).

By the 1880s, McDonoghville had also become an important railroading center, featuring several tracks and rail yards, and its own roundhouse. Spurred economic activity at this time led to population growth in the neighborhood (*City of Gretna and Clio Associates, 2014*). McDonoghville became part of the City of Gretna in 1913 (*Hennick, 1999*).

**Table 2.2: City of Gretna, Total Population 1920 to 2010**

Year	Total	% Change
1920	7,197	n/a
1930	9,584	33.17%
1940	10,879	13.51%
1950	13,813	26.97%
1960*	21,967	59.03%
1970	24,875	13.24%
1980	20,615	-17.13%
1990	17,208	-16.53%
2000	17,423	1.25%
2010	17,736	1.80%
*Greater New Orleans Bridge opens in 1958		
Source: US Census Bureau, Decennial Census		

More on the City's historic development can be found in [Element 7: Community Design](#) and [Element 10: Historic Preservation](#).

Before the construction of the Westbank Expressway in 1960, the main route connecting the Algiers Ferry Terminal to Highway 90 was the former State Route 30, a two-lane highway leading through Gretna approximately along today's 4th Street and then further across the Harvey Canal. During the 1930s, the area around Route 30 and the Riverfront developed into a booming industrial corridor and the two-lane road soon became frequently congested. To address the problem of increasing traffic, the Crescent City Connection (then "Greater New Orleans Bridge") opened in 1958 as part of a larger expressway concept for the Greater New Orleans area as developed by Robert Moses. The new connection immediately spurred suburban growth in nearby communities, including the Gretna area; see [Table 2.2: City of Gretna, Total Population](#). With a fast-growing population, the former rural areas south of the Westbank Expressway were annexed and subdivided for primarily residential development. The last annexation of an entire subdivision occurred in 2009, when the City of Gretna annexed the Timberlane Estates, a golf course community.

## EXISTING LAND USE

The City of Gretna has a total area of 3.9 square miles, of which 9.33% (0.4 square miles) is covered with water bodies, including canals and ponds. The remaining 3.5 square miles have an approximate building coverage of 11.8%. For current land use analysis, six general existing land use categories were identified, which are divided into a total of 19 sub categories. See *Table 2.3: City of Gretna, Existing Land Use*.

*Table 2.3* shows the acreage and distribution of each existing land-use within the City of Gretna. *Figure 2.1: Existing Land Use Map* shows the spatial distribution of land uses within City limits.

Table 2.3: City of Gretna, Existing Land Use			
Land Use Category	Area in Acres	% of Category	% of City Total
<b>Residential</b>	<b>927.0</b>		<b>36.06%</b>
Single Family Detached	803.0	86.63%	31.23%
Single Family Townhouse	4.5	0.48%	0.17%
Double Family	55.5	5.99%	2.16%
3-Plex and 4-Plex	14.0	1.51%	0.55%
Multifamily	41.5	4.47%	1.61%
Mobile Homes	8.5	0.92%	0.33%
<b>Commercial</b>	<b>258.7</b>		<b>10.06%</b>
Commercial	243.1	93.99%	9.46%
Mixed Use	1.8	0.71%	0.07%
Independent Parking Facility	13.7	5.30%	0.53%
<b>Institutional</b>	<b>81.4</b>		<b>3.17%</b>
Government	13.9	17.08%	0.54%
Healthcare	1.4	1.71%	0.05%
Education	49.3	60.59%	1.92%
Religion	15.4	18.88%	0.60%
Cultural	1.4	1.74%	0.06%
<b>Industrial</b>	<b>150.3</b>		<b>5.84%</b>
Light Industrial	105.7	70.33%	4.11%
Heavy Industrial	44.6	29.67%	1.73%
<b>Open Space</b>	<b>307.6</b>		<b>11.97%</b>
Park	133.5	43.38%	5.19%
Playfield	140.3	45.60%	5.46%
Other Open Space	33.9	11.01%	1.32%
Vacant Lots	146.0		5.68%
Transportation & Public Land	700.0		27.23%
<b>Total Area</b>	<b>2,571.0</b>		<b>100.00%</b>
Source: Dana Brown & Associates 2016 Land Use Survey			



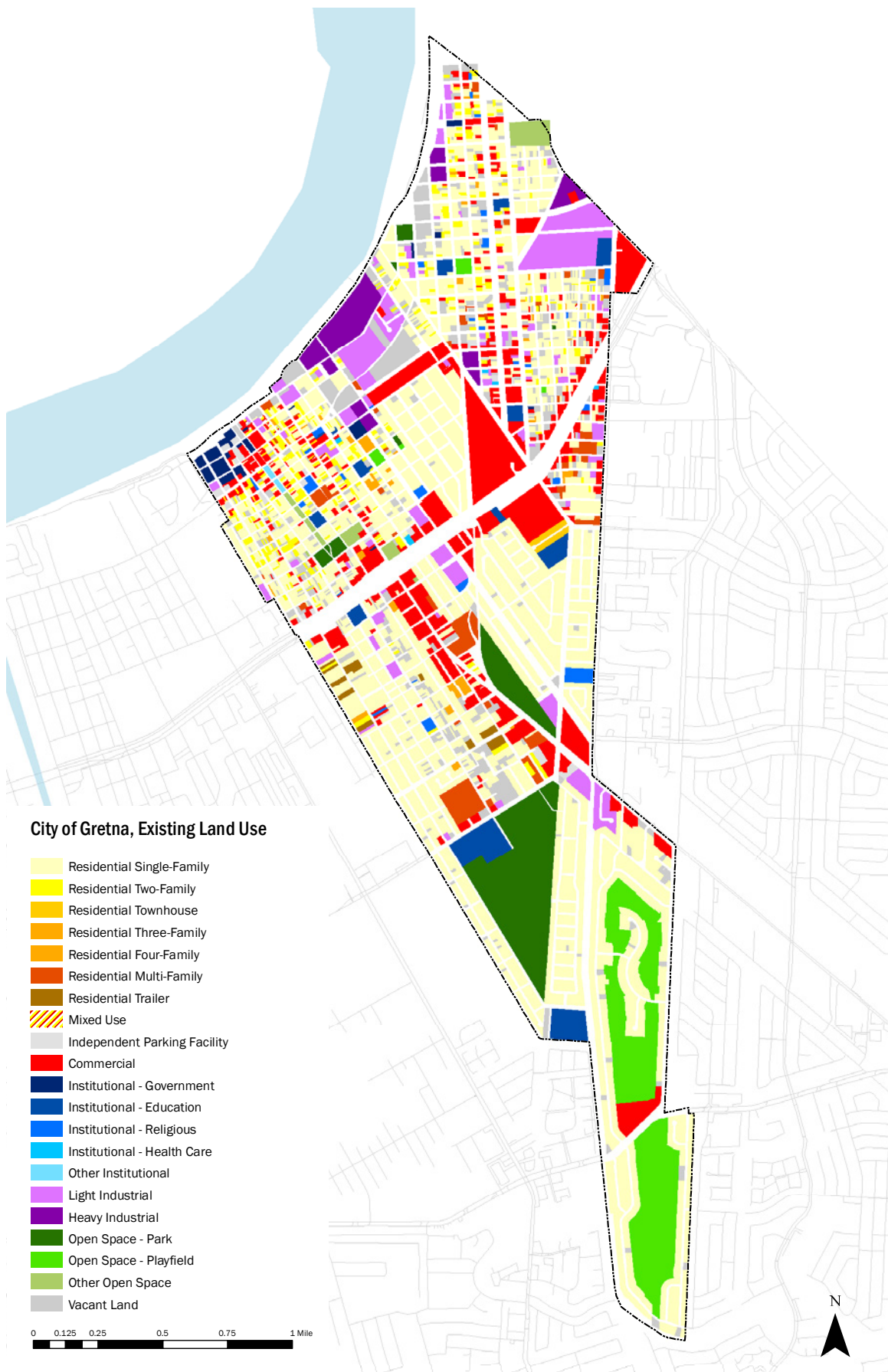


Figure 2.1: Existing Land Use Map

## 1. RESIDENTIAL

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Approximately 70% of the Gretna's parcels, covering 36% of the City's total area, are currently residential use. Gretna's gross density (total area divided by residential units) is 3.82 units per acre, while net density (residentially used land divided by residential units) is calculated as 8.76 units per acre (calculated with US 2010 Census data). The City's residential development consists of predominantly single-family detached structures, which constitute 86.63% of residential land uses, followed by two-family structures with 5.99%, and multifamily structures with 4.47%. The remaining 2.91% of residentially used land accommodates town house structures, three- and four-plexes, as well as a small number of mobile homes. Looking at single-family and doubles, lot size varies widely, with a mean of 6,069 square feet (0.139 acres) and a median of 4,990 square feet (0.115 acres). See [Element 7: Community Design](#) for details on lot sizes in specific neighborhoods. Residential uses are dispersed over the entire City. The neighborhoods of Old Gretna-Mechanickham and McDonoughville accommodate residential uses within a mixed-use development pattern, which is typical for historic neighborhoods. The newer subdivisions, including New Garden Park, Bellevue, Rose Park, and Timberlane, are developed almost exclusively with residential uses, except for commercial development along major corridors on neighborhood borders. Details on housing types and the condition of Gretna's housing stock can be found in [Element 4: Housing](#).

Within the older parts of Gretna, a considerable number of structures are built across lot lines, while in other cases multiple structures are built on a single lot. This situation occurs especially frequently in the area of Old Gretna-Mechanickham, where development patterns suggest that land was at one time subdivided disregarding existing development. Situations like this create practical difficulties with regard to land use regulation, including complications with the zoning of land as well as property tax appraisal. In order to resolve this issue in the long term, the City should establish regulations that allow property owners to diverge from lot size requirements if the subdivision or re-subdivision of these lots occurs in a way that resolves lot line complications.

## 2. COMMERCIAL & MIXED USE

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Commercial uses, including retail, offices, services, restaurants, mixed-use (residential & commercial), and off-street parking facilities currently cover 260 acres of land, or 10.06% of Gretna's total area. The small share of mixed-use structures in this class is negligible as the vast majority of commercial parcels are exclusively commercial use. Refer to [Figure 2.2: Active Commercial Land Use](#).

Most small-scale commercial uses are located in the City's historic neighborhoods: Old Gretna-Mechanickham and McDonoughville. Within Old Gretna, major clusters of small and medium sized retail businesses, offices, and services can be found along Huey P. Long Avenue, and between 1st and 4th Streets, which form, together with existing institutional and residential uses, a typical historically developed downtown area. This also occurs along Lafayette Street, which is developed as a mixed-use corridor, featuring small scale commercial and residential development. In McDonoughville, most commercial uses are aggregated around Whitney Street. Hancock Street, and Franklin Avenue. With its mix of residential and commercial uses, the Franklin Avenue corridor reflects the Main Street character of McDonoughville's historic community. While the northern end features predominantly small and medium sized businesses, the different zoning class south of Kepler Street results in a more intense commercial use, merging into the large-scale commercial development between Madison Street and Stumpf Blvd. and along the Westbank Expressway Corridor.

In the newer part of Gretna that is south of the Westbank Expressway, Belle Chasse Blvd. is the major commercial corridor. Predominantly zoned as C-2 ([Section 4: Existing Zoning](#)), large scale commercial uses like strip malls, automobile-related businesses, and medium to large-scale retail uses line the boulevard. Those intense commercial use areas are well connected for motorized traffic, and the direct connection to the Westbank Expressway also allows quick and easy access for vehicles from other communities.

As laid out in more detail in [Element 3: Economic Development](#), the currently existing extent of commercial land uses in Gretna sufficiently meets the community's needs. However, data suggests that the composition of commercial use types could be improved by shifting parts of large-scale commercial uses to medium and small-scale commercial uses. Additional neighborhood commercial uses like cafés, restaurants, and boutiques

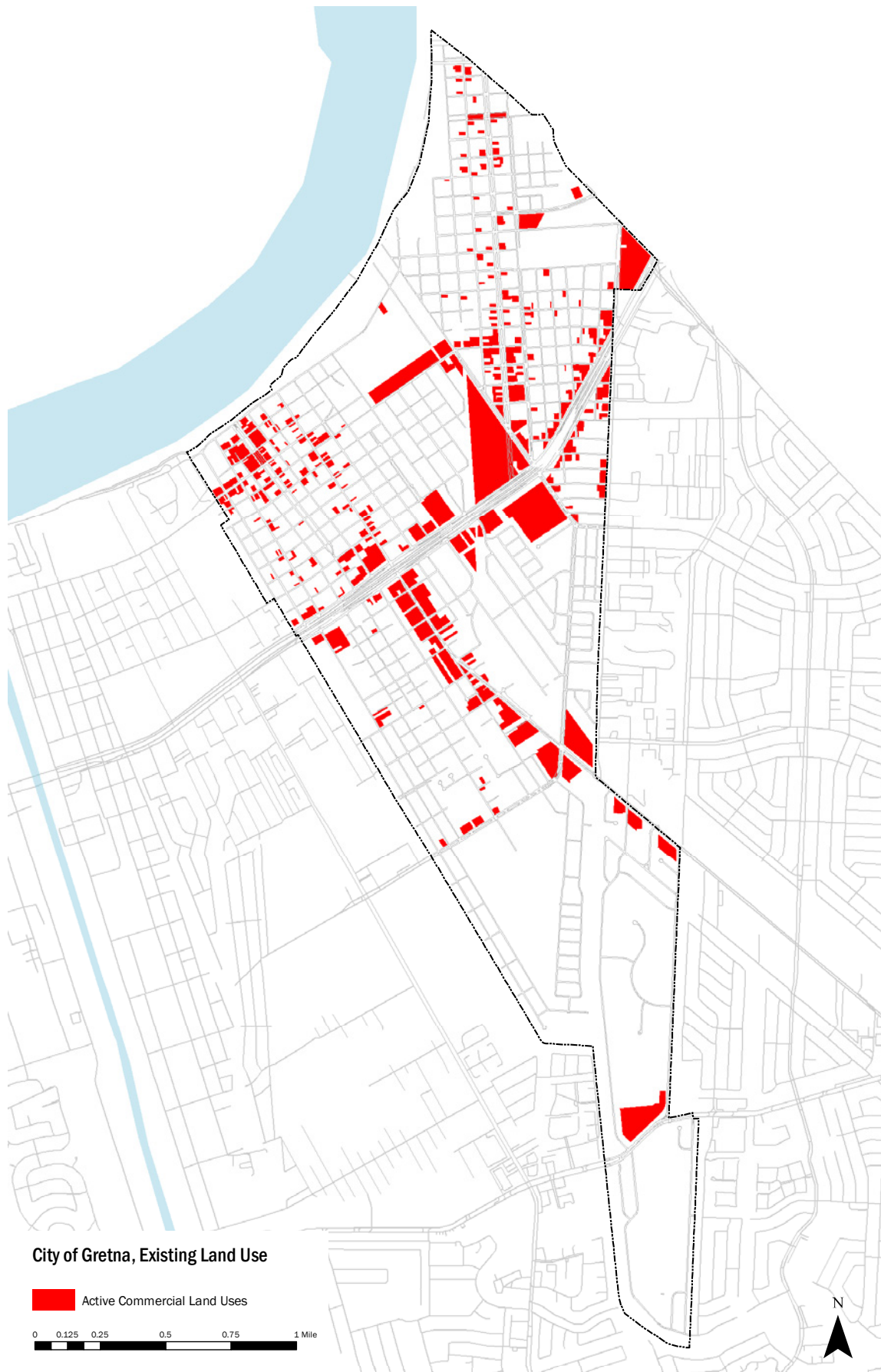


Figure 2.2: Active Commercial Land Use Map



were also frequently requested by members of the community during the comprehensive planning outreach process. Further, the establishment of dedicated mixed-use corridors would not only support small-scale commercial uses, it would also improve walkability and add to the City's range of housing types.

### 3. INSTITUTIONAL

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With 81 acres, or 3.17%, of the City's total land, Gretna has a relatively large share of institutional land uses. As the Jefferson Parish seat, the City of Gretna accommodates a high number of governmental institutional land uses, which are mostly clustered within the historic downtown area between Huey P. Long Avenue and Gulf Street. Other institutional uses, like religious and educational facilities, are dispersed throughout all neighborhoods, except in the exclusively residential neighborhoods of Timberlane, Bellevue, and Rose Park, where non-residential uses occur only on the neighborhood boundaries.

### 4. INDUSTRIAL

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Currently 156 acres, or 5.84% of the City's total area, are of industrial use, including heavy industrial uses like railroad related structures and power utility facilities, as well as light industrial uses like warehouses and light manufacturing businesses. As Gretna historically developed around railroad and shipping facilities, a large share of the City's industrial land uses are clustered adjacent to the Mississippi River, stretching east of Downtown, across Brooklyn Pastures, up to McDonoghville. See [Element 7: Community Design](#) for details. Industrial development in these areas includes transportation related structures, warehousing, and the Zatarain's factory premises. Other notable large industrial areas are the Entergy facility, located between Burmaster and Virgil Streets, and the ACME Trucking Company premises south of the Westbank Expressway, between Calder and Governor Hall Streets.

Smaller, light industrial uses are dispersed throughout Old Gretna, McDonoghville, and Jonestown, consisting of mostly storage facilities and small to medium sized automobile related businesses. Those small scale light industrial uses are often located directly adjacent to residential lots without proper buffer zones, which in many cases results in increased vacancies surrounding such industrial development. However, most of these scattered light industrial uses are in compliance with the land use regulations as parcels are zoned as neighborhood commercial, a zoning designation that currently allows for such uses and structures. This

commercial zoning designation occurs spottily within an otherwise predominantly residential area. Future land use regulations should aim to resolve these land use conflicts.

### 5. OPEN SPACE

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Gretna's parceled area has 307.6 acres of open space, which is 11.97% of the City's land. Open space uses include public park land (43.38%), public and private playfields (45.60%), and 33.9 acres (11%) of other open space uses, including the levee, cemeteries, and medians. As the Timberlane Golf Course, which is not open for public use, covers more than 135 acres, or 43.8%, of the City's open space, Gretna's share of public green space is roughly 170 acres. At approximately 90 acres, Gretna City Park is the largest open green space in the City. Together, with a few smaller neighborhood parks, public open space is approximately 150 acres, which accounts for 8.4 acres of public parkland per 1000 residents. Specifics on distribution and accessibility of public parkland can be found in [Element 8: Parks and Recreation](#).

Gretna's current zoning code does not have a zoning designation for open space or park uses. The existing public parks in Gretna are currently not zoned and the City has code for the preservation of open space. Having an open space designation would ensure the availability of public open space in the long term, and the National Flood Insurance Program's Community Rating System rewards the preservation of open space with credit points. See [Element: 1 Resiliency](#) for more details.

### 6. VACANT LAND

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Currently, approximately 146 acres, or 5.68%, of Gretna's parceled area are lying vacant as shown in [Figure 2.3, Vacant Land](#). Except for a few properties in Timberlane, all vacant parcels are grey fields, meaning they have accommodated some sort of development before. Clusters of vacant lots can be found in the Jonestown neighborhood between Huey P. Long Avenue and Newton Street, and adjacent to the industrial development around the Goulsboro facility railroad tracks. Further, McDonoghville has a small number of vacant lots that are spread out through the neighborhood. The remaining parts of Gretna are built out and additional development could, in most cases, only occur by increasing existing development density through infill.

## EXISTING ZONING

Gretna's current zoning ordinance was adopted in 1989 and has been amended numerous times since. Currently, 17 zoning districts and three overlay districts are established for the City of Gretna. Zoning districts include seven residential zoning classifications, five commercial zoning classifications, two industrial zoning classifications, a PUD district, a mixed-use corridor district, and a medical services district. The City also has an overlay zone along the Riverfront. Refer to [Table 2.4, Existing Zoning](#) in the appendix. Of the 17 zones listed in the code, two are currently not mapped at all (Medical Service District and Manufactured Home District), and another four districts cover areas of less than 10 acres and are located in spots throughout the City. Refer to [Figure 2.4: Existing Zoning](#). Additionally, the language of some of the residential districts is almost identical, differing only in one or two details from the R-1 Single Family residential district. The regulations and amendment references suggest that in a number of cases zones were designed to solve very specific land use problems of selected parcels, and not primarily to guide general land use development of the City. Further, a number of parcels, accommodating residential and commercial development, appear to not be zoned at all. It is currently unclear how this situation came into being.

When comparing current land use with the Gretna zoning map, the majority of existing development is in compliance with the code and only a small share, located mostly within the two historic neighborhoods, are not conforming to the regulations. The commercial corridors, as shown on the zoning map, guided traffic-intensive development to cluster over the past 28 years on major arteries with proper access, while residential development is enclosed in the traffic-calmed, core parts of neighborhoods. Industrial zones are located along the River in Brooklyn Pastures and buffered from residential uses to the south by commercial development. Only residences along Ocean Street and between Fried and Amelia Streets border directly on industrial zones. Buffers there are inadequate to protect residential development from incompatible neighboring land uses.

The City of Gretna planning and zoning regulations are administered by the Planning and Zoning Official, who is appointed by the mayor. Zoning decisions are currently made by the Planning and Zoning Official and the City Council. Presently there is no planning and zoning commission in place. According to Louisiana State law (RS:33 §102 through §113), to create a comprehensive plan and subsequent land use regulations, a planning

commission must be appointed, which would be responsible for leading this process and adopting the document. The appointment of a planning and zoning commission for Gretna would enable Gretna to establish transparent and comprehensive procedures for land use related issues and improve Gretna's land use decision making process.

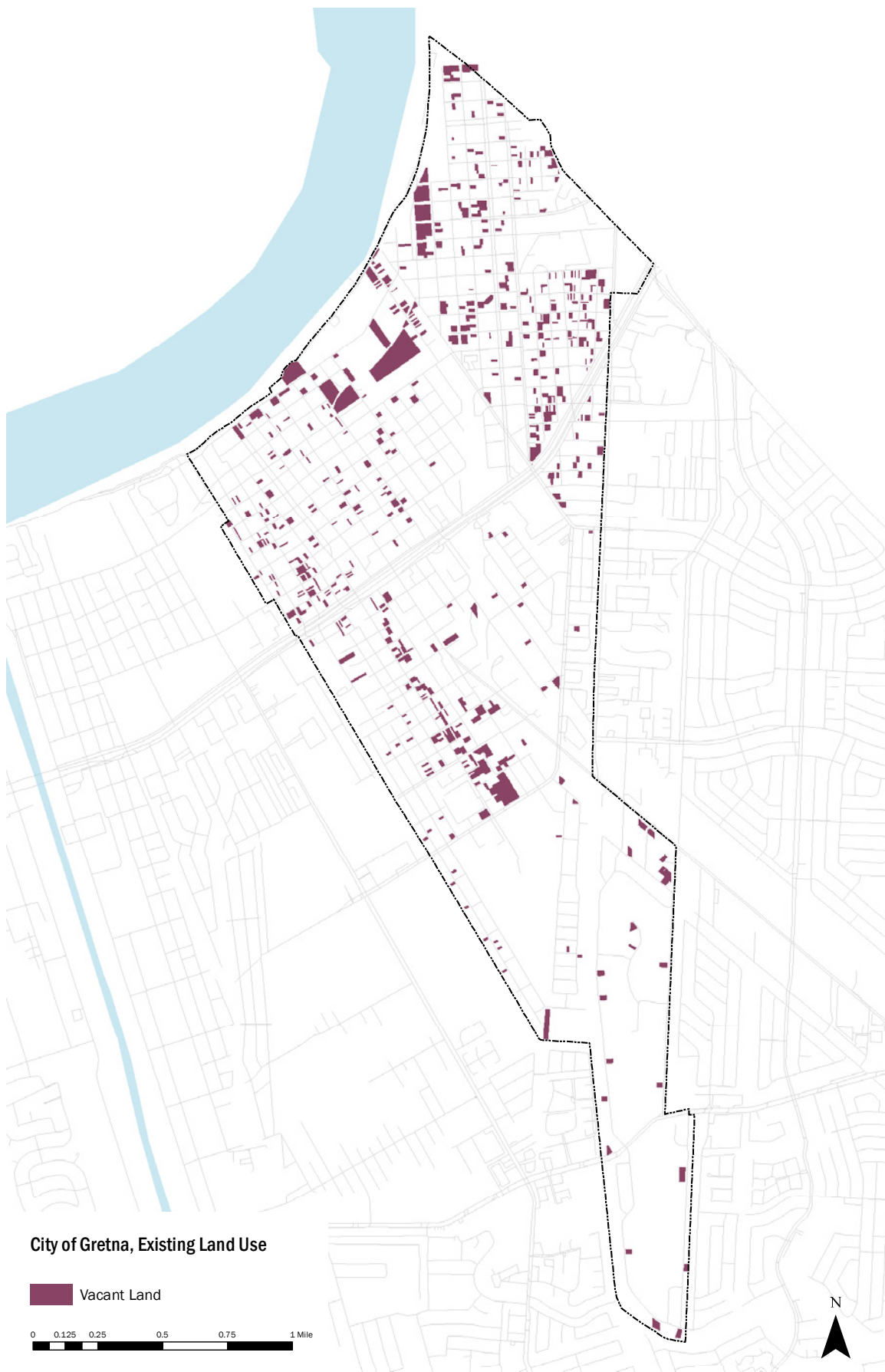


Figure 2.3: Vacant Land Use Map

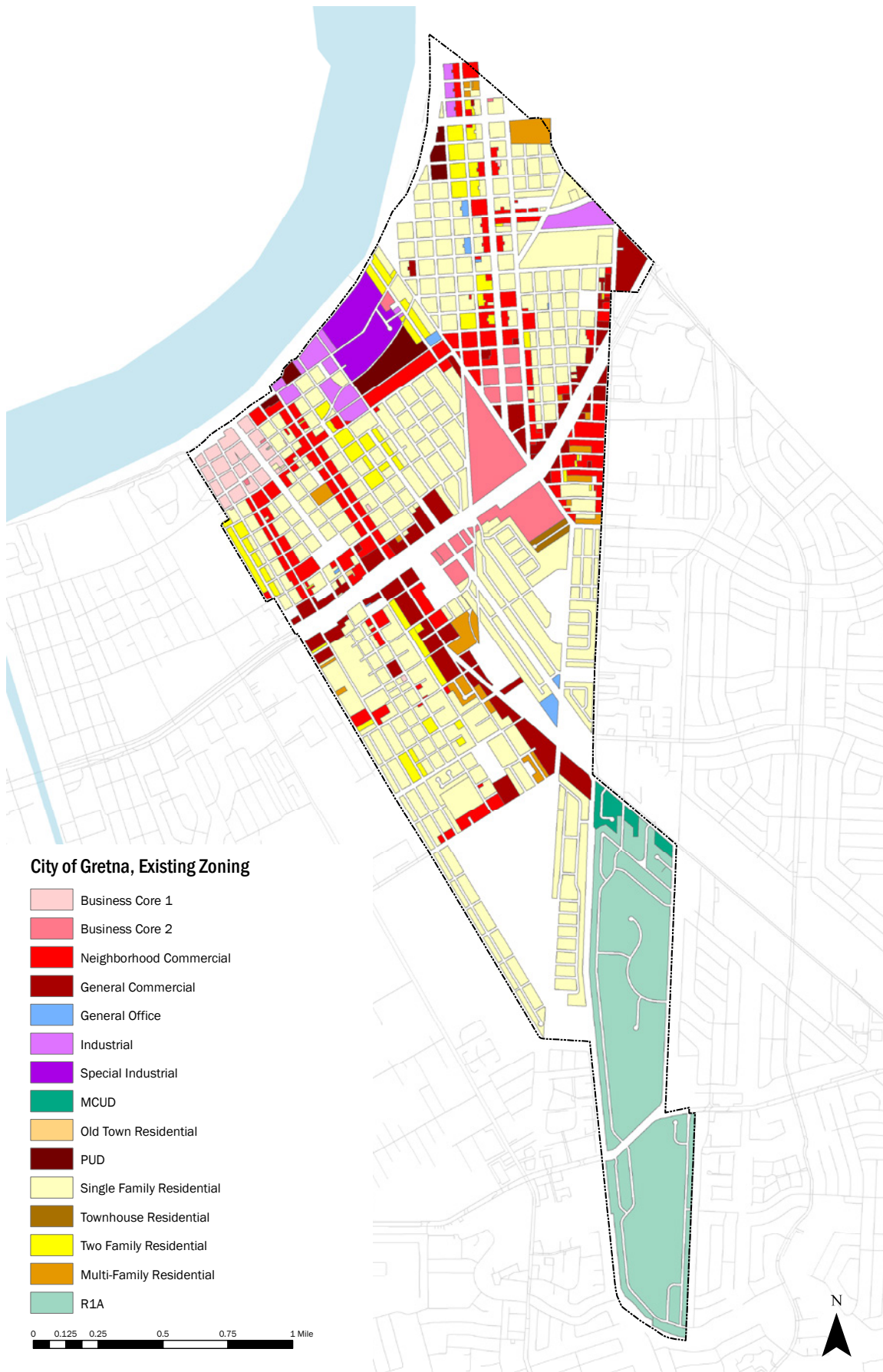


Figure 2.4: Existing Zoning Map



## FUTURE LAND USE

Land use control is the City's most influential policy tool for reaching long term planning goals. Therefore, the future land use map is a core part of the Comprehensive Plan. Based on existing land use, future land use needs, transportation considerations, and community input, it provides a concept that will guide development and land preservation over the next two decades. The land use pattern defined on the future land use map reflects the goals stated in all chapters of the Comprehensive Plan and will serve as a base for Gretna's future land use and zoning regulations. As Gretna is, for the most part, built out and the City will likely see modest growth in population over the next 20 years as covered in this Comprehensive Plan, the future land use map developed concentrates on resolving existing land use conflicts between incompatible uses, preserving the specific character of existing residential neighborhoods, enabling sustainable and walkable mixed-use environments in the City's historic districts, establishing desired neighborhood commercial corridors in target areas, and designating existing public open space.

The future land use map, [Figure 2.5](#), shows the location of generalized future land uses that the City of Gretna intends to achieve over the upcoming two decades. For this purpose, the map features seven land use categories. Future land use categories are defined as follows:

### 1. RESIDENTIAL (YELLOW)

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The residential land use category intends to separate residential from non-residential development and thus defines areas for predominately residential use. The category includes all types of residential development, including single-family detached structures, doubles and townhouses, as well as 3- and 4-plexes and multifamily development. Possible non-residential uses, if in compliance with the overall-neighborhood character, could include historically established instances of neighborhood commercial properties like corner grocery stores, various day care facility types, and neighborhood-scale institutional uses like health care clinics, schools, community centers, and religious facilities.

The residential designation was predominantly used to mark existing residential neighborhoods. However, existing incompatible and undesired uses within otherwise homogeneous residential neighborhoods, like storage and warehouse facilities, automobile related businesses, and light industrial uses, were eliminated.

### 2. MIXED USE (MAROON)

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Mixed use includes residential uses, as well as compatible, small-scale commercial and institutional uses. Uses can either occur within one structure or next to each other.

While Gretna currently features a very limited number of mixed-use structures, the older parts of the City, Old Gretna-Mechanickham and McDonoghville, show a mixed-use development pattern, where residential, small-scale commercial, and institutional uses compatibly exist next to each other. This development pattern is desirable, as it possesses a sustainable density, encourages non-motorized modes of transportation, and offers an attractive living and working environment for a wide demographic range. At the same time, this Plan recognizes the variability within these districts, and seeks to maintain their respective characteristics. The future land use map for Gretna designates those neighborhoods and corridors of Old Gretna-Mechanickham and McDonoghville as Mixed Use. Further, existing residential uses along the 4th Street Extension, which is currently in the implementation process, were designated for mixed-use development, as the extension of the corridor will inevitably change the character of the affected blocks. The designation ensures that during the transition of this corridor, new development will be compatible with existing residential uses.

### 3. COMMERCIAL (RED)

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Commercial land uses include retail, service, and office uses of all types and sizes.

Based on data and analysis provided in [Element 3: Economic Development](#), the commercial land use designation was, for the most part, used to designate existing commercial development along Gretna's commercial corridors, including the Westbank Expressway, Belle Chasse Highway, Stumpf Boulevard, and Whitney Avenue. Those well-established commercial corridors are easily accessible by motorized traffic and the existing infrastructure sufficiently supports this type of land use.

### 4. INSTITUTIONAL (BLUE)

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The institutional land use category defines areas for governmental use, as well as education facilities, and health care uses.

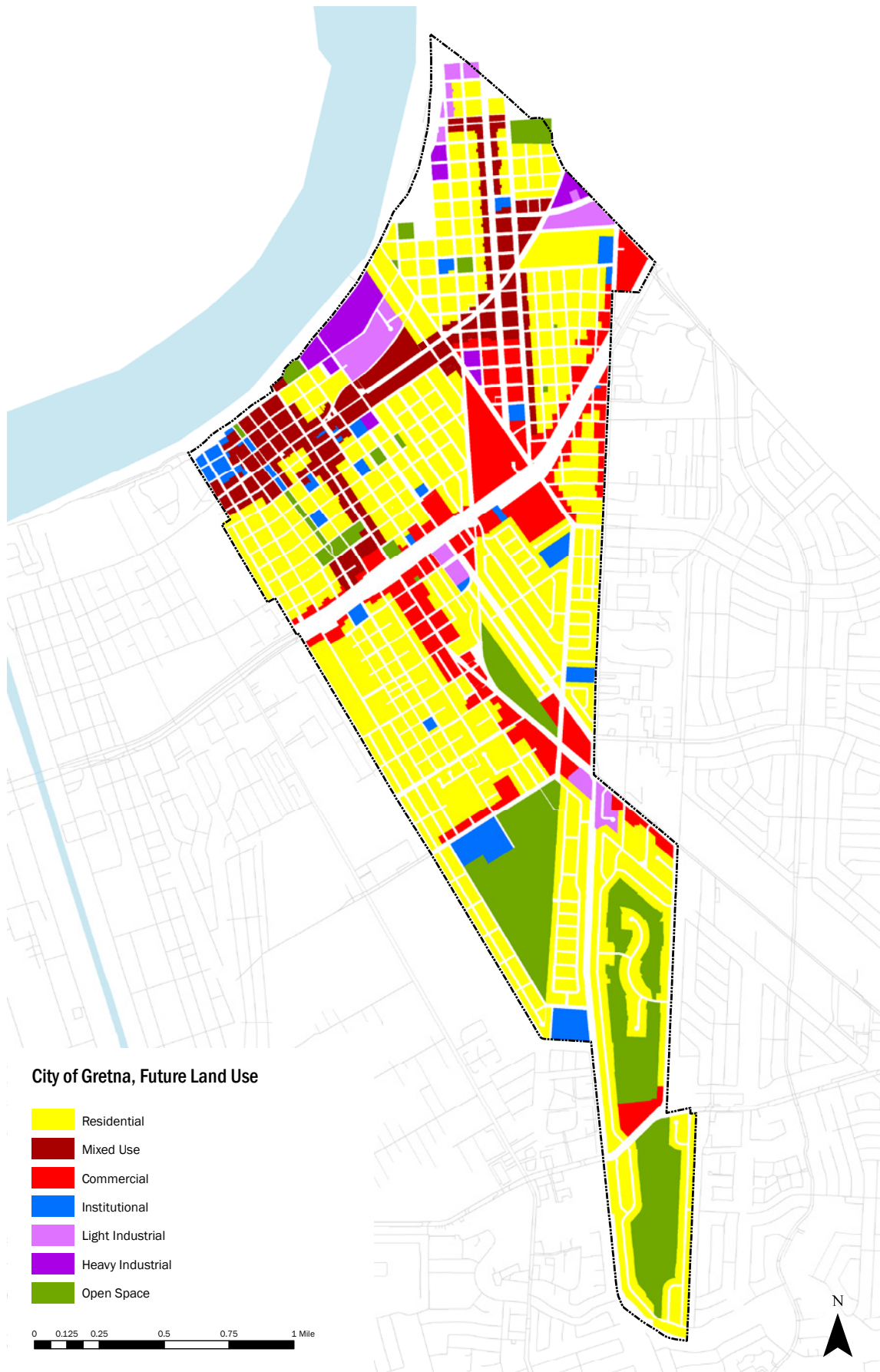


Figure 2.5: Future Land Use Map

Gretna has served the Parish Seat since 1884, with a relatively high share of institutional uses, which, in addition to their primary purpose of serving as governmental offices, are also an essential part of Downtown Gretna's neighborhood character. As Gretna's need for institutional uses will likely not change over the planning period covered in this document, the institutional land use designation was used to designate the existing governmental use cluster in Gretna's Downtown area, as well as existing educational facilities within city limits.

#### **5. LIGHT INDUSTRIAL (LIGHT PURPLE)**

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The light industrial land use category is intended to provide locations for light industrial uses including light manufacturing, wholesale, and warehouse uses. Light industrial land uses typically do not have externalities. However, increased heavy traffic, as well as the appearance of light industrial structures makes this land use incompatible with residential land uses.

The light industrial land use designation identifies existing light industrial land use clusters. As mentioned above, scattered small-scale light industrial uses within otherwise homogenous residential neighborhoods were designated as they are incompatible.

#### **6. HEAVY INDUSTRIAL (DARK PURPLE)**

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The heavy industrial land use designation is intended to accommodate intense industrial uses, which potentially produce externalities, such as noise, noxious emissions, and heavy truck traffic, and are therefore not compatible with most other land uses. Heavy industrial uses need to provide sufficient buffers and are ideally located on the fringe of an urbanized area.

The heavy industrial land use category was used to designate the existing heavy industrial development, including the Zatarain's premises and the Entergy facility between Virgil and Burmaster Streets.

#### **7. OPEN SPACE (GREEN)**

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The open space land use designation is intended to dedicate open space for public use, to protect open space from potential development, and to protect environmentally sensitive areas. In Gretna, the open space land use designation was used to designate existing parks and playfields.

#### **8. PORT OF NEW ORLEANS PROPERTY**

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The undeclared area around the Perry Street Wharf Property, a triangular group of properties bound by Jefferson Street, Anson Street, and the Mississippi River, is owned by the Port of New Orleans. The City is in constant conversation with the Port to ensure that if new development comes to the site, that it is as sensitive to the neighborhood concerns as possible.

## GOALS

**Goal 1: Guide the City of Gretna's development to ensure smarter development patterns and maintenance of the City's quality of life and small town character.**

**Objective 1.1:**

*Revise/rewrite the City's land use regulations to incorporate principles of smart growth, sustainability, and resiliency.*

**Objective 1.2:**

*Develop a new zoning map for the City of Gretna to reflect the land use pattern of the future land use map.*

**Objective 1.3:**

*Update and maintain the City's digital GIS parcel and zoning database to correctly capture current conditions.*

**Objective 1.4:**

*Zone all currently unzoned properties within City Limits, including public open spaces.*

**Objective 1.5:**

*Develop and adopt land use regulations that require the implementation of green infrastructure to manage stormwater on site in developments with the exception of single-family or duplex homes. Alternative compliance of fee in lieu would be available when on-site green infrastructure is impracticable. Explore incentives for the installation of residential stormwater management facilities.*

**Objective 1.6:**

*Establish zoning and subdivision regulations that allow property owners to diverge from lot size requirements if the subdivision or re-subdivision of these lots resolves lot line complications, especially within the historic areas of the City.*

**Objective 1.7:**

*Develop a strategy for addressing lots that have multiple zoning classifications.*

**Objective 1.8:**

*Establish buffer requirements and other design standards for incompatible uses proximate to residential uses and districts.*

**Goal 2: Develop and implement an effective strategy for the transition of land uses impacted by major roadway projects.**

**Objective 2.1:**

*Establish land use regulations and design standards for the 4th Street Extension corridor that ensure land use development that is compatible with existing residential development.*

**Objective 2.2:**

*Establish land use regulations and design standards for 5th Street to facilitate new, context sensitive development.*



### **Goal 3: Establish efficient and transparent zoning and land use procedures.**

#### **Objective 3.1:**

*Appoint a Planning and Zoning Commission for the City of Gretna to act as a review body for major land use decisions, as required by Louisiana Revised Statutes 33 §103.*

#### **Objective 3.2:**

*Establish procedures in the City's zoning regulations that ensure a transparent and fair decision-making process for all zoning applications.*

## **BIBLIOGRAPHY/SOURCES/REFERENCES**

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# LAND USE ELEMENT: APPENDIX

Table 2.4: City of Gretna, Existing Zoning				
ZONE		DESCRIPTION	DESIGN STANDARDS	LOCATION
R-1	Single-family residential district	Low density, single-family residential character; District allows single-family residences & nonresidential institutional uses that are intended to provide service to the adjacent neighborhood, recreational uses like parks and playgrounds, accessory buildings	Min. lot size: 5,000 sf max. height: 35 ft. front setback: min. 20 ft. side setback: min. 5 ft. rear setback: min. 15 ft.	New Garden Park, Bellevue, Rose Park, Old Garden Park, Large parts of Jonestown and McDonoghville, clusters in Old Gretna.
R-1A	Single-family residential district	Like R-1, additionally allows governmental uses, mobile homes, and some additional accessory uses	Like R-1 except: side yards min. 20% of the lot width rear yards min. 20% of lot depth	Timberlane subdivision
R-1 TH	Townhouse district	Regulations addressing special needs of townhouse development. Permitted uses are those of R-1 and townhouses	Min. lot size: 4,000 sf for SF units, 1,750 sf for attached units max. height: 35 ft. front setback: min. 20 ft. side setback: not required rear setback: min 15 ft.	New England Court in New Garden Park.
R-1MH	Manufactured home district	Provides location for greater density of residential development than the R-1 district, using manufactured dwelling units. Minimum district size is 7 acres. All uses allowed in R-1 are allowed, and manufactures housing.	Like R-1	Not mapped.
R-2	Two-family residential district	Provides location for greater density of residential development than R-1, by additionally permitting two-family dwelling units.	Like R-1	In Old Gretna along Gulf St. And between Amelia and Governor Hall St.; In McDonoghville along Ocean St., and in the northern parts of Madison and Monroe St. and adjacent to the commercial cluster at Franklin Ave. and Solon St. In the Jonestown along Newton St. and spots throughout the neighborhood.
OTR	Old town residential district	Zone to regulate modern reproduction of historic housing types on more narrow lots than other zones. Permitted uses are single-family dwellings and townhouses.	Min. lot size: 4,125 sf max. height: 35 ft. front setback: min. 10 ft. side setback: min. 3 ft. rear setback: min 20 ft.	Only 3 adjacent parcels, Huey P. Long and 12th St.
R-3	Multiple-family district	Provides location for high density of residential development by allowing three- and four family residential structures, multifamily residential structures, elderly housing, mobile home parks, cemeteries, and a variety of accessory and care-related uses;	Min. lot size: 700 ft. - 4,000 ft. per family, depending on number of units; max. height: 60 ft. front setback: min. 10 ft. side setback: min. 5 ft. + 3 inch/ft. of height exceeding 35 ft. rear setback: min. 15 ft.	Spots, mostly located in Jonestown and the part of McDonoghville south of the Expressway.
GO-1	General office district	Clusters of professional, general administrative and general sales offices, and pertaining commercial uses serving employees in the district, compatible with the residential surroundings. Zone allows uses like offices, banks, clinics, laboratories, restaurants, florist shops, beauty salons, single- and two-family dwellings.	Min. lot size: not required max. height: 48 ft. front setback: min. 20 ft. side setback: min. 5 ft. adjacent to residential districts rear setback: 20 ft. adjacent to residential districts	6 spots, 3 of them in McDonoghville along Monroe St.
BC-1	Business core district	Provides location for retail and parking activities in support of the business core and governmental complex, and to provide the surrounding residential neighborhood with essential commercial services and facilities. Permitted are a large variety of office, retail and health care uses, mixed use structures;	Min. lot size: 5,000 sf max. height: 48 ft. front setback: min. 20 ft. side setback: min. 5 ft. adjacent to residential districts rear setback: not required	Downtown institutional uses
BC-2	Business core district	High-density development and represents central business core development. Permitted uses are similar to BC-1 but a few additional uses are allowed and design standards allow for higher density development	Min. lot size: 5,000 sf max. height: 72 ft. +(conditional) front setback: min. 20 ft. side setback: min. 10 ft., 15 ft. adjacent to residential districts rear setback: 15 ft., 20 ft. adjacent to residential districts	Oakdale shopping center, large scale commercial between Stumpf & Madison, expanding to commercial development around Westbank Expressway.

# LAND USE ELEMENT: APPENDIX

Table 2.4: City of Gretna, Existing Zoning				
ZONE	DESCRIPTION	DESIGN STANDARDS	LOCATION	
C-1	Neighborhood commercial district	To permit and encourage necessary and desirable commercial uses. Compact shopping centers located in proximity to the residential areas; if need for additional commercial development occurs, neighborhoods can apply for rezoning. Maximum district size is 10 acres. Allowed uses include small to medium sized retail and selected compatible services, single family residential uses, and Mixed use structures.	Min. lot size: for residential, like R-3 max. height: 48 ft. front setback: min. 20 ft. side setback: min. 5 ft. adjacent to residential districts rear setback: 20 ft. adjacent to residential districts	Old Gretna: along Lafayette St, 4th St., Derbigny St., and 11th St.; McDonoughville: parts of Franklin Ave. Solon, Kepler, and Hancock, about 60% of the area south of the Expressway; Spots in Jonestown.
C-2	General commercial district	Retail and major services occupying a larger area than the C-1 district to serve a greater population and offer a wider range of services. Typically located along major thoroughfares. All C-1 uses except residential are permitted. Additionally large scale commercial uses are allowed.	Min. lot size: 5,000 sf max. height: 65 ft. front setback: min. 20 ft. side setback: min. 5 ft., 10 ft. adjacent to residential districts rear setback: 15 ft., 25 ft. adjacent to residential districts	Large parcels along Westbank Expressway and Belle Chasse Hwy.
MUCD	Mixed-use corridor district	Mixed land uses along major transportation corridors as identified on the major street plan of city. District reclassification is intended to allow for more flexible re/development in target areas. The district has detailed landscape and buffer requirements, general design standards and sign regulations. Permitted uses are generally all uses allowed in GO-1, C-1, C-2, and H-1 districts, if combined to create a unified plan. Additionally the reuse of structures for multi family residential development is permitted.	Min. lot size: depending on development type max. height: up to 65 ft. / depending on development type front setback: min. 20 ft. side setback: min. 5 ft., 15 ft. adjacent to residential districts rear setback: 10 ft.	Commercial and industrial development along Belle Chasse Blvd. north of Timberlane Subdivision.
H-1	Medical services district	Zone for health care related uses. Permitted uses include clinics, drugstores, hospitals, flower shops, physician offices, and adult day care facilities.	Min. lot size: not required max. height: 48 ft. front setback: min. 20 ft. side setback: min. 5 ft. rear setback: 15 ft. adjacent to residential districts	no parcels
M-1	Light industrial district	Zone for light manufacturing, processing, storage and warehousing, and wholesaling and distribution. All uses permitted in B-1, B-2, and C-2 districts, light manufacturing uses, storage and warehousing are allowed. The classification is intended to prevent land use conflicts with non-compatible (residential) uses.	Min. lot size: 10,000 sf max. height: 35 ft. front setback: min. 25 ft. side setback: min. 25 ft. adjacent to residential districts rear setback: min 25 ft. buffers to residential districts required.	Entergy Facility on Burnmaster, Light industrial development in Brooklyn Pastures between Richard & Lafayette St.
M-2	Special industrial district	Zone for manufacturing, processing, storage and warehousing, wholesaling and distribution. All uses permitted in B-1, B-2, C-1, C-2, and M-1 districts are allowed. Industrial uses with externalities are allowed conditionally. All uses in this district are regulated with site plan review and performance standards.	Max. height: 45 ft. Area regulations decided by site plan review. Performance standards. buffers to residential and commercial districts required.	Zatarain's premises and adjacent Jefferson Transit transportation hub.
PUD	Planned unit development district	District to enable flexible standards for desired planned development. All uses except heavy industrial uses are permitted.	Site plan review.	Gouldsboro facility 4th St. Between Richard and Ocean St. Vacant land on 1st St.
ROD-1	Riverfront overlay district	Overlay district on property in the vicinity of the Mississippi River, regulating density of multistory structures, relation of structures to the river, compatibility with and protection of the architectural integrity of historic districts to encourage a walk- and bikeable mixed use environment. All uses of underlying zoning district are allowed. Additional design standards apply.	Max. height: 60 ft. Area regulations of underlying zoning district apply.	
ROD-2	Riverfront overlay district		Max. height: 140 ft. Area regulations of underlying zoning district apply.	
MSMOD	Monroe Street mixed use overlay district	Not further defined in the text.	Not further defined in the text.	

Source: Dana Brown & Associates, 2016 Zoning Study