

**Planning Commission  
Public Hearing  
November 10, 2015**

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

Present: Nixon Adams, Simmie Fairley, Ren Clark, Scott Quillin, and Michael Blache

Absent: Dennis Thomas and Rebecca Bush

Also present: Louissette Scott, Planning Director; Acting City Attorney David Cressy; Consultants David Bailey and Frank Liang; Council Members Clay Madden, Ernest Burguieres, Carla Buchholz, and Rick Danielson; Mayor Donald Villere; and David DeGeneres, Public Works Director

Mr. Adams announced this was a special meeting to continue the hearings of Port Marigny and Traffic Impact Analysis.

Ms. Scott stated at the last meeting Mr. Hall presented information on traffic. Digital Engineering had additional requests and more information was revised into a new report. There were comments to the revisions that would be addressed at this meeting.

Rick Hall, applicant's traffic engineer, presented the morning traffic along Monroe Street and East Causeway Approach. There had been a detailed analysis of all eastern extensions on Monroe Street that included the amount of traffic assigned to the intersection with new counts and distribution through each intersection. There was larger traffic volumes given and the percentages used were 30, 20 5 and 1. There were 346 morning vehicles and 425 vehicles with the project. Mr. Hall explained that the arrowhead that approached each intersection showed movement that could be made. At the major signalized section of Monroe Street there was the northbound traffic of the south leg. The northeast traffic was approaching from the extension heading south toward the Causeway. The vehicle count was 346 to 412 through the intersection with a level of service D for the through movement and level of service E with the project. In the existing condition southbound leg to the Causeway the level of service was an E as an existing condition. The project went to a level of service F with the current intersection. The project must propose a fix and they were proposing a left turn lane for Monroe Street traffic into the signal. By retiming the signal and fixing the other level of service problem, it became a level or service F to and E. The median presently contained trees for the approach on Monroe Street and they suggested removing the trees for 250' and paving it for a left turn lane. Mr. Adams asked if the 250' was as far as Marilyn Drive, and it was answered yes. Mr. Blache asked about an adjustment of traffic signal time for east to west travel. Mr. Hall said they let the program optimize the time to a degree for that level of service. The two lanes approaching Monroe Street would become three lanes to put more traffic through in a shorter period of time. Mr. Hall said they could identify the cost of the left turn lane and through the development agreement. Mr. Hall also suggested a roundabout as an option and using a portion of the improvement to apply it to a larger project.

The westbound left turn to be added would be separate on a proposed plan with a new lane. That would provide a level of service D at all three approaches. There would still be a continuing level service of E. The regulations stated that any area below the appropriate level of service was not their responsibility to fix it.

Mr. Hall said these updates were based on the analysis request. The recommendation to mitigate the impact at either 5 or 0% was the same as doing the left turn lane. Mr. Liang said they envisioned north and south using Lambert Street. Mr. Hall said traffic would use the streets between Monroe Street and East

**Planning Commission  
Public Hearing  
November 10, 2015  
Page 2**

Causeway extension as they find it convenient. Lambert Street was a second recommendation to have the median opened up which now T'd in with the southern leg. The applicant would be willing to pay for a traffic signal at Lambert Street once it was warranted. Mr. Blache asked plus the cut through. Mr. Hall said the cut through should be first and included in the development agreement. Mr. Hall said if there was a signal, it might be more attractive going north and west on Florida Street Extension. Mr. Fairley said Lambert Street would be a one way street because it was narrow. Mr. Hall said Lambert Street was suggested to them as a better street to use than Kleber Street. He was advised that people would take the street that was the most convenient and desirable. At the suggestion of the City and the Causeway, they examined each of the intersections north toward East Causeway. Lambert Street was not a preference or design, but was included in the study to see what it looked like and if it could facilitate traffic. There was no cut thru at East Causeway so turning west need a cut thru. It was part of the study and what the developer was prepared to do to assist. Mr. Hall said when the site plan was filed, Lambert Street was hooked up to Hutchinson Street with only a pedestrian way. At the charrette the conclusion was not to use Lambert Street so other streets were connected with a network from inside the project. Since that time Lambert Street was a consideration. Mr. Oubre said he could move the street for a new direct connection. They could line up to Lambert Street; they were committed to a signal but none of that was required by the ordinance because of a level of service failure. There was no failure in that corridor, but they were making an attempt to meet halfway.

Mr. Blache said it was briefly discussed having a turn lane off East causeway to Monroe Street. Monroe Street having a left turn was more impact to their project. Mr. Adams said they could turn left at Lambert Street. Mr. Blache said he understood that it not an obligation to correct the service because it was not meeting the basic requirement. He asked how the ordinance handled making it worse. Mr. Cressy said it would be worked out only as they make it worse. Ms. Scott said that future measure was the mitigation. Mr. Hall said take the resources were based on a left turn solution, a right turn lane southbound, and a left turn on the southbound to achieve the same level of service and help the existing problem. Mr. Hall said by expanding two turn lanes southbound would allow some green time allocated to the east/west movement. Mr. Adams said the City regulated the green time. Mr. Blache said at this trying to make a turn down Monroe from East Causeway allowed only one to two cars to get through. Mr. Blache said a westbound left on Monroe Street would be the morning choice. Ms. Scott said Lambert Street was used going north. Mr. Hall said using the new assumptions of 0%, 35% of the people were going through Mariner's Village. Mr. Quillin asked about changes in the evening levels of service and Mr. Hall answered that there were no change from the existing condition.

Frank Liang, City Consultant, said from the last meeting he had requested the exhibits to show the results of the development as well as the existing and proposed traffic volumes and changes to levels of service for movement. In his review, he saw it had decreased in level. The key intersections were Monroe Street and East Causeway. He was in agreement with the proposed left turn lane. In the traffic distribution, it was 15% going up Lambert, Cambronne, Kleber or Massena Streets. He understood the project had no grand entrance, but there was the assumption there would be an attraction to use Lambert Street which was difficult for two way traffic. Since there would be no additional traffic, the level of service would not change. Mr. Hall said they were beyond traffic simulations to get most realistic distribution. There was a discussion that signal lights would attract the traffic, and there was no intended signal light at Lambert Street dealing with the Monroe Street traffic. It was agreed that the traffic on East Causeway and onto the Causeway was

**Planning Commission  
Public Hearing  
November 10, 2015  
Page 3**

bad, especially in the morning. In the worst case scenario with no capture of all of the residential exiting the TND to Monroe Street there was no change in service except for ne choke point. Mr. Clark said there was no degrade of street capacity to accommodate the development. Mr. Hall said what was what they were asked to review. Mr. Clark said being purely residential was the worst case. Mr. Hall said it was close, and using a 0% assumption for the restaurant in middle of the project of those coming would drive from the outside. Mr. Clark clarified that Mr. Hall was saying that the streets could accommodate the levels of development except for one spot. The solution would be to take away the median and create a left turn lane. Mr. Liang said this was a presumed travel through Mariner's Boulevard. Mr. Hall said in conversations in his team on that unlikely event not being achieved. The 35% of the trips would stop the development process at 65% of construction. They would prefer if there was stoppage for it to be on a number of trips as opposed to a portion of the restaurant or a portion of a marina. Mr. Clark said there were no assumptions discussed on anything but what was happening now. The fact that streets could accommodate the current existence was nice, but that was not considering all of the other development in the area. Mr. Quillin agreed with Mr. Clark, but it not the applicant's responsibility.

Mr. Quillin asked based on his discussions with Mr. Hall was Mr. Liang in agreement. Mr. Liang said Lambert Street was the only disagreement of whether to redistribute to other streets. Mr. Adams asked what was needed to move forward. Mr. Liang said further discussions of either Lambert or other streets and he envisioned another letter of agreement. Mr. Hall said that would happen by Friday.

It was discussed to look on the calendar for the possibility of a December 1<sup>st</sup> meeting.

Eva Spicer, 548 Lambert Street, said she had lived on Lambert Street since 1947 and knew that a portion of the properties was taken for the ditches. She asked if there was a proposal for a new or expanded street what the residents would do. Mr. Adams said he did not know the size of the right-of-way and if the road was expanded, the City would have to go to the property owners with a fair assessment and purchase it from the owners. He knew there was also a Cleco substation to take into consideration. Ms. Spicer asked if the street would come through that block and Mr. Adams said it was an option presented. Mr. Clark asked Ms. Spicer if shew as in agreement with the plan's report of 41 trips north and 57 trips south on her street. She said the traffic had picked up and the street was recently resurfaced. Ms. Spicer said this discussion has been ongoing for 15 years. Mr. Fairley said he knew Ms. Spicer all his life and he understood her concerns and assured her there were no decisions made at this time. Mr. Burrell, Ms. Spicer's relative and living with her, asked about if there was a proposal for another street entrance. He was told that the consideration was through Mariner's Village.

Mr. Burguieres requested more information from the team to see the calculation at a 0% capture rate, no turn on Monroe Street, density at 100, 150, 200 and 250 units, and whether they were single or more units to get a real idea of the worst case scenario. He felt that no one had discussed that level of service. He was hearing from his constituents that they did not agree with the capture rate. Mr. Burguieres wanted to see the level of service with 150, 200, 250 and 300 units. How much would have to accommodate outside of the project to make it work. Mr. Adams said their onus was not to degrade the level of service. Mr. Quillin said he did not see a need to ask for that review. Mr. Burguieres said the Council may send the project back to the board. Mr. Adams said the Council had passed the ordinance for the density. Mr. Burguieres said the report it did not address the 250' of turn lane. Mr. Clark said he understood that the report was presuming a full tilt

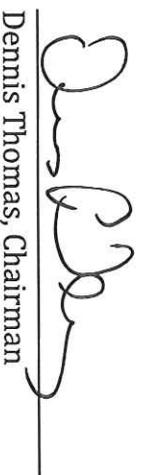
implementation of the project for the maximum density with a 0% capture. He felt what Mr. Burguieres was requesting was addressed in the study since their density targets and with and without the turn lane. Mr. Burguieres said if the project degraded the level of service, they could reduce the density. There was a discussion that the area was already degraded without a turn lane. If there were street upgrades there would be a contribution from the developer for the turn lane. If Lambert Street was expanded it would be an appropriation of eminent domain. Mr. Burguieres stated he did not want to see any taking because the citizen's front door would then be on the street. There was a further discussion that if Lambert Street was not used or expanded there would be no degrading on the north/south streets. Mr. Hall said they made the turn without the left turn lane and they would review it using the left turn lane at the next meeting.

Ms. Scott said the next meeting would wrap up the traffic discussion with the City Consulting Engineer making a recommendation on the Traffic Impact Analysis and any mitigation. The next meeting would also focus on the Master Plan and Guiding Principles discussion with David Bailey.

Mayor Villere thanked Mr. Hall and Mr. Liang for working together. He had heard real time solutions identified. There would be check points for construction which would be written into the development agreement and should give the public a greater amount of notice for each phase of development so no streets were overloaded.

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

  
Lori Spranley, Secretary

  
Dennis Thomas, Chairman