



OLD MANDEVILLE REDEVELOPMENT STRATEGY

Prepared for the
**City of Mandeville,
Louisiana**

Prepared by the
**APA/AICP Planning
Assistance Team**

March 10, 2006



FOREWORD



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FOREWORD: Introduction

Project Initiation

In the aftermath of Hurricane Katrina, the American Planning Association (APA) made initial contact with various communities affected by the storm. The City of Mandeville, Louisiana responded and began conversation with APA and the American Institute of Certified Planners (AICP). AICP, under the auspices of APA developed an initial statement of work. Then, through conference calls facilitated by Ms. Rudayna Abdo, AICP, Director, American Institute of Certified Planners & Professional Development the statement of work was refined resulting in the City of Mandeville Work Plan (see Appendix A).

AICP selected a team leader, Roger D. Blevins, AICP to organize, coordinate and facilitate the Mandeville team. Roger selected team members from a database of approximately 100 professional planners who asked to be considered for such outreach projects. These names were approved by the AICP Planning Assistance Team (PAT) Committee.

Once the team was established, AICP coordinated team conference calls to work through logistics. In the weeks leading up to the on-site visit, team members collected resource materials and prepared for setting up a mobile office in Mandeville.

Project Charter Summary

The Planning Assistance Team (PAT) focus is on a preservation and development strategy plan in the district identified as “Old Mandeville”. The study area is bounded as follows:

- North, Florida Street (U.S. 190);
- West, I-10 Causeway;
- South, Lake Pontchartrain; and
- East, Fontainebleau State Park.

Intent of the PAT Process and Document

The *Old Mandeville Redevelopment Strategy* is intended to be an implementation mechanism, leading to refinements in the city’s Comprehensive Plan, Comprehensive Land Use Regulation Ordinance (CLURO) and strategic planning initiatives. Because the city is in the process of updating its Comprehensive Plan, the PAT process and document is particularly timely.

This effort is additionally intended to introduce innovative concepts and unforeseen possibilities. The APA/AICP Planning Assistance Team intellectually explored and validated potential projects, policies and programs that will likely lead to notable advancements in Old Mandeville.



Description of the PAT Planning Process

The APA/AICP Planning Assistance Team (PAT) employs used the comprehensive planning process to logically and comprehensively analyze a variety of factors affecting the improvement and development of the Old Mandeville. To assess the current situation and develop best recommendation to address this concern the team applied an iterative, participatory process addressing key issues.

The method used by the team was to collect information and data on day one and two; analyze that material on day three and four, and in the final days prepare recommendations. Under the APA/AICP Planning Assistance Team (PAT) model, the professional planning team must greatly condense the traditional planning process, completing the on-site process in less than one week. The following describes the primary steps completed each day. This can only be achieved through the efforts of totally dedicated individuals, a highly focused effort, maintained with drive and dedication to providing excellent planning. The following provides a day-by day description of this exercise.

First Day (Sunday):

The Planning Assistance Team traveled to Mandeville and met the local project coordinators, Ms. Louissette Kidd and Mr. Nixon Adams. The team then toured the Old Mandeville district and visited the work center at City Hall provided to the team for the week.

After dark, the team and key city officials met over dinner to discuss logistics and to further refine the teams understanding of community issues.

The team then met again at the end of the day to make assignments and refine logistics for the following day.

Second Day (Monday):

The second day began early with a team meeting at breakfast, followed by two back-to-back meetings. The first was with staff from the City of Mandeville for orientation and data collection. The second was with the Design Review Committee to learn about issues related to the required elevation of buildings for FEMA compliance. The remainder of the day was filled with the beginning of a series of individual and group interviews. These interviews were conducted in a charrette format that was designed to not only solicit

needed information, but also to gather insight on alternative planning, design and development approaches.

In the evening, the APA Team presented a PowerPoint In-brief to City of Mandeville elected officials including Mayor Edward J. Price, III and City Council. The PAT gathered more information and data from the question and answer period after the In-brief and reconvened to develop an outline of issues.

Third Day (Tuesday):

The third day began with a team meeting at breakfast during which more information was collected through interviews with additional participants.

A detailed site tour of the City of Mandeville study area and facilities involved or impacted by the PAT report was undertaken by team members individually and in groups. Team members walked, bicycled and drove in, through and around the study area.

The team conducted additional Interviews/Charrettes with key City of Mandeville personnel, citizens and other interested parties. Twenty-four separate interviews lasting 1/2 to 1 hour with one person or small groups of individuals were held over the two days. At the end of Tuesday, the PAT and City of Mandeville point of contact reviewed and documented the staff and citizen input, prepared sketches, developed preferred alternatives, and prepared a draft report outline in Microsoft Word, PowerPoint.





FOREWORD: Project Process

Fourth Day (Wednesday):

The fourth day, the PAT worked from the draft report outline to formulate the plan components and direction. On Wednesday evening, the APA/AICP team briefed the City of Mandeville on the information collected; issues and constraints identified, and alternatives developed. The purpose of the mid-point briefing was to provide the team's findings, draft recommendations and ensure the team delivered a product as anticipated by the City of Mandeville leadership.

Fifth Day (Thursday)

Thursday was dedicated to the completion of the plan for which the PAT was requested. On Thursday, the APA Team prepared the final deliverables for the City of Mandeville. These deliverables included an 11" x 17" executive brochure, an out-brief PowerPoint presentation, and a plan overview with supporting graphics; approximately 40% text and 60% graphics format.

Sixth Day (Friday)

Friday is dedicated to the completion of the PAT report (95% complete). At 10:00 AM Friday, the APA Team provided all final deliverables in the form of a final team out-brief, which included team recommendations and final PAT draft report submittal. The final out-brief addressed key recommendations.

Sixth Day (Saturday)

Final PAT Report Submittal (100%). Upon completion of the "Outbrief" and acceptance of the final report by the city leaders, the APA Team will provide the final edit, print and collate report recommendations if any changes are requested. Upon completion of the Outbrief, the City of Mandeville representative will provide final approval.





FOREWORD: Acknowledgments

Acknowledgments:

The following individuals are recognized for their contributions to the development of the Mandeville Planning Assistance Team report.

The team wishes to thank the following City of Mandeville officials for their vision and insight in their request to the APA/AICP for this planning team, most importantly the team is thankful to them for sharing their concern and vision for Old Mandeville in numerous personal interviews group presentations and events.

City of Mandeville Mayor

Edward J. Price, III

City of Mandeville City Council

Trilby Lenfant, Council at large, Mayor pro-tem
Denis Bechac, Council at large
Jerry Coogan, Council, District One
Adelaide Boettner, Council, District Two
Zella Walker, Council, District Three

City of Mandeville Planning and Zoning Commission

Nixon Adams, Chairman, Zoning Commission
Anthony Marciante, Chairman, Planning Commission
Jean Champagne
Leonard Rohrbough
John Moore
Ron Green
Dennis Thomas

City of Mandeville Design Review Committee

Grover Mouton
Lynn Mitchell
Kieran Weldon
Mike Piazza
James Aultman

City of Mandeville Administration

David Cressy, City Attorney
Tom Buell, Police Chief
Milton Stiebing, Finance Director
David Degeneres, Public Works Director
Louisette Kidd, Planning Director
Wayne Berggren, Building Inspector
Lori Spranley
John Endres, Special Projects, Planning

Special Thanks to Local Coordinators:

Special thanks go to the following individuals for local project coordination, extensive availability and eagerness to share local knowledge.

Louisette L. Kidd, AICP, Planning Director
Nixon Adams, Planning and Zoning Commission

Mandeville Public Input

Early in the process the Planning Assistance Team met with and interviewed many local individuals and interest groups. This process resulted in a vast collection of information, rich testimonials and abundant ideas. The following persons and groups are appreciated for their time and interest in making Old Mandeville a special place.

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The Planning Assistance Team members have never experienced such warm and sincere hospitality. The following businesses and individuals deserve many thanks. They are:

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Karen A. Hundt, AICP, Planning and Design Studio, Chattanooga, Tennessee

Tara B. Paxton, AICP, Township of Brick, New Jersey



Sponsorship

The Planning Assistance Team would like express our appreciation to APA and AICP for the opportunity to serve our profession and the fine folks of Mandeville, Louisiana.

We specially thank the leadership of APA and AICP who provided the vision and initiative for such outreach to occur. Particularly, Mr. W. Paul Farmer, AICP for believing in these projects and Ms. Rudayna Abdo, AICP for organization, logistics and essential support.







Part
1

VISION



PART 1: Vision

Five Year Vision for Old Mandeville

The below statements reflect topic-specific visions for Old Mandeville achievable over the course of the next five year (listed in no particular order).

1. Old Mandeville will evolve a stronger tax base predicated upon new business and residential vitality.
2. The City will embrace and “celebrate” the new FEMA standards and raise old and new structures in an aesthetically pleasing and functional manner.
3. The stigma of “visitors” utilizing the lake shore will be lessened and a stronger invitation to access and utilize the waterfront park and Lake Pontchartrain recreational amenities will exist.
4. Old Mandeville residents and businesses maintain their respect for the environment and its integration into the neighborhood.
5. The “Town Center” district will be alive with people and four additional buildings will have been constructed, further defining the pedestrian-friendly space.
6. The B-3 district will reflect an eclectic mix of uses giving it a flavor of the past, yet respectful of current features necessary for supporting commerce.
7. Monroe Street will delineate two sub-districts of B-3 zoning, one supporting any type of neighborhood sensitive business (north); and the second, restaurants, bed and breakfasts and the like (south).
8. People will be better able to engage with Lake Pontchartrain. Marinas will be more alive with people, more fishing opportunities will exist, sailboats will traverse the lakeshore and a water element will allow people to “touch” water.
9. Multi-modal (bike and pedestrian) transportation will continue to be advanced and promoted resulting in additional connectivity and safety.
10. A new bike and pedestrian connection will exist from Sunset Park to Lakeshore Drive, thus allowing pedestrian from the far west edge of Old Mandeville to the marina park site on the east side of the district.
11. Lakeshore Waterfront Park will be utilized more fully as active public space through additional programming and managed picnic opportunities.
12. Improvements to new and old structures will have been made consistent with Old Mandeville architecture; eclectic without eroding the flavor of the district.
13. Additional public parking will have been secured through grants and other mechanisms, providing a critical system of parking spaces and open space.
14. The Prestress site and contiguous land will be in the process of development. The final design will maximize the development opportunity within the constraints of transportation, reflecting Old Mandeville character and environmental capacity.
15. The City will have revised its codes to better reflect traditional neighborhood patterns and to better regulate the form of structures (form-based regulations).
16. Accessory dwelling units will be more prevalent and integrated in appropriate areas. These dwelling units will be complementary to the Old Mandeville character and regulated to prevent abuses.
17. A delineated area or district will be established to promote the economic vitality of the Old Mandeville neighborhoods.





**OLD MANDEVILLE
CHARACTER**



PART 2: Old Mandeville Character

Culture, Values & Character of Old Mandeville

Located on the north shore of Lake Pontchartrain, Old Mandeville, incorporated in 1834, has amazing public water frontage, a history of mixed land use, vernacular architecture that has developed over the past 172 years. Its maritime history is demonstrated through the retention of approximately 1,000 boat slips, lakeshore recreation and the feel of a summer resort community.

The city has a reputation of continuously improving public infrastructure within Old Mandeville, and an environmentally respectful population committed to creating a vibrant and economically sustainable community. The unofficial area of traditional Old Mandeville can be loosely defined as the area bound by Lake Pontchartrain on the south, I-90 on the north, Jackson Street on the east and Carondelet on the west. This is the general area initially platted by Bernard de Marigny de Mandeville in 1834, while a more functional Old Mandeville occupies a smaller more concentrated area centered around Girod Street from the Lakeshore to the Trail Head.

Many of the values of the residents of Old Mandeville are centered around southern hospitality and charm. Several generations of families have lived in this general area for centuries, providing for a strong sense of community. Small businesses such as restaurants and retail establishments have retained a history that helps to define the local charm and character of the Old Mandeville area.

Much of the history of Old Mandeville is translated through folklore, story telling and conveyance of pride throughout the generations of Old Mandeville families. Stories of activities such as boating, shrimping, fishing and beach bathing on the lakeshore are shared amongst the local residents as well as visitors and keep the spirit of Old Mandeville alive.



The residents of Old Mandeville have a strong sense of the qualities that define the sense of place in the City. The water, trees, green areas, recreational amenities, architecture, street layout, hospitable people, mix of housing types and uses, variety of lot sizes, and a commitment to the history of Old Mandeville are the overriding themes that define what Old Mandeville is.



Part
3

**PRIMARY
RECOMMENDATIONS**



PART 3: Primary Recommendations

Land Use and Controls

Issue

The fabric of the land use in Old Mandeville within the platted lands has developed over the past 172 years. During that time it emerged as a traditional neighborhood development. Only during the past 40 years has zoning been in place. In some respects, the zoning codes have imposed suburban standards on Old Mandeville, an area that had developed organically. This has resulted in creation of certain non-conformities, incompatibilities and in some cases, stagnation of land use. In the wake of Hurricane Katrina, the safety of people and structures is requiring new elevations for many of the buildings in Old Mandeville. To move forward Old Mandeville's goal of being a vibrant mixed use community that first, supports the quality of life of its residents and second, provides a day trip bed and breakfast tourist destination, changes are needed that impact land use.



Solution

Adopt changes to the City of Mandeville's CLURO that will create opportunities for vibrant retail and residential development and redevelopment in compliance with FEMA required elevations as well as city's stipulations, including the following.

- Adopt a form based code for Old Mandeville that will restrict mass and scale to ensure compatibility with existing and adjacent uses.
- Require that new construction be built in accordance with FEMA and City requirements
- In conjunction with adoption of form based code, determine existing lots to be adequate in size for development and do away with contiguous lot ordinance.
- Allow accessory dwelling units as a permitted use, with an administrative permit with special development criteria throughout Old Mandeville in both B-3 and residential districts. Consider linking the leasing of accessory units to residency requirements to encourage responsible leasehold behavior.
- Allow Bed and Breakfast as a permitted use with an administrative permit with special development criteria throughout Old Mandeville, especially on Lakeshore Drive, in both the B-3 and R-1 Districts. Create adequate criteria and standards to reduce any negative or nuisance impact on adjacent uses from traffic, loading and off-loading, parking or garbage pickup requirements. With the Bed and Breakfast permitted use, allow separate accessory structures (especially those already in existence) to be included as part of the allowable development on a designated site.
- Remove cumbersome regulatory requirements that are not appropriate for Old Mandeville such as the required 100 ft. setback for loading areas between B-3 and R-1X residential zones. Another example of a cumbersome regulatory requirement relates to landscaping and the utility servitudes that often create the need for requested variances.
- Permitted uses within the B-3 area should be more intense along Girod Street corridor, and Lafitte St. corridor both north and south of Monroe Street.
- The following uses should be encouraged in the Old Mandeville B-3 area: jazz clubs, restaurants, art galleries, artist's studios, antique stores, small groceries, offices, and live-work uses.



PART 3: Primary Recommendations (continued)

- In the B-3 area clubs and lodges should be limited to Girod Street. Automotive uses should be made consistent with the Town Center Overlay district requirements.
- Along Lakeshore Drive, encourage uses that will allow for interaction with the waterfront park including bed and breakfast uses and restaurants.
- Prohibit high density permanent residential developments, such as condominiums or apartments along Lakeshore Drive, so as to encourage more interactivity with the waterfront park activities and event.
- Require design review for both residential and non-residential development in Old Mandeville to gently guide, not strictly control new development. New residential development will need to maintain the historic character of old Mandeville.

Cultural and Historical Identity

There is no doubt that Old Mandeville has a rich history, fresh in many of the minds of residents. This personal history reflects the rich lives that Old Mandeville has provided those residents with family roots deep in this lake coast community.

All else being equal, any property that contains information that can help answer important questions about those important events in our history raised the question of preservation or at a minimum documentation of the building or place. What is historic? Following provides definitions from national level acts:

- “Historic or Prehistoric ruin or monument or any object of antiquity” (Antiquities Act)
- “Historic sites, buildings, and objects of national significance” (Historic Sites Act)
- “Districts, sites, buildings, structures, and objects of significance in American History, architecture, archaeology, engineering, and culture” (National Historic Preservation Act).
- “Important historic, cultural, and natural aspects of our national heritage” (National Environmental Policy Act).
- “Significant scientific, prehistoric, historical, or archaeological data” (Archeological and Historical Preservation Act).

A formal historic assessment is not necessary to celebrate its unique and rich past. However, there are

many advantages to draw connections with old Mandeville and its unique and rich past. To take advantage of this cultural and historical identity of old Mandeville the city should:

- Appoint a “historical laureate” to promote and market Old Mandeville
- Create a district to identify, promote and maintain integrity of Old Mandeville

Community Benefit

These regulatory parameters will insure a blueprint for future development that will support the goals of Old Mandeville for continuing vibrant land uses and economic vitality while enhancing the character of Old Mandeville.

Additional Resources

- Comprehensive Land Use Plan, City of Mandeville, Adopted August 1, 1989, Planning Commission, Revised 10/14/03, Gregory C. Rigamer & Associates, Inc
- Old Mandeville Trailhead, Strategic Economic Development Plan, Prepared by Center for Economic Development, University of New Orleans, Ivan J. Miestechovich, Jr. PhD, Director and Associate Professor, October 13, 1999
- Planning for the Unexpected: Land Use development and Risk, APA PAS No. 531, Feb 2005



Discover Old Mandeville

Issue

Old Mandeville is on its way to be an excellent day trip and bed and breakfast tourism destination. To reach this goal, a focused advocacy approach to business development and urban design is necessary. Recently, since Rita and Katrina visited, Old Mandeville has been wounded and hidden and now needs to be rediscovered. Discovering the two hundred and twenty businesses and the many activities in Old Mandeville has begun.

Background

The Trailhead Foundation has offices located at the new Trailhead Interpretative Center and is staffed part time with publicly supported employees. They host concerts, family events and fund-raisers at the Center. On Saturday mornings, a regular farmers market and crafts market is held with an estimated 50 vendors and several hundred visitors. Approximately six teen concert events per year are hosted on Saturday afternoons.

Old Mandeville Business Association, incorporated in 2002, is being lead by President Tess Dennie and Membership coordinator Rick Dennie. This

organization has been making the businesses more visible. Current businesses that are currently members of the Old Mandeville Business Association and included in their brochure are:

- Betsy Meyers-Green Studio (art studio);
- North Star Theatre (live theatre);
- Ruby’s Roadhouse (bar);
- Stone & Paper Art Center, LLC (art studio, school & gallery);
- LA Academy of Performing Arts (music lessons);
- The Broken Egg Café (restaurant/café);
- Kickstand Café and Bike Rental (breakfast/lunch on Trace);
- Mandalay Jazz Café (dinner and live music);
- Monster’s Po-boys (restaurant);
- Sweet Daddy’s Bar-B-Q (restaurant);
- Vianne’s Tea Salon & Café (café);
- Mar Villa Guest House (bed & breakfast);
- Pollyana Bed & Breakfast (bed & breakfast);
- All Things Sacred (gifts 7 sacred objects);
- Julie Andre (beauty consultant);

- AVIVA Massage & Bodywork (massage & wellness);
- ASI Federal Credit Union (banking);
- Rick Dennie New York Life Insurance (insurance & financial service);
- Tess Dennie ERA Stirling Properties (real estate);
- Frosch’s Barber Shop (barber shop);
- Tom Quinn Pre-paid Legal Services;
- Lance Scott Integra Financial Group;
- Sanda B. Terrell Attorney At Law, PLLC;
- Carol Self, Ph.D. Timberlake Psychology Group (counseling); and
- Soothe Your Senses Spa (therapeutic day spa).

Old Mandeville Business Association has a web site located at www.oldmandevillebusinessassociation.org They have a published brochure that welcomes “our neighbors from around the corner, from across the lake, from around the world.” As part of their procure they also publicize the Great Mandeville Seafood Festival, the Mandeville Trailhead and Community Market, the Mardi Paws Walking Parade and Winter on the Water. Old Mandeville Business Association has compiled a list of 220 businesses that are located in Old Mandeville, that include the businesses identified above as well as other professionals, retail establishments and restaurants, personal and business service companies and marine related uses.





PART 3: Primary Recommendations (continued)

In partnership with the City, the Old Mandeville Business Association, during the first two weekends of December, hosts Winter on the Water. Christmas carols, horse drawn carriages, music, lights, food, church choirs are featured and several thousand people attend.

The Seafood Festival is an annual event held around July 4th that brings 20,000 to 30,000 people to Lakeshore waterfront park. This event is hosted by the Mandeville Seafood Festival non-profit association and features exhibits, demonstrations, food, music and a full range of family and children centered activities.

Other events throughout the year, such as the Mardi-Paws and are sponsored by other organizations.. There are also several non-profit groups that do races on the lake, including 1 mile fun runs and 5K races, followed by parties at the Gazebo. There is even a meandering parade from Donz by the Lake to Ruby's Roadhouse on Mardi Gras day.

At this time, there are no boat parades although there used to be one as part of the Winter on the Water events. Numerous sailing camps and regattas are held often throughout the year, sponsored by the Lake Pontchartrain Yacht Club. In the wake of Katrina, Lake Pontchartrain Yacht Club is expected to take an even stronger lead in hosting regional Lake Pontchartrain events.

Solutions

- Continue to nurture a focused partnership so that a “Discover and Explore Old Mandeville” marketing brochure and community outreach campaign can be accomplished.
- Provide an office for the Old Mandeville Business Association within the Trailhead Interpretative Center.
- Encourage local architects to serve on an Old Mandeville design review committee for the City; both residential and non-residential developments will be reviewed.
- Ask Tulane University to have their students prepare illustrations of the new form based code; typically called a pattern book. Post these illustrations in the offices of the Old Mandeville Business Association and the Trailhead Foundation.
- Create an Old Mandeville Council of the existing non-profit associations that routinely host events in Old Mandeville.
- Balance preservation and new development.
- Consider promoting new events such as a juried art festival.
- Consider promoting theme visitors such as destination weddings
- When appropriate, hire Downtown Development officer to represent all the entities that are stakeholders in Old Mandeville.

Community Benefit

Old Mandeville will have a strong tax base based upon strong business and residential vitality.



Traffic Circulation

Issue

One of the most prominent issues for most cities and towns is traffic circulation and parking. Old Mandeville inherently will have traffic issues because of the historical narrow streets and the requirement for on-street parking. Traffic movement and parking is recognized as an issue in many Mandeville neighborhoods. The solution will not always be found through wider streets or additional parking. In many cases the solution will lie with the recognition that this is part of living in a special place such as the historic Old Mandeville area.

Proposed Solution

Old Mandeville’s vision is to be the location of choice for day-trips and the bed and breakfast (B&B) destination. Traffic calming is an important component in responding to that vision, and best addressed through centering the more intense land uses along a central corridor.

Description of the Planning Process: To assess the current situation for traffic flow and develop best recommendation to address this concern the team applied an iterative, participatory process addressing key issues. Using the comprehensive planning process the team members logically and comprehensively analyzed a variety of factors affecting the improvement and development of the Old Mandeville. The process allows for the creation and evaluation of alternative approaches and solutions by identifying opportunities and constraints for development decision-making.

Discussion: Traffic along Girod Street is currently manageable under normal conditions. A transportation analysis study completed January 2005 provides an optimistic set of findings for traffic flow in Mandeville. A few of these are:

- Even if Girod St. was a One-Way it would have Minimal Impact
- Level of Service on Monroe and Girod St. is good
- Level of Service on Monroe west of Girod St. to the Causeway is good

However, as business thrive in the Old Mandeville B-3 zoned area and additional urban development occurs on vacant properties along Lake Pontchartrain and the Causeway traffic flow should be expected to increase. This should not be an issue for the immediate future; however, over the next five to ten years anticipated additional growth will create traffic issues. A traffic circulation node where the future level of service may be impacted is:

- Monroe and Girod St.
- Monroe and Causeway/LA Hwy 1087

Girod Street Collector: Over the next five to ten years if business and commercial enterprise continues to succeed Girod Street will experience a significant increase in traffic flow. The city should take measures to adjust signaling and provide signage for the safe and calm movement of traffic. Speed restrictions will likely be necessary where pedestrian and vehicle movement concentrates, especially at two nodes along Girod Street:

- Villere Street
- Monroe Street



There are several measures which the city can take to calm traffic along Girod Street. The opportunities are limited and in some cases may appear extreme. Traditional requirements for residential parking are two-off street parking spaces. However, since many of the lots in older Mandeville are 50 ft wide, which inherently limits off-street parking. Following are



PART 3: Primary Recommendations (continued)

measures the city is taking or could take to alleviate the parking problem:

- Purchase vacant parcels to serve as off-street parking
- Secure 20 ft right-of-way for ally ways.

Alleys are generally not desirable and are discouraged except for certain situations. In old Mandeville case the deeper lots and very constrained parking situation provides few options. Rear access to properties could address the off-street parking requirement.

Monroe Street/Louisiana Highway 1087: At present, Monroe Street or LA Hwy 1087 level of service is essentially as a collector roadway type. Major development is expected along local roadways Kleber Street, Del-Mar Drive, and Antibes West that all intersect with Monroe Street in the vicinity of Causeway Blvd. At present, an undeveloped land area of approximately 105 acres with considerable potential for high-density development. The net developable land is estimated at 80 acres.

DU per Net Acre	Site Potential	Approx. Population
10 Dwelling Units	800	2,000 (2.5 persons/DU)
18 Dwelling Units	1,440	3,600 (2.5 persons/DU)
50 Dwelling Units	4,000	10,000 (2.5 persons/DU)

Even at the lowest level of development potential the impact on the supporting roadway network could create traffic conflicts. Although market forces and site constraints may not easily allow for the maximized development of the site to 10,000 residents, the traffic impact will be noticeable. Therefore, it is essential that a traffic engineering analysis be included in the development application.



Widening of Monroe Street: The city should anticipate future high-density development in Mariner’s Village Harbor and Sunset park area is likely to create the need for widening of Monroe Street from Causeway Blvd to Massena St. Assuming an additional third lane of about 36 feet width and about 5,000 feet in length this improvement could cost \$1.5M to \$2M. In addition, signaling devices would likely be necessary for the roadway providing the most direct access to the site (e.g. Kleber St).



Community Benefit

The city should anticipate future high-density development on the west end of Mandeville at Monroe St and Causeway Blvd. As well, commercial and restaurant activity along Girod St is likely to generate a need for unique parking solutions and traffic calming techniques.

Additional Resources

- Transportation Analysis Study for Downtown Mandeville, Jan 2005
- Traffic Engineering for Better Roads, Jan 1985
- The Community Builders Handbook, 1968



Prestress Site Redevelopment Strategies

Issue

The “Prestress” site needs to be developed in a way that is complementary the Old Mandeville charm, while serving as an anchor for economic vitality. The site should serve as a transition to the more urban development adjacent to the Causeway.

Proposed Solution

Create a strategy to foster the development of the “Prestress” site through public/private partnership.

The Urban Land Institute provides Ten Principles for Successful Public/Private Partnerships:

- Prepare properly for public/private partnerships
- Create a shared vision
- Understand your partners and key players
- Be clear on the risks and rewards for all parties
- Establish a clear and rational decision making process
- Make sure all parties do their homework
- Secure consistent and coordinated leadership
- Communicate early and often
- Negotiate a fair deal structure
- Build trust as a core value

Multiple strategies can be explored:

Strategy 1:

- Continue to foster relationship with property owner
- Examine owner’s objectives and provide incentives
- Assist owner in development of vision for property
- Create committee to develop owner’s vision – involve owner as major contributor
- Conduct/Analyze environmental condition of property
- Conduct Feasibility Study & Marketing Analysis
- Facilitate development of concept plans to assist owner

Strategy 2:

- Acquire Property
- Conduct/Analyze environmental condition of property
- Conduct Feasibility Study & Marketing Analysis
- Develop Concept Plan
 - Density
 - Scale
 - Height – Consider tree line when considering maximum
 - Land Use
 - Landscaping
 - Public Amenities
 - Connectivity
- Market RFP to national development community
- Sell plan to private developer

Strategy 3:

- Purchase Development Right to “Prestress” site
- Develop Concept Plan
- Conduct/Analyze environmental condition of property
- Conduct Feasibility Study & Marketing Analysis
- Market RFP to national development community
- Sell plan to private developer



PART 3: Primary Recommendations (continued)

Strategy 4:

- Foster lease agreement between property owner and concrete contracting company
- Allow concrete company to utilize property for a specified period of time
- Implement mitigative measures to reduce impact of concrete production on surrounding environment including; sound walls, operational time limitations, vegetative buffers, runoff controls, and site maintenance procedures
- Lease agreement needs to be constructed so that at the end of the lease period, the property will be contracted to City for development option
- Conduct/Analyze environmental condition of property
- Conduct Feasibility Study & Marketing Analysis
- Purchase Development Right to “Prestress” site
- Develop Concept Plan
- Market RFP to national development community
- Sell plan to private developer



Community Benefit

“Prestress” site will be a “premier” attraction for businesses, tourists and residents. It will be an anchor for economic vitality to the Old Mandeville area and be an example for public/private partnerships. It will be a place for business conferences, boardwalks, residences, recreation, marinas, theme events and a destination place for all walks of life.

Additional Resources

- Urban Land Institute. Ten Principles for Successful Public/Private Partnerships: <http://www.uli.org/AM/>
- Public Private Partnerships in Seattle: <http://seattle.wa.lwv.org/pubs/PubPrivPartnerships.pdf>
- National Council for Public Private Partnerships. Case Studies. Click on Real Estate and Economic Development. <http://ncppp.org/cases/index.html>



Wayfinding Plan

Issue

Old Mandeville is lacking a uniform directional signage system to help people navigate from one place of interest to another.

Proposed Solution

Create a “wayfinding” and signage system to link downtown and outlying neighborhoods to the Lake Pontchartrain greenbelt and existing system of parks, bicycle and pedestrian trails, bayous and areas of interest in the Old Mandeville area. The wayfinding system needs to be developed to identify routes from Lake Pontchartrain to the Old Mandeville Town Center District and include the basic amenities of the entire trail system. When U.S. 190 road widening project is completed, utilize “teardrop” island area at East Causeway Approach for a “Gateway to Old Mandeville” sign and landscaped area that serves as an anchor to the wayfinding system.

Link the following points of interest:

- Trail Head
- Sunset Park
- Old Mandeville Town Center
- Playgrounds
- Bayous
- Lakefront
- Marinas



The existing welcome sign for Old Mandeville is uninviting and doesn't reflect the character of the district.

Utilize the Wayfinding system in the implementation of a community’s vision. Mapping of the wayfinding system needs to be created and supplied throughout the city to move pedestrians, bicyclists and motor vehicles through the city.



Major gateways such as Monroe and Causeway Approach should utilize wayfinding to help people locate notable destinations.

Choose a design theme for the signage that is consistent, but reflects local character and charm

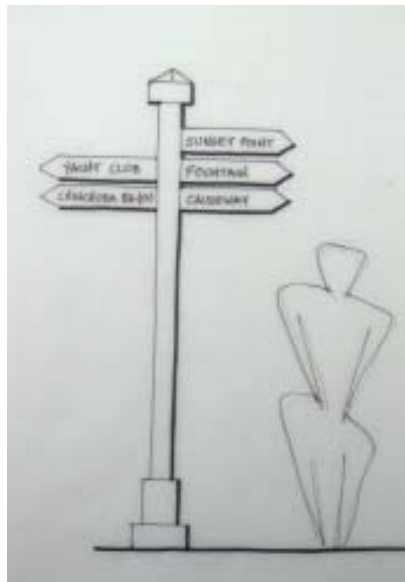
- Create a color or theme coded system that relates a color to a group of places. For example:
 - Green for parks
 - Blue for water features
 - Red for active recreation
 - Yellow for buildings/businesses
- Provide signage in visible, readable and convenient areas
- Install signs throughout the Old Mandeville area
- Erect signs at major intersections and crossroads.
- Clearly identify destinations



PART 3: Primary Recommendations (continued)

Provide parking adjacent to each destination

- Situate signage at landmarks along the connection ways and at key decision points.
- Use easily understood language
- Size messages and signs appropriately for viewing distances.
- Provide wayfinding system maps of the project that include an overall map and detail maps of specific points of interest
- Provided maps at all destination points and local businesses for easy reference and outreach
- Create consistency between areas of interest through consistent paint colors, architectural detailing, landscaping and hardscaping
- Provide markers along the lakefront and Trace that direct users to other points of interest
- Promote the new system by holding a number of fun public events at the lakefront, trailhead and destination points



The above sign illustrates a design used in another community. Although, not appropriate in Old Mandeville, this sign emphasizes quality and a style which is carried-out through a community. (Corbin Design is credited for the image) Additionally is a sign drawn by the Planning Assistance Team.

Community Benefit

The result will be a well planned, effective wayfinding system that anticipates the expectations of pedestrians, bicyclists and drivers relationships to the built environment. Signage will direct the users effectively and easily to local attractions, the natural environment and cultural resources of a community. The Wayfinding System will help achieve the desired goal of enhancing the sense of place for Old Mandeville. It will connect the natural and built environment through consistent signage, bike/ped amenities and cherished community destinations and will highlight the charm of Old Mandeville.

Additional Resources

- Jeffery Corbin, Corbin Design, Traverse City, MI
www.corbindesign.com



Pedestrian Linkage to Sunset Park

Issue

The Cypress Forest situated between Sunset Point and Galvez Drainage Area has been eroding due to salt water intrusion and wave action. A physical gap (Lake Pontchartrain & Cypress Forest) exists for pedestrian and bicycle access between the Lake Shore and Sunset Point.

Proposed Solution

To protect the Cypress Forest from further erosion, construct a sand bar in the shores immediately to the south of the forest. The sand bar will serve as a shore protection structure to protect the Cypress Forest from further erosion.

To provide a pedestrian and bicycle link between Lake Shore Drive and Sunset Point, construct a boardwalk. The boardwalk construction materials should be made of durable steel to withstand storm events and daily wave action from Lake Pontchartrain.

Community Benefit

The Cypress Forest Link Project will create multiple opportunities for resident and tourist to enjoy connectivity to other areas of interest in Old Mandeville. It will make Sunrise Point more accessible to pedestrians and bicyclists and eliminate the need to drive to Sunset Park.

The Cypress Forest habitat will be protected by the sand bar from wave action and saltwater intrusion, thus slowing the erosion process. The boardwalk will provide opportunity for enjoyment of the Cypress Forest and potentially lead for the ability to highlight the area's environmental value through interpretive amenities such as those provided at the Wastewater Treatment Facility.



The above image illustrates the proposed linkage between Sunset Park and Lake Shore Drive as seen from the park. The proposed sand bar would buffer the Cypress forest seen on the left side of the picture.



Egrets and other wildlife utilize Cypress forests habitats (as seen in the above photo), however lake shore recession threatens these environmental assets.



Urban Design Solutions (FEMA Requirements)

Issue

FEMA requirements mandate the raising of many buildings an additional five to thirteen feet. This additional height will make maintaining a vibrant streetscape and preserving the character of old Mandeville more challenging.

Proposed Solutions

Rather than trying to get around the FEMA requirements, Mandeville can use Hurricane Katrina as an opportunity to celebrate Old Mandeville's character, by embracing inevitable changes and finding positive creative ways to accommodate raised buildings and incorporate them into the districts unique character.

Close attention must be given to building proportions and architectural details as buildings are raised. Some revisions to the Comprehensive Land Use Regulation Ordinance (CLURO) and building design guidelines will be necessary.

- **Architectural Review:** Currently, architectural review is not required for residential uses. However, because the massing, roof pitch, and proportions of raised buildings is so critical to the streetscape and character of Old Mandeville, all buildings that are to be raised should undergo architectural review to ensure appropriate proportions and to provide general design guidance.

- **Supporting structure:** Supports used to elevate each structure must be proportional to the massing of the existing building. Small diameter columns or posts will result in a house that appears unstable and looks like it's sitting "on stilts." Books about coastal vernacular architectural styles can provide good examples. Require architectural review of all building elevations to ensure appropriate proportions.





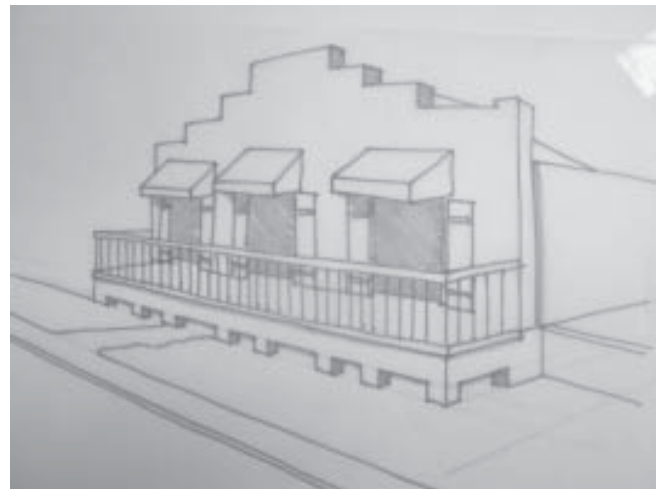
PART 3: Primary Recommendations (continued)

- **Setbacks:** Buildings may need to be setback a greater distance from the street to accommodate new front stairs. Alternatively, some buildings may need to be shifted closer to one side of the lot to accommodate a side stair. Allow larger minimum side yard setbacks when necessary to accommodate side stairs.
- **Building height:** In the case of some existing two-story buildings, raising the structure may cause the maximum 35-foot building height condition to be exceeded. Increase the height maximum to forty (40) feet to accommodate the new elevation. Note: This increase in the height maximum should not be used to add stories to the existing structure.

Note: Revise the following paragraph of Article 5 of the CLURO to exempt buildings that are being raised from this requirement.

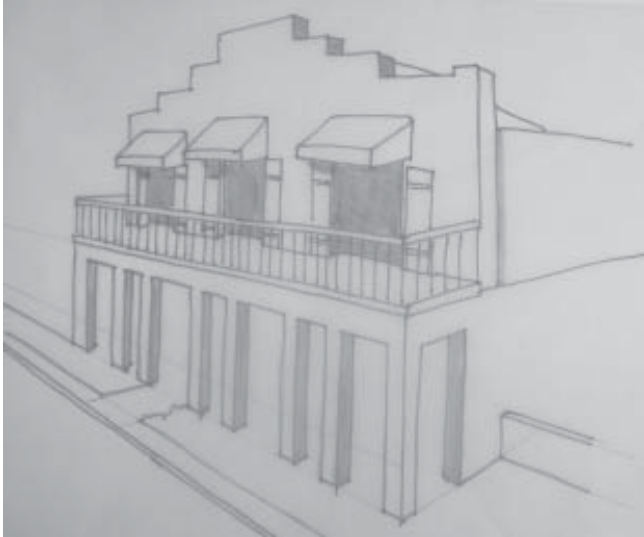
All standards in the codes of the Southern Building Code Congress International, Inc., (SBCCI) which apply to “high-rise buildings” seventy-five (75) feet or above shall apply to all buildings over thirty-five (35) feet in height within the City of Mandeville, in addition to the normal requirements of the codes.

- **Elevating commercial buildings:** Elevating commercial structures will not be as feasible as elevating houses because retail and service businesses depend on convenient ground level access for their customers. Encourage commercial businesses to locate north of Woodrow Street which is beyond the FEMA requirements.





PART 3: Primary Recommendations (continued)



To calculate the number of feet required when raising a building, visit www.FEMA.gov for more information.

FEMA's Katrina Recovery Maps depict ABFEs (that is, elevations that FEMA recommends be used for rebuilding) for defined areas or zones. The visual appearance of these advisory zones and elevations was intentionally made similar to the format of flood hazard data shown FEMA's Flood Insurance Rate Maps (FIRMs.)

Once the ABFE for a specific property is determined, property owners will need ground elevations to determine how high above grade a structure should be elevated to meet the ABFE. Since the ABFEs are measured relative to NGVD29 (or roughly sea level), property owners are advised to consult with a licensed surveyor or professional engineer to determine ground elevations at their site. Once ground elevation is known, it can be subtracted from the ABFE to calculate the height above grade that a structure's first floor (in A Zones) or lowest horizontal structural member (in V Zones) should be elevated.

The following list gives an approximate number of feet required based on general distance from the lakefront. These numbers are only approximations and will change with each individual site.

- Lakeshore to Claiborne: 12 – 13 feet
- Claiborne to Jefferson: 10 feet
- Jefferson to Madison: 8 feet
- Madison to Monroe: 7 feet
- Monroe to Livingston: 6 feet
- Livingston to Woodrow: 5 feet

Community Benefit

Architectural review and some revisions to the zoning regulations will accommodate the FEMA requirements, ensure a vibrant streetscape, and preserve the unique character of Old Mandeville without requiring property owners to apply for variances.

Additional Resources

- www.FEMA.gov
- New Orleans Houses – A House-Watcher's Guide, Lloyd Vogt, 1989.





Green Space and Recreation Plan

Issue

Green spaces, parks and areas of environmental sensitivity are underutilized in the context of defining the character of Old Mandeville. These amenities are not organized into a cohesive management entity or plan. Funding is not specifically dedicated in the municipal budget for the purchase, development and maintenance of green spaces.

Proposed Solution

Develop and adopt a comprehensive plan to provide a mechanism for purchase, enhancement, and development and maintenance of green spaces. Establish a stable funding source through the institution of a tax or dedicated city budget to effectively execute maintenance of public areas.

The following items should be included in a Green Space and Recreation Plan.

- **Executive Summary:** a summary of the plan’s origin, purpose, planning processes and findings, major goals it establishes, and actions it proposes.
- **Goals and Policies:** the city’s goals and policies should be clearly stated and relate to the city’s desired philosophy of Green space and Recreation.
- **Inventory:** documentation of existing public and private green space and recreation resources and opportunities. The inventory is to include the size, location, ownership, and usage.



Snowy White Egret in flight

- **Needs Analysis:** an analysis of the adequacy of the current green space and recreation system, as documented in the Inventory, to satisfy present and future needs.
- **Resource Assessment:** the assessment of lands with green space and recreation potential and interest, and this lands ability and opportunity to meet the public’s needs.
- **Action Plan:** a program of actions to guide the orderly and coordinated execution of a plan’s goals and policies.
- **General Green Space System Map:** a map of the green space and recreation system showing the location and general configuration of all existing public and private green space and recreation resources and sites identified as having green space and recreation potential.
- **Public Participation:** a discussion of the public participation process.
- **Planning Adoption:** plan adoption by the city government as an element of the local master plan.



Bicyclist on the Trace near the Trailhead

Community Benefit

Green Spaces will be purchased, developed and maintained to enhance the connection between the natural and built environment in Old Mandeville. Management of green spaces and recreation will be provided with a stable source of funding to properly maintain valuable resources.



Lakeshore Park

Additional Resources

Open Space Trust Funds, The Trust for Public Land, 1999.

Keeping Our Garden State Green: City’s Guide for Greenway and Open Space Planning, Association of New Jersey Environmental Commissions, 1989.

Park, Recreation, Open Space and Greenway Guidelines, National Recreation and Park Association and the American Academy for Park and Recreation Administration, 1995.

Open Space and Recreation Plan Requirements, Massachusetts Executive Office of Environmental Affairs, Division of Conservation Services, 1990.

Standards for Local Recreation, Conservation and Open Space Plans, Rhode Island State Planning Council, 1989.

The Open Space Planners Workbook, Massachusetts Executive Office of Environmental Affairs, Division of Conservation Services, 1993.

The ***Open Space and Recreation Plan Guidelines*** was prepared by the Open Spaces Bureau of Planning and Information Management.



Trailhead Tower



Cypress forest



Katrina Flood Mitigation

Issue

Hurricane Katrina (August 2005) and Rita (September 2005) Impacts: What happens now?

Proposed Solutions

The majority of City of Mandeville is located in a floodplain, determined to be special flood hazard areas, including A and V zones. All developments regardless of location, require a permit to address buildings, fill and any other type development. One of the steps to become eligible for the Flood Insurance program was to obtain a Community Rating System (CRS) for homes and business structures by adopting a flood Damage Prevention Ordinance which addresses methods and practices to minimize flood damage to new and substantial home improvement projects, as well as addressing zoning and subdivision regulations. The Flood Damage Prevention Ordinance is part of the City's Building and Zoning Regulations, Section 8.3 Flood Damage Prevention Regulations. These requirements prohibit any habitable space below the base floor elevation. It is not permissible to have any mechanical systems in this area. For instance, no restroom could be constructed on the first floor under base floor elevation, because construction of such facility could put the City's CRS at risk. Additionally construction of such a facility under the base floor elevation would cause the entire structure to probably lose its flood insurance forever.

What can be placed underneath a building that has been elevated? It is okay to have planters, parking and temporary patio seating and storage. People can sit and walk and cars can be parked and driven under structures. Air conditioning of this area could change this to a habitable space, which would not be permitted.

To further implement the City's efforts in regard to addressing zoning as it relates to flood protection, specific height requirements above Base Flood Elevation are proposed for structures within this Redevelopment Plan in Old Mandeville. Generally, the higher a building is constructed over required base flood elevation the lower the cost of the flood insurance. For instance, by constructing a structure approximately one foot higher than required elevation, decreased flood insurance payments of approximately 20% can be realized.

The City of Mandeville has completed and adopted its Hazard Mitigation Plan. The Hazard Mitigation Plan defines hazards, identifies critical facilities, and addresses mitigation activities that can be taken to ensure public services continue to function after a disaster, thereby protecting the health and safety of the citizens of the City of Mandeville and the surrounding areas. The Hazard Mitigation Plan is a necessary precursor to receiving Hazard Mitigation Grant Program funds. The Hazard Mitigation Plan places a new emphasis on local mitigation planning.

The following actions are preventive measures that are identified within the City of Mandeville's Hazard Mitigation Plan of November 2005, adopted March 9, 2006.

First: Upgrade the flow capacity of stormwater along Lakeshore Drive, in Golden Glen Subdivision, and along Bayou Chinchuba, Bayou Castine and Little Bayou Castine by expanding and sloping the canals, and replacing any inferior culverts along the major drainage laterals. Benefits: the ensure water flows freely within the drainage system, which will protect the surrounding area from flooding. Estimated budget \$1,500,000. (This work was complete prior to Katrina. Some of this effort needs to now be repeated as a result of Katrina.)

Second: Add back up power supply/generators at critical locations such as Mandeville Fire Station, City Hall, sewer lift stations. These will be elevated and securely attached. Benefits: Provide source of electric power during power outages to continue essential operations. Estimated budget \$300,000. (Some of this work has been complete; rest of this work is underway.)

Third: Develop a master drainage plan which will evaluate drainage projects at major drainage laterals to determine best method of increasing drainage capacity. Implement recommended projects resulting from drainage plan. Benefits: Reduces the number of flooded structures. Estimated budget \$250,000. (This effort is complete and subject to revision.) St. Tammany Parish is working on a master plan, one in which the City will participate since some of the drainage that begins in the Parish runs through the City.



PART 3: Primary Recommendations (continued)

Within the Hazard Mitigation Plan and as part of the CRS outreach program, a public awareness program is required, which identifies several required education projects, including the following.

- Develop a Multi-Hazard Awareness Week.
- Distribute information regarding flood hazards, significant flood hazard areas and mitigation measures.
- Provide public education on the importance of maintaining the ditches.
- Investigate ways to improve the City's Community Rating System rating.

One of the requirements of the Community Rating System is an annual outreach project; the Parish conducts a Repetitive Loss outreach Program. This program focuses on repetitive loss areas within the Parish and consists of three main components. The first is to advise the homeowners that they live in a repetitive loss area and could be subject to flooding. The second is to give the homeowner appropriate property protection measure guidelines. The third is to make the homeowner aware of the basic facts about Flood Insurance. The City is to develop an annual outreach project as part of its commitments of the Hazard Mitigation Plan. (According to the City's Floodplain Manager, such projects are on-going)

The Hazard Mitigation Grants, at some times matchable by Community Development Block Grants, are granted to the City to reduce flood losses by allowing for purchase of properties that are severe repetitive lost list properties or for creating pass through dollars for citizens to rebuild structures in accordance the City's flood damage prevention ordinance. There are twenty-two such properties that have been identified and are located within the City limits of Mandeville. Most of these appear to be located within Old Mandeville. Assuming willing buyer situations, the City may want to purchase some or all of these properties with 75% Hazard Mitigation Grant funds and 25% Community Development Block grants.

The National Flood Insurance Program, as well as current City of Mandeville ordinances, requires that when the cost of reconstruction, rehabilitation, addition, or other improvements to a building equals or exceeds 50% of the fair market value, then the building must meet the same construction

requirements as a new building. Substantially damaged buildings must also be brought up to the same standards. A residence or building damaged so that the cost of repairs equals or exceeds 50% of the structure's fair market value must also be elevated above the Base Flood Elevation (BFE) in flood zones where BFE's exist. As described above, one way Hazard Mitigation Grants funds may be used are to assist property owners with up to 75% of the cost of elevating a structure. These funds may be limited. However, there is a more solidly funded program, through the National Flood Insurance Program (NFIP), the Increased Cost of Compliance (ICC) program, that provides up to \$30,000 per homeowner to help pay for the cost of elevating any structure. The deadline for individual homes to apply for this program is one (1) year after the hurricane; or August 29, 2006. The City of Mandeville continues to assist the 110 eligible property owners with necessary paperwork. However, it is the individual property owner that must apply to the NFIP for these funds prior to the August 29, 2006 deadline.

Community Benefit

As a result of all the above described actions, the City's Community Rating (CRS) may be improved, resulting in increased safety for the residents and structures in the city that will be translated into decreased insurance rates for home and business owners. Additionally grant funds may be obtained that will result in an increase in personal and structural safety.

Additional Resources

- Mr. Wayne Berggren, Floodplain Manager, City of Mandeville
- Lynn Saba, Hazard Mitigation Grant Program (281) 414-0780
- Shane Raugh, Office of Homeland Security, Louisiana, (225) 925-1999 or (225) 925-7557
- www.fema.gov



State Hospital Site Utilization

Issue

1,500 Acre State Hospital Annexation Site may become part of Mandeville's jurisdiction.

Proposed Solution

- Follow through on annexation of property and develop master plan for site.
- Ensure appropriate, desired development in keeping with the character of Old Mandeville.
- Reproduce Old Mandeville Town Center District design standards at this site.
- Utilize form-based zoning code, mixed land use and multiple sized lots with grid street system.



Enhance Water Quality

Issue

Water Quality in Lake Pontchartrain is impaired due to high fecal coliform levels from stormwater non-point source pollution and point sources including illicit discharges from the greater watershed area through the Bayous, drainage ways and marina activity.

Proposed Solution

Actively participate in the St. Tammany Basin Study. Initiate watershed education and outreach program to inform residents of best management practices such as “pooper scooper” laws, lawn and garden maintenance and proper disposal of marina waste. Explore funding sources through the EPA Clean Marinas program and Clean Vessels program to manage boat pump out waste at the nearly 1,000 boat slips available at the many marinas in Old Mandeville. Explore grants through the Clean Water Act Funding for Watershed Management. Coordinate efforts for water quality monitoring with the Lake Pontchartrain Basin Foundation.



Expected Benefit

Water quality in the bayou’s, wetlands and Lake Pontchartrain will improve over time to make more recreational opportunities possible. Swimming will be once again a common activity on the Lakeshore. The silting in of the bayous and other water bodies will slow and less dredging will have to be performed to provide adequate drafting for navigable access.

Additional Resources

- Clean Vessel Act Program;
www.federalaid.fws.gov/cva/cva.html
- Clean Marina Program;
www.cleanmarinas.noaa.gov/marinapublications.html
- US EPA Wetlands Oceans & Watersheds;
www.epa.gov/owow/

Image credit:

Use Pump-outs- © Dennis & Sackett Design. Photo by Steve Farrell and Alexis Grant, MD DNR



Lakeshore Drive Overlay

Issue

There is a need to develop Lakeshore Road frontage in a cohesive architectural style and scale containing synergistic uses that link to the Lakeshore waterfront park.

Proposed Solution

Create a Lakeshore Road Overlay District that addresses the following:

1. Target mix of bed and breakfast and restaurant enterprises.
2. Strategy for recruitment of appropriate businesses.
3. Responsibilities for implementation.
4. Zoning and land use incentives to insure linkages and connectivity between the uses.
5. Strategy for appropriate water and recreational features, activities, events and use of waterfront park.
6. Architectural standards and criteria to guide architectural development.



Community Benefit:

Both appropriate land uses advocacy and design issues will be resolved in a cohesive way.



Leverage Federal Funding to Purchase Property

Issue

With a variety of mechanisms, including public-private partnerships, acquire land that is affordable now and that won't be affordable in the future. In Old Mandeville, as parcels become available they should be acquired in public ownership for short-term and long-term purposes through a variety of funding measures.

There are several valid public purposes to purchase land. In Old Mandeville, providing adequate public parking is a current need and will be a continuous and future need. Property purchased now in Old Mandeville can provide for surface vehicular parking now and public/private development projects later. Purchasing natural corridors along existing natural and man-made waterways will allow for increased public safety and preservation of environmentally sensitive lands.

Proposed Solution

At this time it may be possible to purchase certain properties that have been identified on severe repetitive loss list with 100% grant funds: 75% from the Hazard Mitigation grant funds and 25% from the Community Development Block grant funds. Many of these sites will be in environmentally sensitive areas. Once the Green Space and Recreation Plan is developed, develop a list of important properties to be purchased. No doubt this list will include lands adjacent to existing drainage corridors as well as larger properties that have not yet been developed.

Community Benefit

When Old Mandeville fully develops and emerges into the Paradise City that it is and will become, adequate areas will exist for further creative land use possibilities.



Diversity of Housing

Issue

Much of the charm of Old Mandeville comes from the diversity of building types and sizes. Many properties owners have smaller secondary buildings on their property that are used as detached garages, storage buildings, mother-in-law apartments, or home offices. However, the City does not currently allow more than one “dwelling” on a single parcel, so property owners can not rent out “accessory units.”

In addition, workforce housing is very limited in Mandeville, forcing teachers, police officers, fire fighters, and other important public servants to commute long distances from home to work and making it more difficult for area businesses to find qualified employees.

Proposed Solution

Revise City regulations to legalize accessory units as secondary dwellings. Safeguards can be added to City regulations to ensure proper maintenance and management of accessory units and to maintain architectural compatibility with surrounding properties.

- Allow accessory dwelling units as a permitted use with an administrative permit throughout Old Mandeville in the B-3 zone, residential zones, and other zones as appropriate.
- Link the leasing of accessory units to residency requirements to encourage responsible leasehold behavior.
- Require that new accessory units be built in accordance with FEMA and City ABFE regulations.
- Require a smaller height, mass, and footprint than the primary structure.
- Materials and colors must be compatible with the primary structure.
- Locate primary structures behind the primary structure.
- Include windows on the accessory units.
- If accessory units must be raised to meet FEMA requirements, allow their height to exceed fourteen (14) feet, as long as the accessory unit is still smaller in height than the primary structure.

Community Benefits

The ability to rent accessory units would provide a wonderful opportunity to increase the community’s supply of workforce housing while enhancing the unique character and scale of Old Mandeville.

Renting these units also provides additional income to property owners.

Slightly increasing the density of Mandeville will increase the tax base and provide additional population to support area businesses.





Lakeshore Enhancement

Issue

Mandeville has a magnificent location on the north shore of Lake Pontchartrain. The pier at the terminus of Girod Street no longer exists; and even though Lake Pontchartrain is right in front everyone, people can't really "touch" the water. This lakefront position offers an unparalleled opportunity to celebrate the culture, architecture and history of Mandeville and provide an even more inviting outdoor space for both residents and visitors to jog, cycle, or stroll.

Proposed Solutions

- Place some type of landmark – a pavilion, sculpture, or other vertical element - along Lakeshore Drive at the terminus of Girod Street.
- Incorporate an interactive fountain or other water feature along the lakefront.
- Incorporate a series of historic interpretive markers along the lakefront to celebrate Mandeville's history.
- Incorporate native plant species in lakefront landscaping.
- Establish a dedicated source of funding for the continuing maintenance of the open space along the lakefront.
- Encourage annual festivals along the lakefront.

Community Benefit

A pavilion, sculpture or other vertical element at the terminus of Girod Street will serve as an icon to pull people across the street toward the lake and to celebrate Mandeville's history, culture, or architecture.

Fountains, interpretive signage or exhibits, and other elements serve to animate the open space and provide a more memorable experience for visitors.

Celebrations bring a community together and provide a necessary recreational outlet for people, particularly after a catastrophic event such as Hurricane Katrina.

A well maintained open space will be respected by its users and provide greater enjoyment for Mandeville residents.





Form-Based Zoning

Issue

Euclidean (traditional) zoning is not working in Old Mandeville.

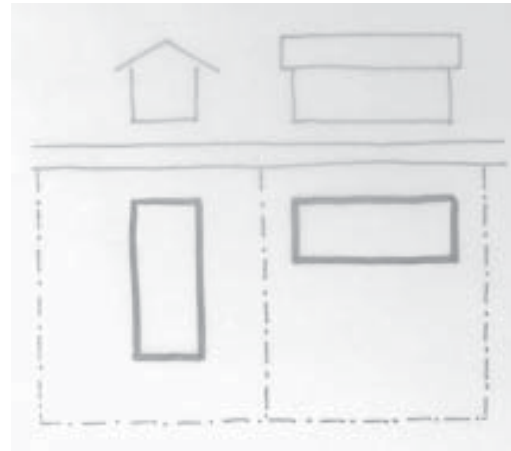
Proposed Solution

Form-based regulations in the Old Mandeville area and Lakeshore overlay district will allow additional land uses such as bed and breakfast to be quite compatible with existing and future neighboring uses.

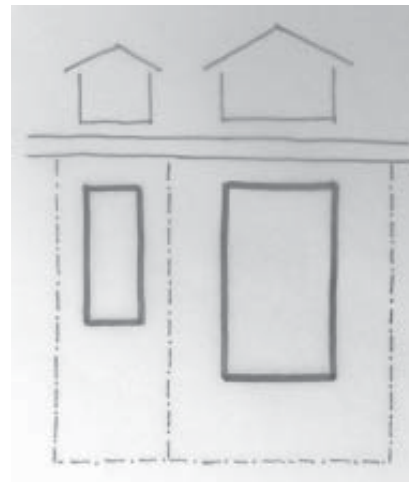
- Form based regulations to improve perceived physical relationships between adjacent differing sized structures and lots. This will allow soft transitions between buildings.
- Adopt the form based regulations be incorporated within the existing Euclidean zoning code.
- The City will still regulate land uses within the existing R-1 and R-1X districts.
- Form-based regulations with minimum land use regulations in B-3 district are proposed.
- The new Old Mandeville Architectural Design review committee will serve to ensure that both residential and non-residential projects are well developed.

Community Benefit

Form-based regulations will better assure that dissimilar sized lots and structures will not conflict when continuous with one another.



In a typical Euclidean district, with same size lots, there are a variety of building features and orientations that can impact the aesthetic compatibility of adjacent buildings. For instance, the sketch above illustrate two homes with the same square feet and the same size lot. However, the street frontage of these two homes is jarring and not compatible. The reason for this incompatibility is that the orientation of the homes is different.



In a form based zoning code, this sketch illustrates two seemingly incompatible adjacent buildings that are located on two seemingly incompatible adjacent lot sizes. The small lot is half the size of the large lot. The big house is over twice as big as the small house. However, with the use of form based zoning code, the two sites and buildings are quite aesthetically compatible.



PART 3: Primary Recommendations (continued)

Below is a definition of the terms Euclidean and Form-Based zoning.

Euclidean Zone: A method of dividing a community by zones characterized by 1) prioritization of use regulations and 2) inclusion of proscriptive rules (what the jurisdiction does not want to see). Euclidean zoning has been the trend of land use regulations for most of the last century throughout the country. This conventional zoning has produced patchwork quilts of single-use districts (only residential uses allowed or only commercial uses), often with minimal connections (vehicular, pedestrian, or visual) between neighboring zones. The term is derived from the 1926 Supreme Court case of *Town of Euclid, Ohio v. Ambler Realty Company*, which established the right of communities to separate uses into zones.

Form Based Zoning: A method of land use regulation characterized by 1) emphasis on form regulations (building size, location, appearance) and 2) prescriptive rules (what a community does want to see built). Form based zoning focuses on established bulk regulations to solve the Euclidean “problem” of use separation. Form codes are designed to provide more flexibility than conventional codes to promote development in largely built out communities. These codes work well in established communities because they effectively define and codify a neighborhood’s existing characteristics or they can implement new building types when a radical change is desired.

Source: <http://www.rockvillemd.gov/zoning/glossary.htm>

Rockville City Government
Rockville City Hall • 111 Maryland Avenue •
Rockville, MD 20850
240-314-5000



Town Center (at the Trailhead)

Issues

The City of Mandeville wants to develop an identifiable center, including a mix of residential and commercial uses, with the Trailhead as its nucleus. Development that “will reflect the indigenous eclectic architecture, people oriented scale, and environmentally friendly character indicative of Old Mandeville” is desired.

The City has made a significant investment in infrastructure and public space; and some new development is already in place. More development is needed to provide a “critical mass” of businesses, to energize the Town Center.



Proposed Solution

- Provide incentives and public-private partnerships that encourage both commercial and residential uses to locate in the Town Center. With many businesses weighing the merits of rebuilding or relocating after Hurricane Katrina, the time is ripe to promote the Town Center as a commercial mixed use center.
- Encourage residential uses in the upper stories of Town Center buildings.
- Encourage multi-family housing and accessory units in the immediate vicinity of the Town Center, to support the businesses through increased residential densities.
- Reserve the eastern end of the Park and Ride lot for a multi-story development site to “turn the corner” and connect commercial development on Woodrow and Villere at Lafitte.
- Encourage the redevelopment of the lot directly across from the Trailhead tower on Girod Street. This building should be three stories to frame the street and better define the Town Center for shoppers along Girod Street.



PART 3: Primary Recommendations (continued)

Architectural and Site Plan Guidelines:



- Require a minimum of two stories (and encourage three stories) for buildings fronting Woodrow and Villere to frame the street and provide a critical mass of businesses.



- Require buildings fronting Woodrow and Villere to build to the sidewalk and include storefronts to encourage pedestrian activity. Prohibit heavily tinted windows on the storefronts.
- Require arcades on all buildings fronting Woodrow and Villere to provide shade from the summer heat for shoppers.
- Provide one pedestrian passage between buildings on each block of Woodrow and Villere to access rear parking lots.
- Require extensive landscaping, both periphery and interior (at least one tree for every five parking spaces), for the proposed Park and Ride lot on General Pershing to reduce heat buildup and improve the visual appearance of the parking lot.

Community Benefits

FEMA requirements to raise buildings reduce the viability of commercial uses south of Woodrow. Clustering commercial, mixed-use development at the Town Center will provide a more viable location for both existing and new businesses and will provide enough businesses in the Town Center to create a real shopping and business destination.

Clustering multi-family residential and accessory residential in the vicinity of the Town Center will provide customers for the Town Center businesses within walking distance.

Following the site plan and architectural guidelines listed above will promote pedestrian activity and increase the chances of success for Town Center businesses.



Recreation for Children

Issue

More recreation opportunities for children and teenagers is needed in Mandeville.

Proposed Solution

Utilize the Trail Head for outdoor children's events. Such programming will not only serve as recreation, but it will also add vitality to the Town Center. Examples of programs could include: Mommy & Me, Story Book Time, Summer Day Camps, Kids Crafts, and the like.

For teenagers, the Trail Head and North Star Theatre could be used for after school and evening programs. Examples could include: dances, club meetings, performing arts lessons, teen center, and the like.

Lakeshore Park Utilization

Issue

Picnicking is not allowed on the Lake Shore. Families do not utilize the Lake Shore as much as they might if picnic areas were provided and allowed.

Proposed Solution

Create designated areas with amenities to support picnicking during limited times each day. The identification of special areas will allow the police to easily determine whether a group or individual is breaking the park rules.

To further regulate eating and drinking on Lakeshore Park, the city should sell seasonal picnicking permits to local residents and or daily passes for visitors. Permits would be purchased at City Hall.

Such a permitting system is utilized in several other coastal communities with success. Specifically, littering, overuse, and use at inappropriate times has been mitigated. Additionally, permitting allows the city to capture revenue (user fees) to finance maintenance.



Appendix



City of Mandeville Work Plan

**American Planning Association (APA) and American
Institute of Certified Planners (AICP)**

Planning Assistance Team (PAT) Study

Team Charter, Work Plan and Team Costs

5 to 10/11 March 2006



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Introduction

APA conducted initial contact with City and developed the initial statement of work or team scope. Based on telephone conference calls facilitated by Ms. Rudayna Abdo, AICP, Director, American Institute of Certified Planners & Professional Development the team charter was refined and list of team members developed. The charter provides a work plan to provide specific deliverables the team feels will benefit the City of Mandeville. The City of Mandeville does plan to make this a media event and capitalize on the APA sponsored effort. Please let me know if you can make it.

The team will arrive on Sunday 5 March 2006, establish a work center, and conduct an initial interviews and site surveys. By the end of the week the team will bring the effort to a close. Following is a summary work plan schedule:

Sun — Travel to Mandeville LA

Sun — Set up work center, initiate site surveys and interviews with key individuals

Mon — Formal introductions to city staff, leadership and team

Mon — Interviews, charrettes, data collection and photography

Tue — Follow-up interviews, and charrettes, plan development (first draft)

Wed — Plan developments and mid-point review with staff/leadership

Thu — Finalize plan documents/reports/concepts

Fri — Final editing, corrections and presentation to city staff/leadership

Sat — Final edit changes, clean-up work center, team departs

Most team members should travel with their own gear (laptops, digital cameras, etc). However, productivity of the team will be enhanced if the city can assist in providing access to a spare PC, printer, copy machine, etc.



APA Planning Assistance Team (PAT) Program

What is the Community Assistance Program (CAP)?

The primary goal of the Community Assistance Program is to aid local communities in addressing social equity issues. The CAP program showcases the roles and skills of professional planners and their value in problem-solving.

What are Planning Assistance Teams (PATs)?

Planning Assistance Teams are part of the Community Assistance Program and are groups of volunteer planners who are sent to specific communities to address real, local, specific issues through their expertise. PATs offer local communities the resources of a skilled team of volunteer planners using a time limited, event-based problem solving approach.

How do PATs operate?

PATs provides a team of skilled volunteers who conduct a well orchestrated planning and problem-solving event in the community, typically as a 3 to 5 day effort. APA assembles the team from a qualified list of members who volunteered to be on a PAT. Program coordinators work with the community to define and refine the project, and to prepare for the event. The program provides logistical support to the community and guidance on how to assure event success and follow-up.

What kind of projects will the program address, and how will the selection take place?

The program has identified its selection criteria and makes that available to communities to promote a good match between CAP and local objectives. CAP is distinguished from other professional assistance programs by focusing its work with communities on social equity issues. The initial screen of a project will be to determine if the proposed project does address issues of social equity. A major criterion to be evaluated by the selection committee is whether the described project can realistically be addressed in the time period allotted. Factors evaluated by the selection committee include:

- Size of the geography to be studied (too big?)
- Clear definition of the project objectives
- Are the objectives achievable in the time allotted?
- Demonstrated capacity to carry out community portion of the project (staff or volunteers, commitment to pay for project expenses, etc.).

How can I volunteer?

Using the APA website, volunteers provide a formatted list of their skills and experiences which may contribute to team and project success.

What kind of products can I expect a team to produce?

Most teams produce a presentation of their findings on the last day of the event. Most teams produce a summary report of findings and significant recommendations, including recommendations for follow-up, within three weeks of completing a PAT. The nature of the team product is related to the nature of the problem: sometimes graphic, sometimes organizational, sometimes the foundation for a much broader plan, but, always based on an agreement between the PAT and the local host community made in advance of the PAT site visit. Communities have found that the excitement and interest stirred by



the arrival and attention of a team of national experts has leveraged real local change in expectations, involvement and priorities. The CAP program need not, however, be a one time event. The PAT may be available for limited follow-up consultation for up to three years after the initial visit.

Are there any products or services that a team can't or shouldn't be asked to produce?

We can't build things. We cannot produce whole comprehensive plans or other products which require the development of community consensus through the rational approach and an extended series of public meetings. In general, products and services have to be achievable within a 3 to 5 day, intensive investigation, analysis and reporting period.

In general what kinds of costs should host communities anticipate?

Costs will vary depending on the duration of the event and the relative cost of travel, food and accommodations in the local community. Volunteers do not travel, work or eat in luxury, and the program aims to keep costs low. As a result, it is may be practical to achieve a 3 day event for costs of less than \$15,000.

How will you solicit volunteers? Will you be asking for more than just a resume?

Volunteers must provide evidence of the skills, background and expertise they possess, applicable to the focus of the program, as guided through a web-based resume builder, the submission of three references, and a short summary of their availability, commitment and interest in becoming a member of the volunteer pool.

How long will it take once I put a request in to get a team?

We expect to deploy at least two PATs to Katrina-impacted communities this year. We therefore expect that the process of application, project definition, project selection and team selection can be achieved within six months.

Is the CAP just for Katrina impacted communities?

No, it happens to be one of the vehicles that APA hopes to use to deliver assistance to Katrina impacted communities. The CAP has been a working program for several years, providing real assistance on real projects as it continues to evolve.

What is the distinction of Katrina PATs?

The main distinction is that Katrina PATs will be part of APA's overall response to Katrina and funding for these PATs may come from APA's Planning Foundation in addition to AICP.



APA Scope for the City of Mandeville

Below are some specific challenges that the City of Mandeville is facing.

Old Mandeville/FEMA Issues:

- Contextual issues with FEMA requirements - height structures on the lakefront/Girod Street, primarily dealing with commercial development.
- Design standards for raising houses
- Bungalows/cottages on Girod Street are primarily residential use. However, as land values continue to increase, the removal/conversion of these cottages is more prevalent. The new construction on these properties are required to meet FEMA requirements and be built to a minimum 14'-16' BFE close to the lake, tapering off to 10'-12' away from the lake. Issues that should be addressed are as follows:
 - Design standards for commercial development and mixed use. Address changes in scale along the street.
 - Variation in heights – all existing structures are 3-4' in height – how do we transition? Development of design criteria needed.
 - Structures of local historical significance? – can we exempt these if identified?
 - How do we keep the street alive – FEMA standards (16' height BFE) – bars/restaurants in patio setting/design meeting FEMA requirement and maintain interface with street i.e.: easily accessible to walkers along lakefront/Girod Street
 - How can we flood proof areas (kitchen/bars) on ground floor – need design criteria to allow this to happen.

Housing issues:

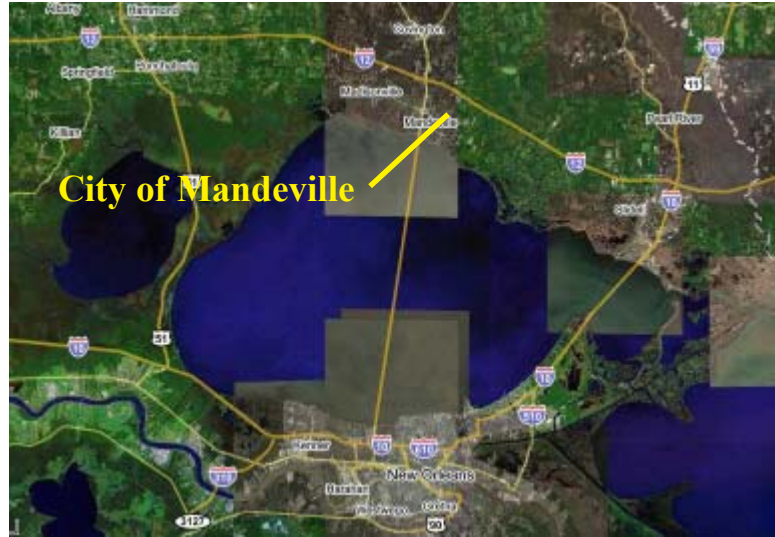
- Workforce housing – The pressure this community is feeling from the explosive growth is unprecedented in the area of housing needs. Pre-Katrina, the City identified there was a severe shortage of workforce housing in Mandeville corporate limits. Post Katrina, the demands have increased approximately 20%. The existing housing is very homogenous, not offering much diversity. Pressures to develop large scale apartment complexes are being felt, however we would prefer to address accessory dwellings in the form of garage apartments etc. We intend to address this in the revisions of the Comprehensive Plan, but would like to develop site development criteria to be included in our land use ordinance
- Diversity in lot sizes

Misc:

- Transportation planning – circulation patterns throughout old Mandeville
- Optimization/preservation of bayou/wetland areas.



City of Mandeville Location Maps





Team Charter

Old Mandeville Planning Assistance Team (PAT)

Summary

The focus of this PAT is on the “Old Mandeville Preservation and Development Strategy” Plan. The study area extends south from Florida Street west to the Causeway, east to the bayou and south to the lake, and bisected by Girod (Gerard) St.

Task

The City of Mandeville is an urban area located on the north shore of Lake Pontchartrain. The estimated population in July 2004 was 11,511 with a growth in population of 9.7% 2000. The 6.8 square miles municipality rests at about 9 feet above sea level

Mandeville is dealing with an increasing demand for workforce housing, and compliance with FEMA design standards. FEMA is strongly recommending that homes, or more specifically the foundation, be a foot higher than the current “base flood elevation,” or BFE. Currently buildings need to be a minimum 14’-16’ Base Flood Elevations, or BFEs close to the lake, tapering off to 10’-12’ away from the lake.

In general the APA Planning Assistance Team (PAT) report will assist the city in it’s public education of the issues and possible solutions, provide a growth strategy that will encourage development that is sensitive to the character in architectural theme of Old Mandeville, sensitive to the natural environmental of bayous, swamps and lake, and direction for building codes and development regulations. There are numerous issues the team would like to address or resolve during the five day period. However, some issues will need to be deferred to a follow-on effort, either by the APA, City Staff or consulting planners. Therefore the following is not necessarily the report outline but rather a list of topics which the team of planning experts will apply their skill:

- Neighborhood Facilitation, Visioning, and Priorities
- Comprehensive District Plan – provide degree of control desired
 - Land Use Mix (residential, business, B&B, accessory units, etc)
 - Transportation or Traffic Circulation
 - Urban Design
 - Orderly Growth and Compatible Land Uses
- Code Development
 - Density
 - Intensity
 - FEMA Standards
- Architectural Theme and Compatibility
 - Integrity of Old Mandeville
 - Historic - District regulation
 - Implementation of FEMA Design Standards
- Capital Improvements Anticipated or Required



Appendix: A - Work Plan

To accomplish this effort the team will consist of the following talent or team members. We are in the process of requesting volunteers with the following skills/knowledge and/or experience. We have been successful in recruiting a number of team members, however, some of those contacted have not responded or indicated they have other commitments but remain interested in the supporting the program. The task is basically to develop codes and plan guidance for a lakeside community which is attempting to comply with FEMA design standards. The final product will be produced on-site over a five day period. This will be a planning team, with the following skill or specialty:

- Code specialist
 - Designer
 - Construction/building inspection
1. Team Chief/Community Planner, Mr Roger D. Blevins, AICP (San Antonio TX):
Senior planner to oversee the work effort, ensure team collaboration, assist in plan preparation, land use control drafts, and consolidation of salient items into final report (Text & Graphics) and presentation (PowerPoint). Prepare and coordinate team input for presentation before City officials. Act as APA/AICP ambassador before the City and other local, regional, state and federal agencies and private sector entities. Ensure team fulfills APA/AICP contract (implied/written) with City of Mandeville by seeking most efficient approach and within the capability of the team and timeframe. Serve as spokesperson for team requirements and advocate for resources. Guide and contribute to the team study to ensure completion of incremental deliverables, maintain team focus, choreograph effort, and re-balance work between team members for completion of effort as scoped and performance period established (5-10 March 2006). Provides daily team status report to APA and AICP.
 2. Principal Facilitator, _Ms. Mary Anne G. Bowie, AICP (Sarasota FL):
Develop charrette and interview schedules to capture citizen, business, and government concerns, requirements and preferences. Identify professional skills and knowledge sources within local community that could readily contribute to the team effort. Consider the feasibility of using steering committees and technical advisory committees. Principal objective of the Facilitator is to develop a strategy for local buy-in and education on plan objectives. Prepare an execution strategy to allow the integration of the PAT report into the City's draft comprehensive plan.
 3. Code Specialist, Mr Bradley E. Johnson, AICP (Indianapolis IN):
Conduct cursory review of current codes and ordinances. Provide guidance, direction and draft changes. Address land use, zoning, and hazardous situation associated with floodprone areas. Provide guidance, direction and strategies to adopt FEMA design standards. Work with the City's consultant (Mr. Michael Lauer, AICP, of Planning Works, Kansas City MO.) to assist the integration and coordination of the final PAT study into the City's Comprehensive Plan update.
 4. Urban Designer Ms. Karen Hundt (Chattanooga, TN):
Review land use controls (zoning, subdivision regulations, codes, common deed restrictions, etc) currently in place and develop a proposed strategy to provide updates or consolidation of codes which would incorporate the FEMA design standards. Prepare concept layout/designs for new or altered structures, to allow for elevation of buildings within the City of Mandeville. Provide architectural guidance to achieve compatibility where accessory units or additions to existing structures are proposed. Work closely with "Code Specialist" to achieve code conformity and provide guidance for the preparation of architectural compatibility standards. As well, assist in the preparation of the Capital Improvement Program (CIP) Plan.



5. Environmental Planner Ms. Tara B. Paxton, AICP (Brick NJ):
Prepare environmentally sensitive and sustainable plan by working closely with code writer and urban designer. Ensure redevelopment strategy is in appropriate location and consideration is given to protecting bayou's, swamps and wetland areas and habitats. Codes and land use guidance will promote development or alteration of existing facilities in sustainable an execution strategy to allow the integration of the PAT report considering the tenets of sustainability.

The PAT product will be a narrative report with facility use data, concept plans/layouts/drawings and CADD files, and briefing slides and all associated photos taken by the team. The team will be self sufficient, with workspace and copy/fax equipment provided by the installation for one week (Sun-Fri).



Team Schedule

The American Planning Association (APA) Planning Assistance Team (PAT) will be conducted over a six period. The effort will start with Team travel on Sunday 5 March 2006 and concluding on 10/11 March 2006. The team will arrive on Sunday, establish a work center, and conduct a few interviews and site surveys to better visualize the area and planning issues. Monday we will do an in brief to very succinctly introduce the team and outline the team's charter. On Wed we do an over the shoulder with the City and on Friday out brief the City leadership, and bring the effort to a close. There may be the need for a few team members to stay over Friday/Saturday to correct or finalize incomplete or re-accomplish section of the report. On Friday the objective is to deliver a 100% complete document.

Detailed breakdown of activities during the PAT performance period is as follows:

First Day — Team Arrival and Setup. The APA team will arrive on Sunday mid-day (dependent on flight schedules) and meet with the City of Mandeville point of contact (POC) to obtain transport to the work site, lodging, and setup workspace, receive city brief, and participate in a brief orientation tour of the Old Mandeville Study Area.

Second Day — Orientation and Data Collection. On Monday, following coordination with the City of Mandeville POC, the APA Team will develop and present a PowerPoint In-brief to City of Mandeville elected officials and city staff and appropriate support staff on the purpose of the PAT, review the PAT's schedule for the week and City of Mandeville staff participation required, and discuss any missing information. Following the in-brief, the City of Mandeville POC (and other appropriate staff) will conduct a detailed site tour of the City of Mandeville study area and facilities involved or impacted by the PAT report being prepared.

Third Day — Interviews/Charrette. Tuesday will involve interviews with key City of Mandeville personnel. These interviews will be conducted in a charrette format that will be designed to not only solicit needed information, but also to gather insight on alternative planning, design and development approaches that should be considered. At the end of Tuesday, the APA Team's team and City of Mandeville POC will review and document the day's input, information, prepare sketches, develop preferred alternative, and prepare draft report in Microsoft Word, PowerPoint and AutoDesk or ESRI geospatial files.

Fourth Day — Plan Components/Direction. By mid-day on Wednesday (50% deliverable), the APA Team will brief the City of Mandeville on the information collected, issues and constraints identified, alternatives developed, and work towards consensus on the preferred alternative and approach to be taken by the PAT report. The purpose of the mid-point is to provide the team findings and draft recommendations and ensure the team is delivering the product anticipated by the City of Mandeville leadership.

Fifth Day — Plan Preparation. Thursday is dedicated to the completion of the plan for which the PAT was requested. On Thursday, the APA Team will prepare the final deliverables for the City of Mandeville. These deliverables include an 11" x 17" executive brochure, an Out-Brief PowerPoint presentation, and a plan overview with supporting graphics; approximately 40% text and 60% graphics format.



Appendix: A - Work Plan

Sixth Day – Final PAT Draft Report Submittal (95%). Friday is dedicated to the final completion of the PAT report. On Friday, the APA Team will provide all final deliverables in the form of a final team outbrief, which will include team recommendations and the final PAT draft report submittal. A final Outbrief will address key and salient recommendations.

Sixth Day – Final PAT Report Submittal (100%). Upon completion of the “Outbrief” the APA Team will provide the final edit, print and collate report recommendations. Upon completion of the Outbrief, the City of Mandeville representative will provide final approval.

Sixth or Seventh Day – Team will be released and return Home. Transportation will be provided to the New Orleans Airport, or you are free to remain in Mandeville and enjoy the local culture, food and warm southern hospitality (of course this is off the APA clock).



Team Lodging, Travel and Labor

Team participation was open and voluntary without labor compensation for any of the team members.

The team will travel to New Orleans IAP arriving Sunday 5 Mar about 3 to 5PM, develop product on site and depart Friday about 5PM or Saturday.

- The team members will volunteer labor while airfare and other costs will be picked up by the city or APA.
- Lodging is expected to be room and board as guests of the residents of the Old Mandeville historic area.
- Team will use in-house office and graphic materials.
- Team members will bring some office supplies (pens, pencils, tablets) and laptop computer if possible

Cost Vs Benefit – It is assumed that the 5 team members will contribute voluntarily approximately 300 to 400 hours. The caliber of these individuals in their consulting or agency practice would equate to approximately \$25,000 to \$30,000 in fees. This is a clear benefit to the City of Mandeville, for a minor investment with travel and per diem.

**This project was sponsored by the
American Planning Association
(APA) and American Institute of
Certified Planners (AICP).**

