Planning Commission
Public Hearing
April 20, 2016

The meeting was called to order by Zoning Chairman Nixon Adams and the secretary called the roll.

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

Absent: None

Also Present: Louisette Kidd, Planning Director; David Cressy, Asst. City Attorney; and Council Members Burguieres, Danielson, Madden, and Ellis; Council Members Elect Mike Pulaski and John Keller; and Henry DiFranco, Consulting Engineer

Mr. Adams announced that there would be board discussion relating to the project, and in finalizing the Development Agreement and Ordinance there would be another meeting. The board members findings had been compiled into a proposed Resolution 16-01. The whereas section of the resolution read:

WHEREAS, *the City of Mandeville has a Comprehensive Land Use Plan which guides the future growth and development in the community; and*

WHEREAS, *the City of Mandeville has a Comprehensive Land Use Regulations Ordinance which regulates and controls the zoning, subdivision and use of land and buildings in the City to promote the public safety, health, and general welfare of the citizens; and*

WHEREAS, *the developers of Port Marigny submitted an application on July 1, 2015, for approval of Planned Combined Use District zoning and Conditional Use Permit Application by the City Council; and*

WHEREAS, *the Planning & Zoning Commissions are tasked with reviewing such applications for compliance and consistency with both the City's Comprehensive Land Use Plan and the Comprehensive Land Use Ordinance (CLURO) in order to make recommendations to the City Council;*

WHEREAS, *the Planning and Zoning Commissions have held twelve (12) public hearings, between July 2015 and March 2016, to gain public input from the public, consultants and experts who specialize in the relevant areas; and*

WHEREAS, *the Comprehensive Land Use Plan adopted by the Planning Commission on January 4, 2007, identifies the Pre-Stressed Concrete Site area and establishes Goal 12 with 9 policies for development of this particular site and; and*

WHEREAS, *the Comprehensive Land Use Regulations Ordinance (CLURO) under Section 8.5 entitled "Traditional Neighborhood Development (TND)", codifies new urbanism design standards as referenced in the policy considerations for achieving Goal 12 mentioned above; and*

Mr. Thomas said in the third whereas, the Pittman's were not the developers and they should be referred to as Pittman Assets. Mr. Clark asked Mr. Cressy if codified was the proper use and Mr. Cressy said it reduced New Urbanism to a code which was a TND.

WHEREAS, *following this input the Commissions make the following findings:*
General:

1. The former Pre-Stressed concrete site still has remnants of its prior uses in the form of derelict structures and other dangerous conditions that have been a source of concern for the people and government of the City of Mandeville as a threat to the health, safety and welfare of the public and the site for the last 30 plus years has been an eyesore to one of the main gateway entrances to Old Mandeville.

The board was in agreement. To be consistent, the board agreed to use the phrase "30 plus years" throughout the document.

2. This site has been a detriment to surrounding property values; and

There was no proof and it was included in item number 1 so this finding would be deleted.

3. On July 1, 2015 Pittman Assets, as the owners of the PreStressed site for the last 30 plus years, has for the first time, submitted an application to the City of Mandeville for a comprehensive redevelopment to put this site back into commerce; and

The Pittman's acquired the property in 1984. The board was in agreement.

4. The application, including the conceptual Master Plan submitted by the Owner, which regulates the development of the PreStressed Concrete Site, includes new urbanism design principles which are in substantial accord with the requirements of the Traditional Neighborhood District and the Special Marina Use Criteria; and

It was agreed that it did meet the New Urbanism part of the CLURO.

5. The redevelopment of this former site of a heavy industrial concrete fabrication operation, which has been an abandoned, rubble-strewn wasteland for almost 40 years, as quickly as responsibly and reasonably as possible, is in the best interests of the City and its citizens from economic, aesthetic and other health, welfare and safety considerations.

It was agreed to remove "quickly" to "reasonably and responsibly as possible". It was also agreed to change "rubble-strewn wasteland" to "abandoned site".

6. The marketing study accompanying the "Port Marigny" development, showed an unmet current area demand for the numbers and types of proposed residential and commercial units. This was particularly true with respect to a new hotel (none currently below I-12) and marina slips for larger boats.

The marketing study had not been received, but was testified to by Mr. Oubre and Mr. Muller would provide the exact date to Ms. Scott. The board agreed to include after marketing study "referenced by the applicant".

7. The residential component of proposed development is compatible with existing nearby subdivisions and neighborhoods, the closest of which are Mariners Village, New Golden Shores, Hermitage, the Baudot Tract, and the Massena/Hutchinson area. Housing currently available in these areas range from apartments and condos, to affordable/workforce units, to medium to very high priced single family residential.

The board was in agreement.

8. The proposed application fulfills the policy considerations set out under Goal 12 of the Comprehensive Land Use Plan in that the proposed development concept is a Traditional Neighborhood Design (TND) model and following the new urbanism principles; (testimony from an outside expert, David Bailey, retained by the City for such purpose). The project is consistent with the applicable goals, objectives, and development policies of the Comprehensive Plan.

The board was in agreement.

9. The proposed Master Plan for Port Marigny fulfills the policy considerations set out under Goal 12 of the Comprehensive Land Use Plan in that the proposed development addresses the development of the Pre-Stressed Concrete Area, specifically, in goal 12, policies

12.1-12.9, specifically, Policy 12.8 states to Require the development of the area to comply with the new urbanist design standards and incorporate local architectural elements. The Master Plan and Guiding Principles contains Architectural Standards that are within the context of the traditional architecture of Mandeville.

The board was in agreement.

Master Plan and Guiding Principles

1. The proposed Master Plan and Guiding Principles document includes the following in the Table of Contents: A. General B. Design Vision C. Urban Regulating Standards D. Thoroughfare Standards. This document sets forth the conceptual plan for the development proposed as "Port Marigny". During the public hearing process, the plans have been modified in response to concerns expressed by the Planning & Zoning Commissions, City planning staff, consultants and the general public.

The board was in agreement.

2. The CLURO, in Section 8.5 includes mandatory design elements for such things as Land Use Diversity, Residential Density, Housing Diversity, Open Space, Common open space, Connectivity, Setbacks, parking design and location, Open Space and Natural Areas, lot and block standards, circulation, parking requirements, and architectural elements. The latest modification dated March 9, 2016, conceptually meets or exceeds the site development criteria required by the City's Comprehensive Land Use Regulations Ordinance (CLURO) for TND development as outlined under CLURO Section 8.5 Traditional Neighborhood Development as follows for residential density:

a. Detached, single family residential development shall not exceed eight (8) units per acre

- *Propose density of 5.2 units per acre with 162 units*

b. Attached residential development shall not exceed twenty-four (24) dwellings per acre

- *Density proposed is 19 dwelling units per acre with 190 units.*

c. Mixed use buildings shall not exceed sixteen (16) dwellings per acre.

- *4.4 acres of Mixed Use development indicating 70 units and 15.9 units per acre.*

The maximum density proposed for this development site is under by a considerable margin, where 422 residential units proposed are 136 units below the maximum density allowed. However, the Comprehensive Plan requires that the maximum density be mitigated to recognize the lower density of the surrounding neighborhoods.

The board was in agreement.

3. The Master Plan and Guiding Principles document includes a sheet entitled "Density Plan", that proposes upwards of 130 apartments (attached residential) proposed as rental units. Much of the public input received indicated that fee simple attached dwellings, such as condominium, was more desirable.

The board was in agreement.

4. The Master Plan and Guiding Principles document includes a sheet entitled "On Street Parking" that proposed parking in the Massena Street right-of-way. Additionally, this document contains a sheet entitled "Urban Regulating/Open Space/Green Space that proposes a substantial greenbelt between Massena St. and properties facing Massena St. Discussion at public hearings questioned whether or not parking should be provided within the Massena St. ROW leaving the greenbelt intact or removing the greenbelt and providing parking on the private property.

The board was in agreement.

5. The Master Plan and Guiding Principles document includes sheets entitled "On Street Parking", Vehicular Network and Street Types" and "Street Sections". Discussion at public hearings questioned whether or not some streets should be increased in width in order to provide for parking on one side of street, outside of travel lanes. As proposed, the on-street parking is designated as "informal" with vehicles allowed to park "informally" on either side of the street. A wider street would provide for parking on one side, not striped as formal, but designated. The wider street with designated parking may help facilitate ease of access and travel for large and emergency vehicles and provide additional residential visitor parking without compromising the principles of new urbanism and traffic calming.

The board was in agreement.

6. The Master Plan and Guiding Principles document includes sheets entitled "Land Use Diversity" that identifies the area of Civic Uses as 3.3 acres. The primary area proposed for the Civic space is located between the proposed Mixed Use Components of the Master Plan.

The board was in agreement.

7. The Master Plan and Guiding Principles document includes a sheet entitled "Urban Regulating/Open Space/Green Space that includes the development of the state owned/city lease park space that is proposed to be improved by the Port Marigny Development and that the improvement of this park will provide public opens space on Lake Pontchartrain that will be an asset not only to the Port Marigny Development but to all of the residents of the City of Mandeville.

The board was in agreement.

8. The Master Plan and Guiding Principles document includes sheets entitled "Urban Regulating/Open Space/Green Space Required" and "Urban Regulating/Common Open Space Required" and the CLURO under Section 8.5 TND Design Standards requires that at least 20% of the gross area of the TND shall be designated as open space and that at least seventy-five (75) percent of the open space must be common open space, which may be used for passive or active parks, trails or other purposes. The plans meet the requirements of these standards, but an additional small park near the northern end of the development will provide additional common open space better meeting the intent of the provision.

The board was in agreement.

9. The Master Plan and Guiding Principles document includes sheets entitled "Street Sections" and as proposed, streets and alleys provide adequate access for emergency vehicles as stated by Fire District #4 as per his letter dated _____.

The board was in agreement and the date must provided.

Traffic:

1. Port Marigny Development submitted a Traffic Impact Analysis prepared by Hall Planning and Engineering, Inc. dated June 16, 2015, revised through October 6, 2015 and also an addendum prepared by Hall Planning and Engineering, Inc. dated November 5, 2016.

The board was in agreement with the change of November 5th to 2015 and not 2016.

2. The City's Consulting Traffic Engineer, Digital Engineering, reviewed the submitted Traffic Impact Analysis and Addendum and offered many comments and proposed revisions to the Planning & Zoning Commissions and staff, which were incorporated into final Traffic Impact Analysis and Addendum dated 10/6/15 and 11/2/15, respectively.

The board was in agreement.

3. The traffic study required of the developer by the CLURO and modified by recommendations of the City's own consulting traffic engineer meets all requirements of the CLURO and is the best information available currently on which to base an estimate of the impact future development of this project will have on Monroe Street and other nearby impacted arteries. Further, based on the opinion of the City's traffic consultant, the plans for accommodating future, and current traffic, are reasonable, and the financial participation of the developer in implementing these plans seems fair. Further still, the proposed development agreement between the City and the developer provide a mechanism for limiting the scope of the project if necessary if the traffic impact is greater than expected.

The plan was determined for a turn lane east and west on East Causeway Approach and the City was performing an overall traffic study and if the City found the $300,000 to be provided by the applicant could be spent on a better solution, it could be done. The board was in agreement.

4. Comments at the initial charrette held by developers for the community, and at the many public meetings held thereafter, were generally supportive of the New Urbanism/TND nature of the proposal, but indicated great concern for the traffic impact it might have on Monroe Street and other nearby areas.

The board was in agreement.

5. The Public hearing process demonstrated that existing and potential traffic is a concern for everyone. The intersection of East Causeway and Monroe Street is currently a problem. The development may increase traffic, however, through the Development Agreement; the developer will be required to pay for its portion of improvements needed to address additional traffic, as determined by the developers and city's traffic engineers. The specific method of fixing the existing traffic problem has not been fully determined, but generally deal with the intersection of Monroe and East Causeway.

This was a repeat and items 3 and 5 should be combined. Mr. Muller said the monies must be paid by the time of application of the first phase subdivision approval and completed within two years. There was a discussion that the Development Agreement tracked with the property. The board was in agreement.

6. The ongoing traffic study of a wider local area by the City that is scheduled to be completed in the next few months should assure that an optimum long-range solution to the existing and future problems at the Monroe Street/East Causeway intersection is developed in conjunction with improvements made in conjunction with the Port Marigny development.

This item could be incorporated with a previous item. The board was in agreement.

7. Actions that would encourage access to the development by north-south streets should not be considered at this time because of concerns about expropriation for right-of-way acquisition in the case of Lambert Street, school traffic in the case of Massena Street, and resident concern and opposition in the case of these and other streets in the area with stable, developed neighborhoods where significantly increased traffic would change their character.

The final traffic study report addressed this concern in that the proposed improvements were located at the Monroe and East Causeway Approach intersection.

There was a discussion "not at this time" and then at what time. It was suggested to eliminate those three words. The board was in agreement.

8. The Mariners Village connection, as stated in the Comprehensive Plan, was considered by the Traffic engineers and it was determined that the proposed improvements at the intersection of Monroe and East Causeway were an improved option in relieving traffic congestion. The connection between Mariners Village and Port Marigny should be considered for connectivity during the subdivision process for Port Marigny.

Mr. Muller said it was provided for in the Master Plan as well as in the ordinance requesting a right of way granted over 50' drainage ditch for connectivity. It could not happen at this time. The board was in agreement.

9. The City's consulting traffic engineer, Digital Engineering and the City's consulting engineer, Principal Engineering, concluded that the Traffic Impact Analysis prepared by Hall Planning and Engineering, Inc. dated June 16, 2015, revised through October 6, 2015 and the addendum prepared by Hall Planning and Engineering, Inc. dated November 5, 2016 that included improvements to address increased traffic due to the Port Marigny Development, would be in compliance with the CLURO Section 8.4 Traffic Impact Analysis Provisions.

This was also a repeat item and could be incorporated into item 2 that the TIA was in compliance with the CLURO. The board was in agreement.

Ordinance 15-17:

This review would be included in the next meeting.

Other:

1. The proposal for the City to abandon its non-exclusive use of the State reclaimed water bottoms west of the existing hurricane slip is desired as there is no foreseeable public need for this property while there is legal liability involved.

Mr. Cressy said the City was keeping Sunset Point. Mr. Muller said the land was south of the proposed park. The City would still have a lease on that property and would be developed by the applicant as a park. It might be wiser to avoid the lease for the park and keep Sunset Point. There had been testimony that the City had no potential use for this property. There would be a Cooperative Endeavor Agreement that bound the applicant to the park. The board was in agreement.

2. The proposal to abandon the Kleber Street right-of-way and allow its use in this project is desired, as no foreseeable public use of this property is planned or probable, and its use by the developer would allow creation of another pubic accessible amenity.

The board was in agreement.

3. The conceptual drainage plan submitted and reviewed by the City Engineer generally demonstrates water flowing southward from Monroe Street and away from existing streets and adjacent developments, seems logical and achievable based on input from the city engineer and public works department. Additionally, the plans in much more detail will be examined again as project phases go through the subdivision process which will ensure there is no adverse impact on the development or adjacent properties.

There was only a conceptual drainage plan for this project and it must be presented to the City for review and approval. There was a City Monroe Street drainage improvement project to alleviate the existing problem. Mr. Muller said that would be coordinated with Port Marigny not to create any future problems. Richard Murley, T. Baker Smith, said his firm was doing the Monroe Street drainage improvements between Barbara and Massena Streets improvements and they would coordinate with Port Marigny and the City for a unified basis. The board was in agreement with the item and Mr. Muller's statement would also be a finding.

4. Port Marigny has proposed a Cooperative Endeavor Agreement to facilitate the construction of a park on a parcel of land identified "Park Area" (State Leased property) consisting of 1.575 acres, in accordance with the Master Plan and Guiding Principles document. Proposed development of this Park Area by Port Marigny and made available to the public is consistent with the City's Comprehensive Plan for the development of the Pre-Stressed Concrete area and consistent with the current State lease with the City that this site should be used as a park and will serve as a public purpose.

Number 1 would be replaced with number 4. The board was in agreement.

Development Agreement:

The agreement would be discussed at the next meeting.

1. *The purpose of the proposed Development Agreement between the City, Pittman Assets and Port Marigny is to assure the orderly development of Port Marigny and to assure that the City's infrastructure is adequate to accommodate the uses in Port Marigny set forth in the approved Master Plans and documents supplemental thereto, as such uses are planned in accordance with the City's Special Use Permit and Subdivision procedures and constructed in accordance with the City's permitting process.*

The board was in agreement.

Grading Plan – Cut and Fill:

1. The plan labeled "The Grading Plan (cut and fill)" prepared by Kelly McHugh and Assoc. for Pittman Assets, LLC dated 9/25/15 rev. 02/15/16 is a conceptual cut and fill plan.

2. The Grading Plan (cut and fill) prepared by Kelly McHugh and Assoc. for Pittman Assets, LLC dated 9/25/15 rev. 02/15/16 to allow for significant changes to the current terrain through grading and fill, including: removal of an existing pond/slough area of approximately ½ an acre; building a 'mound' of 11 feet in the SSW portion of the area where current elevations are considerably lower and implying massive imports of foreign material to achieve +11 feet; clear cutting significant swaths of existing vegetation and canopy.
Additionally, there has been inadequate attention given to potential effects, biotic and hydrologic, of what can reasonably be considered (in context) major earthworks.
The stated aim by proponents to "move all water off the site and into the Lake as fast as possible" does not consider the benefit of slowing and filtering runoff or of a general policy of No Net Runoff.

Inadequate treatment of the effects of significant terrain changes to surrounding areas has raised as many questions as a cursory treatment has sought to answer. The justification of a grading supplement being that it will not raise regional lake levels more than 1/50th of an inch in a tropical storm surge misses the point. The issue is lake levels >3.5ft and <5ft

accompanied by intense rainfall. Questions remain in regard to where does the displaced runoff end up? How quickly? How conditioned? Based on this, it appears that insufficient information has been provided to approve the grading plan at this time.

3. There are reasonable 'environmental concerns' relating to the industrial history of the site both as a pre-stressed concrete products manufacture and as a place in close proximity to a large lumber mill from the late 19th to the late 20th century. There are concerns that soil and debris in the site and its canal bottoms could contain substances known to present a hazard to human and animal health. These concerns have neither been dismissed outright or addressed to any meaningful degree in hours of public meetings. Since significant parts of the development concept propose permanent residence and further propose direction of all area runoff, unconditioned, into Lake Pontchartrain, concerns relating to the content of soil and debris invariably to be disturbed/redistributed should be addressed and clearly vetted through impartial 'best available science' before any progress from 'concept' to 'implementation'. The assurances against adverse impacts should be conditions of any permits. Additionally, there should be clear language in any set of 'linked agreements' dealing with responsibilities, schedules and mitigation guarantees.

Mr. Muller said this was the plan for the relocation of the existing site to level it and would need additional fill. This would be addressed at the time of the site plan review. The board discussed that there were straight lines on the plan and the future plan would be reviewed by the City's consultants. This pertained to items 1-4.

4. The owners of the Port Marigny site indicated that they have had an Environmental Impact Study performed in the past. As part of the application requirements for subdivision, prior to any development on this site, the developer will be required to submit a current Environmental Impact Study.

Mr. Muller reiterated to be clear that had never been the necessity to do an environmental study on the entire site. There had been three incidents that required an extensive study. Mr. Clark said there was a submerged tank and took some soil cores in that general vicinity. Mr. Muller said the entire residue within the tank was removed and then the tank was removed. Mr. Clark asked if they were looking for underground pollutant. Mr. Muller said they looked at wells within Mandeville to determine any leeching that mitigated and it was negative. It was discussed that the tentative subdivision application required the submittal of an environmental assessment be made on whatever was requested to be subdivided. Mr. Cressy suggested that the board should get advice on the environmental assessment form. There was a further discussion that the EPA could advise the board on a process and procedure and the board requested information from the Corps of Engineers.

Recommendations:

1. The Master Plan and Guiding Principles document includes a sheet entitled "On Street Parking" that proposed parking in the Massena Street right-of-way. Additionally, this document contains a sheet entitled "Urban Regulating/Open Space/Green Space that proposes a substantial greenbelt between Massena St. and properties facing Massena St. An alternate plan discussed at public meetings, as depicted on "Port Marigny / Massena Street Options" dated 3.30.16, proposed removing the greenbelt and providing parking on the private property and it is recommended that parking in the Massena Street right-of-way should not be abandoned, as this would lead to property owners creating parking on their own lots and the partial elimination of a large green belt setback private property currently proposed. However, additional paving of Massena Street within the right-of-way, outside of existing travel lanes should be provided to accommodate parking.

The board did not want to give up with the greenbelt on Monroe and Massena Streets. The board was in agreement.

2. The Master Plan and Guiding Principles document includes a sheet entitled "Density Plan", that proposes upwards of 130 apartments (attached residential) proposed as rental units. Much of the public input received indicated that fee simple attached dwellings, such as condominium, was more desirable.

Mr. Muller acknowledged that it was included in the Restrictive Covenants that apartments would be constructed to the condominium codes for future sale as fee simple. It was discussed that the Comprehensive Plan allowed mixed use on the site. The board was in agreement to require the units be constructed to condominium codes.

3. The Master Plan and Guiding Principles document includes sheets entitled "On Street Parking", Vehicular Network and Street Types" and "Street Sections". An alternate plan discussed at public meetings, as depicted on "Port Marigny Parking Plan" dated April 2016, to increase the street widths within Port Marigny to eliminate the "informal parking" which will provide for "striped parking" on at least one side of the street in order to provide additional residential visitor parking and to allow easier passage of emergency vehicles.

There was a plan amendment from the last meeting that included the change in the street pattern with a 2' wider street and the parking was striped. The board was in agreement.

4. The Master Plan and Guiding Principles document includes sheets entitled "Urban Regulating/Open Space/Green Space Required" and "Urban Regulating/Common Open Space Required" proposal discussed at public meetings, but not included on current plans, to add an additional small park near the northern end of the development to provide more public space near the town center, should be approved. This should create a much more attractive and useable amenity for both residents and nonresidents of Port Marigny. This is depicted on the sheet entitled "Port Marigny- P&Z Alternate 1, site sketch" dated April 2016.

There was a discussion to change "Town Center" to "Neighborhood Center". David bailey, City Consultant, said adding the increased public spaces addressed the mitigation of density. The board was in agreement.

5. The Master Plan and Guiding Principles document includes a sheet entitled "Urban Regulating/Open Space/Green Space that includes the development of the state owned/city lease park space that is proposed to be improved by the Port Marigny Development and that the improvement of this park will provide public opens space on Lake Pontchartrain that will be an asset not only to the Port Marigny Development but to all of the residents of the City of Mandeville. This park on state land will be improved and access will be provided in conjunction with the first phase of subdivision of Port Marigny. Park can be counted towards open space requirement.

The board was in agreement.

6. The Master Plan and Guiding Principles document includes sheets entitled "Land Use Diversity" that identifies the area of Civic Uses as 3.3 acres. The primary area proposed for the Civic space is located between the proposed Mixed Use Components of the Master Plan.

Although conceptually, this area satisfies the minimum requirement under the CLURO, an expanded Civic Use area would enhance the proposed development and it is recommended that the Master Plan be amended to incorporate the plan presented at the public hearing on

March 30, 2016, referenced as "Port Marigny- P&Z Alternate 1, site sketch" dated April 2016, to provide an expanded area of Civic Space.

The board was in agreement.

7. The proposal to abandon the Kleber Street right-of-way and allow its use in this project is desirable, as no foreseeable public use of this property is planned or probable, and its use by the developer would allow creation of another pubic accessible amenity.

The language as included in the ordinance so the board agreed to remove the recommendation and associated finding.

8. The Grading Plan (cut and fill) prepared by Kelly McHugh and Assoc. for Pittman Assets, LLC dated 9/25/15 rev. 02/15/16 proposes the conceptual volumes of cut and fill proposed for the site. It is recommended that prior to any modification of the site an Environment Impact Study be prepared and submitted to the City of Mandeville, in accordance with the application requirements for subdivision.

There was a discussion that the land would have more than 2' of fill. Mr. Muller said the northern part of the property would need to be graded to be equal to the surrounding properties. The board was in agreement.

9. The plan labeled "The Grading Plan (cut and fill)" prepared by Kelly McHugh and Assoc. for Pittman Assets, LLC dated 9/25/15 rev. 02/15/16 is a conceptual cut and fill plan. It is recommended that a final grading plan shall be submitted for approval by the City Engineer prior to any modification of the site.

The board was in agreement.

10. Approve the proposed Cooperative Endeavor Agreement for the development of the Park Area by Port Marigny with the condition that the park on state land will be improved and access will be provided in conjunction with first subdivision.

There would be a change from "subdivision" to "phase". It was discussed that the intent was to get the benefits to the public in as soon as possible of the park or some other public amenity. The board agreed to rework item 10 to include some early amenities.

11. The Development Agreement adequately addresses rules and responsibilities of the applicant and the City and should be approved.

The board agreed to change "rules and responsibilities" to "obligations".

Mr. Adams said at the next meeting would be a review of the changes approved at this meeting, the Development Agreement and ordinance in final form for a recommendation. The board decided to meet on Wednesday, May 4th at 7:00 p.m. Mr. Quillin moved to set the meeting for May 4th, seconded by Ms. Bush and was unanimously approved.

Mr. Clark said at the last meeting it was discussed that the proposal was meeting or exceeding the CLURO. Ms. Scott said the TND requirements were met. Mr. Clark asked if this action froze the CLURO as it was today because the project would move forward for years. Mr. Cressy said the state statute provided some flexibility, but the Development Agreement froze the situation for future changes not to change the project. Mr. Muller said it would be a bilateral agreement that was fixed at this point of time.

Mr. Muller stated the financial impact of the community was part of goal 12. It was anticipated to be a $180 Million project. The assessments would increase by $1.5 Million to the entire parish. It would be $115,000 of property taxes to the City as well as the sales taxes. He suggested this should be included as a finding.

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

Lori Spranley, Secretary

Dennis Thomas, Chairman