

**Planning Commission
Public Hearing
October 14, 2015**

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

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

Absent: None

Also present: Louise Scott, Planning Director; Acting City Attorney David Cressy; Council Members Clay Madden, Rick Danielson, Ernest Burguières, Carla Buchholz, and David Ellis; Mayor Donald Villere; Andre Monnot, Principle Engineers; and David DeGeneres, Public Work Director.

The case discussed was P15-07-06 Recommendation to the City Council regarding Ordinance 15-17 with respect to Arpent Lots 14, 15, 16, 17, 18, 20 and 21, a portion of Arpent Lot 19, parcels A and B, and a portion of Kleber Street, City of Mandeville, St. Tammany Parish, Louisiana, more particularly described on the plat and survey prepared by Kelly J. McHugh and Associates, Inc., Civil Engineers & Land Surveyors, dated December 3, 2013, revised June 22, 2015, Dwg. No. 13-136-BS, containing 76.648 acres (The "PreStressed Concrete Site"); amending the official zoning map and Comprehensive Land Use Regulations Ordinance (CLURO) of the City to classify the former PreStressed Concrete Site to 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 provision, 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 and sewer servitude(s); 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

Mr. Adams announced the meeting was a continuation of the traffic study discussion.

Rick Hall, the applicant's Traffic Engineer, presented the original impact area specified in the CLURO. There were discussions with all of the consultants and it was agreed that the study should go beyond that area. The plan was prepared in conjunction with the Comprehensive Plan requirements to be walkable and connect to the surrounding neighborhoods. There had been charrettes that were well attended with much citizen participation. The arrangement of the buildings were positioned that when people were exiting the hotel they could see a restaurant they could walk to. There was discussion about lower density. The market study recommended 8 units per acre allowed by the CLURO and the project was scaled to 5.2 units per acre.

After the first traffic study and discussions there was a request for more detailed analysis. There were identified intersections for new counts. The original counts of Monroe Street were 468 cars in the pm and 495 cars in the am which was used. The results of the counts were now 250 cars in am and 400 cars for pm. There was some local knowledge provided for the new distribution. There was an old correction factor used to adjust from the ITE trip generation. The cheapest way to generate the information was to go to the suburbs and the resulting trip generation was auto dominant. In Old Mandeville there was much walking and cycling. For a vibrant mixed use area, the data did not match. Mr. Oubre through the charrettes created a plan to make it comfortable to walk. The ITE did not measure places like that. Mr. Hall discussed this with Mr. Duaney about the

considerable cost to obtain statistically valid measures of walking. Mr. Blache asked how to take this into account for those outside of the neighborhood. ITE calculated a number of people based on the square footage of the restaurant. Mr. Clark asked if they calculated a percentage of people going to Home Depot. Mr. Hall said these were distribution numbers. Mr. Hall said 500 trips was anticipated when total totally built out. Mr. Clark said if there were 500 trips at peak hours and if that number was reduced to 100, could it be assumed that 45 trips were going to Home Depot, 25 trips to Nuvolari's and the rest to the Causeway. The afternoon peak hours were 4-6 pm. Mr. Adams felt peak hours were at different hours of the day. Mr. Thomas asked where the 35% of people going west were going. Mr. Hall said it was assuming into Mariner's Village. Mr. Cressy said he would work it into the development agreement for the access. Mr. Quillin said the project could not move ahead without it.

Mr. Hall said for the restaurant, it was predicted there would be 100 visitors and assuming a 30% reduction factor then 3 out of 10 people would walk there. That meant 3 out of 10 people were using something other than a car from offsite. The new model was changed to 20%.

There was an adversity and significance test used for level of service. There were three kinds of roadways with the largest being arterial. A local street was the smallest coming out of the house and driving on. A collector street would go out of the local street to feed onto the arterial street. Monroe Street was a collector street and those off of it were local streets in the neighborhoods. It would be ideal to have a level of service C or D. Kleber and Carondelet Streets were considered an adverse condition. These streets were a thru two lane road from Monroe Street with stop signs at the side streets. If a car waited for more than 45 seconds, it became a level E. Carondelet Street only had 9 vehicles from the south, and added to Monroe Street it increased by 30 trips and was enough to make the side street person wait a little longer. He would not recommend correcting an area where 9 cars were waiting 45 seconds.

Mr. Hall agreed with most of the City's comments. If the Mariner's Boulevard connection was not achieved than the traffic assumptions would have to be reworked. There was a 20% for correction factor and Mr. Liang suggested lowering it to 5% and this can be further discussed. Number 6 presentation was a level of service for the entire intersection, but if it was a collector street crossing a local street than it should be a local street service level. Collector D level should only apply to Monroe Street. Level of service C for local streets would apply away from the collector. Number 7 presentation wanted to see more than a single level of service for the whole intersection. This would take the traffic analysis to a finer level of detail. In reviewing the information, there was one intersection at Monroe Street/East Causeway where one of the movements got to a level E level in the future.

Mr. Clark asked how did they determine the peak hours of 4:30 to 5:15 p.m. Mr. Hall said Kleber Street was 5-6 p.m. Mr. Clark said Mandeville was commuter oriented city when most of the people were leaving for work when it was dark in the morning. Mr. Hall said they used the same peak hour for the entire network. Mr. Hall said the last start time was 7:45 am. with a service level E on one of the movements. If one right turn lane was added, the cars would be out of the movement and would balance to a level of service of D or better. It would extend 100-150'.

Mr. Hall said there was a consideration of a single roundabout. Mr. Adams asked if it could be phased with existing traffic moving. Mr. Hall said the engineers

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were clever with Maintenance of Traffic Plans to keep moving two ways on the east side while working on the other sides. GNOEC gave Mr. Hall the idea of the roundabout design at a recent meeting.

Frank Liang, Digital Engineering, discussed his key points of his review. He had asked Mr. Hall to take into account the key intersection. Carondelet Street at Florida Street was key to get toward the development. He felt 20% was too high and a lower number should be considered. Mr. Blache asked how the numbers were derived. Mr. Lang said it was his opinion based on the assumptions looking at the area. Mr. Blache felt people would look for the easiest way to get out of the subdivision. Mr. Lang felt the other numbers should be expanded to show 35% in the morning going to the southshore. Lambert Street would line up and be a quasi-entrance. Mr. Adams asked if it would reduce traffic on Monroe Street. Mr. Liang agreed it would be a direct access into the site. Mr. Adams asked if it would be a more fundamental design. Mr. Liang said it would help alleviate some of the traffic impact on Monroe Street. But, it would be more traffic on Lambert Street so there were plus and minuses.

Regarding target level of services, Mr. Liang recommended Cambronne, Kleber, Massena and Carondelet Streets be held to a level service C since they were local roads. Mr. Blache asked about the selection of key hour times. Mr. Lang felt the times should be 6:30 – 9 a.m. and 4 to 5:30 p.m. Mr. Blache asked if the days were Tuesday through Thursday. Mr. Liang said that was industry standard. Mr. Adams asked about levels of service. Mr. Lang said the ordinance said a collector street would be level D and a local street would not be below level C. If the road fell from a level D to an E that would require remediation. Mr. Quillin said Carondelet Street was a one way street in the morning for Mandeville Junior High. Mr. Adams asked if they took that into consideration. Mr. Hall said they were aware of that. The counts were taken outside of that one way street period. Mr. Liang said the East Causeway Approach delay increased from 22 to 26 seconds. He would not recommend remediation of that movement because they were so close to the threshold. Mr. Hall said in the model East Causeway went to a service level of E for the westbound level turn. It was discussed that there might need to be a trip distribution leaving and coming to the site. Mr. Fairley said Mandeville Elementary was constructing an addition which would be an increase in students.

Mr. Clark asked if it was leading to a conclusion of making better, neutral impact, or an impact on public safety. Mr. Liang said he and Mr. Hall were moving along in the process. Mr. Hall said there was a health benefit to having a walkable community.

David Bailey, City Consultant, said the process was the City's burden to insure that traffic did not have an excessive impact and assist in gaining access through Mariner's Boulevard. The Comprehensive Plan encouraged redevelopment of this site with new urbanist principles. Everyone was trying to define excessive impact, and the internal capture was reduced to 20%. It was suggested to have Mr. Hall run the calculations at 5%. An intense development was usually against a major street. When you were layering pedestrian activities, what affect was there in crossing East Causeway. His role was to look forward to 2025 and predict what was happening around it. It was important to consider the excessive impact and determine the development team's responsibility to mitigate what goal 12 discussed.

Mr. Hall said within the internal capture, the consideration was the percentages and the larger the development the higher the number of cars.

Brian Rhinehart, 712 Carondelet Street, said Mr. Clark reflected wanting an assurance of no adverse impact to the City. This was an important analysis that should be as accurate as possible and bias free. He asked how did you argue with DOTD. In 2005, there was a City transportation study by Krebs with a traffic count at Carondelet Street counting 549 versus 665, which was a difference of a 21% increase. It negated the premise of less traffic on Monroe Street. Mr. Rhinehart said the data was different from the work sheets, and there was an error on the last report. Mr. Rhinehart said the first study was at 30%, the current impact was at 20% and yes there would be an impact. Mr. Rhinehart said the City Consultant suggested an average of 10%. Using 20 or 30% created different results and bus stops, employment, subway, and transportation within walking distance were considered in national studies. Mandeville did not have any of this infrastructure.

Ziggy Sobolewski, 693 Maple Street, said Monroe Street was packed at this time. He said the project must cross the Copeland land and there was discussion about Mariner's Village being a central route. Mr. Adams said the Comprehensive Plan stated everyone should work together. If the connection was not made, it would be harder time getting in and out of the project and it could only be built to the point where it could support the traffic. Mr. Cressy said the infrastructure must be place for the project to move forward. A development agreement would state the requirements or the project would stop. Ms. Scott said approval of the Master Plan would only approve a concept and then there would be hearing for subdivision approval in phases. These meetings would set up the parameters of the land uses.

Michael Greer, 745 Maple Street, said Mr. Clark mentioned welfare and safety. When there was another car on Monroe Street they would seek alternate routes. He asked to get an analysis on what that would be. Mr. Adams said there was mention of a broader traffic study of all of Mandeville which might give insight. Mr. Greer liked the idea of a roundabout.

Mayor Villere said the City Council had authorized the signature of a contract with RPC to participate in a traffic study with GNOEC, St. Tammany Parish and DOTD. The report would take into account any significant development within the next 10 years. He shared some of the concern in reference to 35% getting to the Causeway. Monroe Street was the most logical path. The developer would not have to solve all of the problems, but their proportionate share. He was also concerned about walkability. He felt there should be people before retail or restaurants were constructed.

Mr. Clark said that was a good point. That reduction of the capture rate made sense for the first phase of the project. Mr. Adams said walkability was wanted for the New Golden Shores residents to get to the lake and to the restaurants. There was a need for the construction of sidewalks on Monroe Street and in all of the neighborhoods.

Bev Tobin, 444 Coffee Street, said she had worked for the school system. The traffic had changed between 1989 to 2011 when she worked at Mandeville High School. People became creative on how to get through the stop light at Monroe Street and East Causeway. She was concerned about safety and it should be looked

Claudia Seligman, 44 Tradewinds Court East, said the meetings and presentations were to approve a Master Plan concept based on design parameters. It appeared that some of those parameters were erroneous. She said the board needed to look at a true picture based on actualities. She would not be walking from May to October because of the hot weather.

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Mr. Liang clarified and agreed with Mr. Rhinehart, but his opinion was that the developer should not rectify any traffic problems they did not generate.

Mr. Muller observed as Ms. Scott pointed out this was a conceptual approval. Generally in the subdivision approval process the difficult questions got solved. At the conceptual level there was usually this much detail. When it came time to vote, it was just on the concept. He stated if the owners could perform then the project would not happen. It would be a lot of money and time spent for nothing. That was a risk the Pittman family assumed. Mr. Adams said that was true, but the board felt it should spend as much time as necessary to understand the project and pitfalls. Mr. Muller said they understood the obligations in the sense if they used up the volume and capacity of the infrastructure then they created an adverse situation and would have a responsibility. They were willing to put that in writing. To the extent the improvements were to be made in the infrastructure to accommodate traffic coming from the project, they would do their part. In order to give security to the board, they were agreeable to entering into an agreement.

Mr. Adams stated the next scheduled meeting was October 29th at 7:00 p.m. The meeting would be based on the information from this meeting to get to some conclusions on the recommendations on traffic the improvements. The Master Plan would incrementally address this and would not let the development expand beyond a certain amount.

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



Leri Spratley, Secretary



Dennis Thomas, Chairman

