Planning Commission
Public Hearing
March 15, 2016

The meeting was called to order by Chairman Dennis Thomas -and the secretary called the roll.

Present: Michael Blache, Dennis Thomas, Simmie Fairley, Nixon Adams, Rebecca Bush and Scott Quillin

Absent: Ren Clark

Also Present: Louisette Kidd, Planning Director; David Cressy, Asst. City Attorney; Mayor Donald Villere; and Council Members Rick Danielson, Carla Buchholz, Ernest Burguieres, David Ellis and Clay Madden

The case discussed was P15-07-06 Recommendation to the City Council regarding Ordinance 15-17, an ordinance of the City Council of the City of Mandeville with respect to Arpent Lots 14, 15, 16, 17, 18, 20, 21, a portion of Arpent Lot 19, (not including the subdivided lots designated as lots 1-14, inclusive, forming the southwest corner of Kleber Street and Monroe Street), Parcels A and B, and a portion of Kleber Street, located in Sections 46 & 47-T8S-R11E, City of Mandeville, St. Tammany Parish, Louisiana, more particularly described on the plat and survey prepared by Kelly J. McHugh & Associates, Inc., Civil Engineers & Land Surveyors, dated 12/03/13, revised through June 30, 2015, Dwg. No. 13-136-bs, containing 76.648 acres (the "Prestressed Concrete Site"); amending the official zoning map and Comprehensive Land Use Regulation Ordinance (CLURO) of the City to classify the former Prestressed Concrete Site as a Planned Combined Use District ("PCUD"); approving the Site Plan, Master Plan and Guiding Principles prepared by Architects Southwest, Inc., dated June 25, 2015, entitled "Port Marigny TND" (collectively the "Master Plan"); requiring that the Master Plan and its provisions, together with the Restrictive Covenants, be covenants running with the land; approving the development of the pcud in accordance with the Master Plan and accompanying submittals; revoking certain construction, drainage and sewerage servitude(s) and granting a servitude of passage and for utilities; granting variances as needed to give full effect to the master plan; establishing procedures for administering the master plan; and providing for other matters in connection therewith, and consideration of adoption of Development Agreement for Port Marigny

Mr. Adams summarized there had been numerous meetings on the project and this meeting would be to review the Master Plan and Guiding Principles and the Development Agreement. Ms. Scott said the February 23rd meeting was cancelled due to the weather and there had been no available dates before this night to reschedule. She said Mr. Oubre would present the compliance to the plan. Although the property was zoned Planned District, the project would follow the Traditional Neighborhood Design guidelines. Mr. Adams announced that David Bailey was called back to Rosemary Beach due to a drowning emergency. At the next meeting there would be comments from Mr. Bailey. Ms. Scott said there was an ongoing collective review of the plan and revisions came from those comments.

Steve Oubre, architect, said the Guiding Principles were originally developed from the charrettes and through discussions had been amended to address the concerns. There had been some lessening of density although minor. The document had included a complete set of standards that were removed and placed in the covenants.

There would be 162 single family detached, 52 single family attached, 70 mixed use and 138 attached residential for a total of 422 units. There would also be 60,000 square feet of retail and 11,000 square feet for restaurants. The slips located to the west side of the channel were removed since the property was not controlled by the owner. The reductions dealt with a request by the staff on the issue of mansion condos. They removed seven and would construct one on the northeast corner. This was reflected in lot sizes along Monroe Street and would be less dense. Through several requests, the alignment of

either Hutchinson or Massena Streets was used and at this time the alignment would be Hutchinson Street.

The market study had indicated 4 mansion condos, 54 cottage houses, 52 townhomes, and 56 neighborhood houses. The neighborhood houses would be built on 50'-55' x 110' lots being alley loaded, which would be analogous to 65'-70' lots in the rest of Mandeville. The study also indicated 52 large neighborhood houses which would vary from front to alley loads, 70 mixed use units and 138 attached residential units. The intent was to have the apartments be converted condos as the market matured.

Open space was determined as 76.36 acres x 20% equaling 15.3 required acres of open space of which 17.5 acres was provided or 22.8%. The green space was 10 acres, the preserved and improved wetlands was 1.1 acres, the boardwalk was .5 acres, and the water open space was 5.9 acres. Not included in the calculation was the state land, civic plaza and open space that were part of the mixed use categories. Common space was a 16.8 acres open or 86% where the CLURO required 75%.

Parking: During the charrettes, it was discussed to have an area for calming traffic. The formal parking was striped and part of the urban infrastructure. There was informal parking that essentially was allowed to occur along streets and was not striped. The Massena Street section was an existing right-of-way to allow on street parking in a formal way with street trees defining the edge. Massena Street had an existing section that accommodated traffic by providing a 10' buffer on the Port Marigny side with an 8' sidewalk and in varying places a green buffer that was 30-40' in width to create a character piece.

Fill: The fill plan had not changed since the last meeting.

Mr. Thomas asked about phasing. Mr. Oubre said they wanted to create a sense of place and phasing was earmarking in the first phase to create a complete neighborhood. The first phase would be Massena Street and possibly the marina. Mr. Thomas asked where the construction trucks would be entering. Mr. Oubre said there would have to be a construction entrance in the early years. There had also been discussions of using barges. When he spoke with the staff several weeks ago, it was discussed about the peninsula's ability to service the marina slips. The plan was updated accommodating the parking on all three points. Mr. Adams clarified that there would be parking for all of the slips.

Mr. Adams said other TND's contained general parking and how it would be accommodated with home parties was discussed. Mr. Oubre said it would be handled the same it was handled in Old Mandeville along the street.

Mayor Villere stated his concerns about parking. The voluntary parking was not enough for the number of units in the area and he was opposed to putting parking on Massena Street. To say it could accommodate the amount of parking on a regular street in Mandeville was questionable. When there would be a gathering there could easily be 15 cars on the street. Mandeville was a walkable environment, but this parking could be a problem. He suggested half of the indicated voluntary parking streets become formal parking, removal of the parking on Massena Street and place the parking on the interior. He was concerned about emergency vehicles having access on informal parking streets. He asked to adjust the street width and reduce the density in the whole project. Mr. Muller said the plans were forwarded to the Fire Department and they had received comments that the Fire District was in agreement with the plan. The board requested comments from Fire District 4.

Mr. Quillin clarified that formal parking was striped and informal was unstriped. Mr. Oubre said there was the ability to park on both sides of the street, but would yield to

allow access for emergency vehicles. Ms. Scott said there was a paved width for travel lanes. Mr. Oubre said the project had 16 different street types and the narrowest street was 22' from curb to curb as well as 24' and 36' streets. Mr. Thomas asked about Hutchinson Street. Ms. Scott said the street was a 60' right of way with 20-24' of paved roadway. Mayor Villere said with dedicated parking spaces of 8-10' wide, the street should be 32-34'. Mr. Thomas said in driving Terra Bella's streets with one car parked, he could barely drive through and Mr. Oubre answered that street was 18'.

Mr. Fairley said the excluded land on the plan could contain parking. Mr. Oubre stated they did not own that land. Mr. Quillin said there was parking in the middle of the retail area. Ms. Scott asked how many spaces were identified. Mr. Oubre said there were alleys that could have 5 cars behind the garage for gathering's parking if needed.

Oliver Whitney, 678 Hutchinson Street, asked how wide was a car and Mr. Oubre answered 6'8". Dr. Whitney asked with an 8' parking spaces how would he get in and out of the car. There would be 3' of clearance in the street. Mr. Adams said there were standard sized spaces in the code. Dr. Whitney expressed concern because he knew that people sped on Hutchinson Street, and Lambert Street was even worse. Mr. Oubre said the houses were set back 40' and the idea of calming traffic was a smaller paved area.

Claudia Seligman, 44 Tradewinds Court East, asked about mail delivery. Mr. Oubre said there would be a centralized pick up point within a five minute walk. They would also be located at the head of an alley.

Judy Cangiamille, 2801 North Street, said she had lived in Oregon which was walkable and asked about bike and walk lanes. Mr. Oubre said conventional new urbanist projects with high density would allocate a bike lane, but this project did not have the same type of traffic. A bike could be ridden on the streets.

Margaux Rhinehart, 712 Carondelet Street, said with Mandeville Elementary School events, Massena Street was used for parking and it could be difficult to drive. The school parents would filter into Port Marigny and that should be considered. She lived on a corner with both streets being 18' wide. One side had a ditch so it was rarely parked on and the other side people parked on their lawn. She expected the same thing to happen in Port Marigny. She had seen signs in River Ranch asking people not to park on the grass and that showed it was clearly an issue with narrow streets. Mr. Oubre said River Ranch was 20' wide streets and Port Marigny would not have any streets than 22' unless it was a one way street. There were many events in River Ranch and the signs were installed by the homeowners association to request parking only on one side of the street.

Scott Discon, 142 Carroll Street, asked to consider parking under the structures or behind it so people would not see cars. He did not feel there was sufficient green space, and a waterway was being used for green space. The Parks and Parkways Commission, of which he was the Chairman, was having issues with tree planting around so much concrete because it would suck the water out of the ground. The same thing would happen to these gardens. He suggested facilitating the flood zone for a rate reduction with raised buildings.

Katie Reynold, 2423 Lakeshore Drive, said cars were not the future. The more space allocated to parking, the more you encouraged cars to come to the development creating more traffic on the streets which the project was trying to be avoid. She had read research the increase of car services and community transportation was the way of the future. She recommended minimizing the parking and creating a future looking community.

Greta Perry, 480 Chase Court East, asked for the number of formal and informal parking. Mr. Oubre said it calculated, but they had not brought those numbers with them.

Mike Pulaski, 305 Mariners Island, Council Member Elect, said there was a thesis about a Post Occupancy Evaluation of River Ranch that he suggested the board read. It contained the pros and cons of the development and what goals were and were not reached.

Pat Rosenow, 428 Chase Court, said he knew the board was required to review the project on the basis if it met the land use regulations. He asked about open water being included in the open space. Mr. Adams said it was in the code as part of the design. Mr. Adams said the board would make a recommendation to the City Council based on the regulations. Ms. Scott said the marina could be and was counted toward the common open space requirement.

The focus of the meeting moved to discussion of the Development Agreement. Mr. Cressy said the Development Agreement controlled the project. It would be detailed and provided the state statutes of an annual review for compliance. The land would have the encumbrances to the future. The process would be included in the Development Agreement and in the ordinance.

Mr. Pulaski asked who gave the final approval of the Development Agreement and it was answered that it was approved by the City Council. Mr. Cressy said it was part of the ordinance. There would be redundancy, but all approval would happen at the same time.

Mr. Adams said Mr. Bailey would make recommendations at the next meeting. Ms. Scott said the staff was reviewing the latest revisions and would submit a report of compliance with the proposed plan and all of the documents as related to the TND. The Planned District regulations were contemplated as a smaller site and the staff was working on specifics to be outlined and clear to everyone of what was approved and what was to come. Mr. Cressy said the state lease had housekeeping items with old servitudes to be eliminated. He would write an opinion. The City was listed as the Lessee on the state lease and the City would like it to be assignable to the applicant. Mr. Adams said the next meeting would have more final comments and then the board would close it for their reconsideration. Ms. Scott asked the board to comment on any items that should be addressed.

Mr. Blache asked when the Development Agreement would be completed. Mr. Cressy said there were more details needed regarding the improvements and their costs. Mr. Adams said it all went back to traffic and asked if it was clear on how the project would be developed. Mr. Cressy said the entitlements were based on car trips. Ms. Scott said the project would also submit for the subdivision process.

Mr. Pulaski asked for a timeline of approvals since there were two or possibly three new Council members that would not be sworn in until July 1st. Mr. Adams said he thought the last public input would be at the March 30th meeting and the board would set a special meeting to make a recommendation.

Laure' Sica, 2441 Lakeshore Drive, Council Member Elect asked when the soil would be tested since it was an industrial property. Mr. Muller said after the last meeting they had reviewed the environmental testing from 1989, 2000 and 2007 through DEQ and the questions were answered to their satisfaction. Ms. Scott said environmental reports were required to be submitted with the subdivision application. Ms. Sica said there was spot soil testing for underground storage tanks and not soil contamination. She spoke with an environmental scientist to have testing before there was any disturbance of the soil. She asked if the project was sold and the current owner was approved for fill, which would be in charge of testing. Mr. Muller said at this time the discussion was on the concept of filling the area and they were not moving forward with any fill placement. The subdivision approval process must happen before the first shovel could be dug. There was a discussion

that while approval was requested for the highest density possible many times a buyer would buy two 45' lots for one house and the lot count would be diminished. There would be a resubdivision request to create a new lot. Ms. Sica said reiterated that if traffic was bad, the number would be reduced. Mr. Oubre said the applicant would be obligated to determine how to minimize the project. Mr. Blache said that should be covered in the Development Agreement. Mr. Oubre said there would be sidewalks on both side of the street with a 5' greenway buffer.

Cathy Brown, 700 Lambert Street, asked about widening the feeder streets. Mr. Adams said it was not part of this project. Ms. Brown asked if it traffic became a problem would the City be responsible for widening the streets. Mr. Adams said there were a plan for traffic flow with contributions by the developer and concurrently there was an overall traffic plan for that area of the City. Ms. Scott said traffic improvements were at Monroe Street and East Causeway Approach.

Brett Perry, 480 East Chase Court, asked at what point under the Development Agreement it would be prescribed for obtaining traffic counts. Mr. Cressy said it would use the Traffic Impact Analysis. Mr. Muller said using the number of unit's times the traffic factor would add up to a number for the limits. The project could not exceed that limit before improvements would be constructed. Mr. Perry also asked for phase 2 did the Development Agreement provide a prescribed means of an actual count. Mr. Muller said they would not do the count, but it was provided for the City to make a count. The developer had a limit prescribed by the City's engineer and administered by a City designee. The City could require the developer appear before the City Council if it was not meeting the agreement. Mr. Perry was clarifying that the development was based on actual traffic counts. Mr. Cressy said it would be controlled by uses. Mr. Blache asked if there would be a count completed for each phase. Ms. Scott said it could be monitored that way through field counts.

Greg Amrine, 670 Lambert Street, asked about feeder street connections. Mayor Villere reiterated there was no plan for an expansion of any streets. Ms. Scott clarified that if there was a grid of streets, the development must tie into that grid. Mr. Oubre indicated the project would be using Hutchinson Street.

Dr. Whitney asked what was the factor for the traffic. Mr. Muller said the Traffic Impact Analysis used a national format that established the rates for the different uses.

Council Member Burguieres, 241 Wilkinson Street, asked about the worst case being the expropriation by the City for roadway expansion. Secondly, he asked how the external factors would affect Port Marigny. Mandeville Elementary School would have an increase in traffic and were they saddled with this diminished capacity. This could also be the case if there was any other large project taking up the spare traffic abilities. What could happen would be that the project did not conform and was worse. Then the City would reduce the amount of units and the developer who purchased the phase would be out in the cold. The result would be for the developer to ask for a change or litigate to the seller. Phasing would be another option. Mr. Cressy said the project was conceptual and the applicant had stated that the project would be developed in phases. Mr. Burguieres suggested only approving one phase at a time. Mr. Cressy said the purchaser should read the Development Agreement and understand the risk. Mr. Adams said the schools received variances for student growth and the Mandeville Elementary School's two story building should accommodate the growth. Mr. Burguieres was concerned about another use. Mr. Cressy said if another development was proposed, they would have to take the traffic into consideration. Mr. Oubre said this development was a snapshot of the current traffic conditions. If anyone else developed there was an established threshold and they must design on their requirements. The third point was that he agreed with Mayor Villere about parking. There had been a discussion about spaces for 1,000 cars and Mr. Oubre said they

were assigned for specific uses. Mr. Burguieres said it seemed there were two issues, density and traffic. If it was resolved, the community did not care what was constructed. The City Council would hold further meetings and he would recommend a special attorney be hired to help them with the Development Agreement. Mr. Cressy said it was the City Administration who would enter into the contract that would be reviewed and approved by the City Council. Lastly, Mr. Burguieres thought the three environmental studies would be made available to the City. Mr. Muller said the law required environmental reports be submitted at the time of subdivision application submittal. Mr. Burguieres said there were DEQ findings of underground tanks and buildings but not the entire 78 acres. Mr. Muller said there were reports dating back to 1989 and phase 1 inspections were included in that information. He was not asked to bring the information to the meeting and he did not feel it was pertinent at this time and would create more confusion.

Charles Tassin, 2432 Monroe Street, said there was a history of asbestos in concrete that caused environmental concerns. Mr. Cressy said the environmental reports would be reviewed at the subdivision phase. Mr. Tassin said there had been concrete removal and there was concern about the dust that was in the air. Ms. Scott said DEQ had monitored the removal, tested the levels, and found them to be within their levels. Before any soil could be disturbed there must be studies submitted. Mr. Tassin was in agreement with Mayor Villere about parking and asked the board to envision gatherings with cars in the streets and a hotel.

Mr. Quillin asked about parking for the future and requested a detail of the street sizes in one document.

Mr. Quillin moved to adjourn the meeting, seconded by Mr. Fairley and was unanimously approved.

Lori Spranley, Secretary

Dennis Thomas, Chairman