

Kristine Scherer

From: [REDACTED]
Sent: Saturday, June 17, 2023 9:45 AM
To: Rick Danielson; Jill McGuire; Jason Zuckerman; Rebecca Bush; Skelly Kreller
Cc: Clay Madden; Kristine Scherer
Subject: Please Read these important Statements Prior to the June 20, Sucette Harbor Council Special Meeting and incorporate in the Application Files
Attachments: Sucette Harbor Development - 4.3.3.8 Review and Evaluation Criteria (4796306)-f.docx

Dear Council Members;

While there is important information to be gleaned from the Planning Commission Process on the Sucette Application, what is not available from a review of the public record is possibly as significant than what is there. This submission is to rectify that by filling in some of those gaps. Please review it and include this submittal in your records and thought process in this important decision. Thank you for your diligence in this process.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Important takeaways from the P&Z process on its review of Sucette Harbor

On the part of the developer

- Virtually every deviation from regulated limits such as height, destruction of live oaks, number of parking spaces, etc. is identified by the developer as necessary for the "senior living apartments".
- It is only "necessary" because of decisions made by the developer for his economic benefit to cram as much commercial space on to the site as possible (including some overflow onto the adjacent U parcel). Not only to get as much in, but to place it in the most desirable locations while relegating the senior living to the "back nine" where it can be identified as the "culprit" for killing all the live oaks.
- the developer himself has evaluated scenarios where the housing may have to be opened to all age groups. So, you, the Council, are expected to change a long-standing Residential Zoning into Mixed Use to satisfy the developer's economic benefit enhancing decisions regardless of the negative impacts on our Citizens of Mandeville. Isn't this a really bad precedent to set?
- But for the event center and the overbuilt hotel capacity, there would be more room to spread out the senior living building and not manufacture reasons to kill oak trees, go over height restriction and to fudge on the parking to significantly less than code.
- the Developer himself in the final P&Z meeting made the point that the Planning Commission did not make a notable analysis of Compatibility with the surrounding neighborhood, a preeminent hurdle of the CLURO requirements for such a game changing decision

On the part of the Planning and Zoning review team (Planning Commission and Staff)

- From the P&Z site's **PUBLIC RECORD** of the proceedings it would seem that the public was not overly concerned about compatibility. The P&Z's solicited submittals in writing that were stated to be made part of the record apparently were not posted to be readily accessed by the public or the City Council.
- A request for public records revealed that while the timely public statements were saved, they were not made part of the accessible proceeding records. As a result of a document request the 50 pages of the public filings

are attached hereto*. Unfortunately, not many of the answers to the public's questions (including those on Compatibility) were anywhere to be found.

- A constant recurrence in the P&Z hearings was the references to the 12 CLURO Review and Evaluation criteria (Sec4.3.3.8). Therefore, one would expect to find some definitive Review and Evaluation Steps taken on each issue and documented in a form that could be passed on to the Council to reference in its review process. Apparently, that does not exist either.
- This also raises the question of how did the 7 Commissioners arrive at a 4/3 vote to approve without this important evaluation. A partial answer may come from a review of the available record that suggests The Planning Commission relied almost entirely on the evaluations and responses of the Developer rather than having Staff prepare independent studies in order for the public to have some representation and un biased answers.
- In the absence of a P&Z CLURO Review and Evaluation document, members of the public have prepared and attached The 12-point CLURO Report for use by the Council in determining if the marginal P&Z approval should be questioned or just overruled by the Council.

*NOTE: Because of file size these are being sent in a separate email

4.3.3.8 Review and Evaluation Criteria

The Planning Director, the Planning Commission and the City Council shall review and evaluate and make the following findings before granting conditional use permit or planned district zoning using the following criteria:

1. Comparison with applicable regulations and standards established by comprehensive land use regulations applicable to the proposed use and site.

The site is and has been for more than 34 years zoned Residential. **The proposed change to Mixed Use that is proposed by this project is contradictory to the stated objectives set out and relied upon for decades by the public in Ordinance 98-40.**

Ordinance 98-40 made some specific findings by noting in particular that...the requested zoning designation ... and its development ... will serve the best interests of the City of Mandeville **by protecting existing residential neighborhoods in the vicinity of the Property from the possible intrusion of commercial uses and other types of residential uses which, by their nature and/or size, may be deleterious to that neighborhood.**

The Sucette Proposal is exactly 180 degrees out of compliance with not only the specific designation language but with the colloquy accompanying the intent for the future. Finally, that long standing residential zoning and the intent to remain so has been relied upon by the hundreds who have made their homes in the area for the last three decades-an area of significant residential growth. It would be a signal of disregard for the confidence they had placed in the quality and integrity of the Mandeville Community to, after all this time, make a such a drastic change for the economic benefit of a developer.

2. Compatibility with existing and permitted uses on abutting sites in terms of building height, bulk and scale, setbacks and open spaces, landscaping and site development and access and circulation features.

The Sucette Harbor Development will not be compatible with existing or permitted uses on abutting sites as the Sucette Harbor site on Parcel D does not abut any commercial uses. It abuts only surrounding residential uses. All abutting residential uses are at most two-story facilities mainly located on Mariners Boulevard. Further along Mariners Boulevard are one-story patio residences and two-story townhouse-type residences. Sucette Harbor Development contains roof lines that will be, if the waivers are granted, sixty feet in height, well above all neighborhood residential and even commercial uses.

While not abutting Sucette Harbor, Mariners Island Condominiums are compliant with the height restrictions under City of Mandeville height restrictions. These Units are condominium residential flats or townhouses.

All residential uses within Sucette Harbor Development are transient, being rental units. Most of the surrounding properties, including Tops'1 and those abutting Mariners Boulevard and Mariners Village Condominium Association are owned Units. Similarly, the scale and bulk of the Sucette Harbor Development is much denser and more substantial with a hotel, a senior living facility, restaurant, event venue, office buildings, parking and other uses crammed into fifteen (15) acres. The surrounding areas all have adequate green space distancing and most importantly green buffers between and among them. Tree lines protect and buffer most elements of the surrounding residences from each other. There will be no opportunity for a green buffer from noise, light and other annoyances between the Sucette Harbor Development, Tops'1 and the Mariners Village Condominiums. The space between them is occupied by a water channel with which sound will be facilitated rather than retarded.

Sucette Harbor Development will have only one way in and one way out while most of the other residential uses in the area have more than one access point. Unlike the other residential uses, Sucette Harbor Development contains commercial uses which will have to be serviced by large vehicles, including 18-wheelers, typical delivery trucks, and repair and maintenance vehicles to service the hotel, the restaurant and other uses not found throughout the remainder of the abutting residential uses.

3. Potentially unfavorable effects or impacts on other existing, conforming or permitted uses on abutting sites to the extent such impacts exceed those which reasonably may result from use of the site by permitted use.

The areas surrounding Sucette Harbor Development are now largely, and certainly as to abutting tracts, residential with little in the way of noise, light or other distractions and annoyances. Sucette Harbor will be a compendium of such annoyances, including lighted parking lots, a 24-hour, 365 days a year hotel, an event venue with bands, musical performers, noise, all of which can be accessed by car and now by boat. The comings and goings of several hundred people resident in the senior living facility will include car doors shutting/slamming and other traffic noises. There is no noise now, just the ripple of the water as it passes by. It is unknown what restrictions will be put on events and functions, the restaurant and bars and the public beach so as to put those attractions "to bed" at reasonable hour. Currently, there is no need for that.

The two year construction period will be extremely disruptive to the surrounding residential uses, including Mariners Island Condominiums lying just across the channel. Pile drivers, tractors, dirt movers, 18-wheelers, jack hammers, and all manner of construction equipment and vehicles will be operative for that two year period. A different use might reduce that period substantially.

The noise from the marina will not be inconsiderable. If sail boats are allowed, they will constantly clang lines on the masts, producing a substantial racket. Power boaters may or

may not have muffled engines on them. Once again, there is the potential in the Marina for unrestrained late night parties, noise, optical pollution and the like.

The height of the buildings, if the waiver on the height restrictions is granted, will be tall enough so as to block out the morning sunrises and evening moon rises, along with associated stars. Currently, all that blocks these items are the tree lines and only minimally. However, the new construction will be much closer to the western and northern neighbors and could provide substantial obstacles to these small pleasures of life.

4. Modifications to the site plan which would result in increased compatibility or would mitigate potentially unfavorable impacts or would be necessary to conform to applicable regulations and standards and to protect the public health, safety, morals and general welfare.

The first modification that would increase compatibility with the residential neighborhood would be to not provide a waiver on height restrictions. This would cause the buildings to be more in conformity with the surrounding residential areas. Another change could be to move the Event Center to the eastern or southeastern portion of the property. This would take it away from the channel and the Marina where water carries sound and where there does not seem to be any possibility of erecting a sound barrier or buffer. This would allow the noise and lights to spread across the lake rather than into adjacent residences. This would also allow expanding green areas located on the west side of Parcel D in hopes of providing some sort of buffer from the commercial uses into the residential areas. For any facility that does not have its own underbeam parking, parking should be moved further to the east and possibly an alternate access for the Sucette Harbor Development could be created on the eastern side of the drainage servitude with a small parking garage.

Right now, it appears that the Marina will have some sort of rock or stone lining to it. This is completely inadequate, and the Marina needs to be lined with pilings and sheetings to prevent further erosion, particularly during storms. During Hurricane Ida, the storm waves broke up large sections of the rip-rap on the lake bank and the winds picked up and drove the baseball-size rocks halfway to the Marina. It would be absolutely unacceptable to have such potential missiles line the marina banks. Currently, there is no indication of what the mouth of the channel will look like. If it is open to the lake, there will be unbridled, unimpeded wave flow into the Marina, and without sheeting and pilings all around, will definitely affect erosion and the public health, safety and general welfare.

5. Safety and convenience of vehicular and pedestrian traffic circulation in the vicinity, including traffic reasonably expected to be generated by the proposed use and other uses reasonable and anticipated in the area considering existing zoning and land uses in the area.

During the two year construction period, there will be a great deal of traffic from outside of the Mariners Village area into the area and onto the Sucette Harbor Development. While

some of the residences in the area are occupied by older people with mature families, quite a few of them have small children, and their bicycles and other toys and vehicles can be seen on a casual ride through the neighborhood. This will put those children at risk from construction vehicles which may also serve as attractive nuisances to the children. Construction vehicles will have a difficult time accessing Sucette Harbor Development due to the small nonstandard size of the roads. Large construction and service vehicles such as 18-wheelers and dirt moving equipment, including lowboys carrying construction equipment, will need to access the Sucette Harbor Development site. There is no access from the north on the service road due to the one-way nature of that road. The trucks and equipment can come from New Orleans and south of the lake and turn onto Mariners Boulevard which has a sufficient width to handle the equipment. However, if that is where the bulk of the equipment and supplies come from, it definitely casts into doubt the sales tax benefits to St. Tammany Parish proposed by the developer. Access from the north would be to Monroe Street and then a turn south on either East Antibes or West Antibes. Each of these streets are small streets with medians and curves. Neither of these streets can be used for heavy equipment or for large supply vehicles. A right turn onto East or West Antibes with such equipment would be nearly impossible due to an average 55 foot turning radius of such equipment without damaging the median or the adjacent property. The only practical way to do this would be to come through Golden Shores on Cambronne Street, which directly empties into East Antibes. However, there are numerous stop signs on that street, and this is a residential street where children and others would be at risk. The only other alternative would be to enter Monroe Street through Girod and travel west on Monroe. A left turn onto East or West Antibes by large construction or supply vehicles would be technically possible, but still, one would expect damage to the median or adjacent property. Moreover, this requires these heavy vehicles to traverse the entire length of Monroe Street, which is already extremely busy. It is possible to create a construction pathway and entrance to the development, and we comment on that in Item 6 below. There will be destruction and damage to medians and neighboring yards that will occur that will have to be repaired or protected against. There are some blind corners in the area which could provide an opportunity for unsafe vehicular interaction in the area. Once built, the traffic in the Sucette Harbor Development area will be much more intense than has been the case in the past. With a hotel of 82 rooms plus usual recreational opportunities at the hotel, including a public beach, and the residents at the senior living facility, along with the restaurant and other uses, traffic will be substantially higher, once again endangering the area and the environment.

Further to neighborhood impacts, specifically with respect to area traffic, the developer's theoretically conditioned traffic study predicted maximum wait time in the Monroe Street/East Causeway intersection and environs in 2025 to be about 45 seconds long. That is very difficult to reconcile with empirical data and common experience, which most commuters to work, school or to buy groceries in the area are known to experience, which is NOW measured in minutes and how many light cycles it takes to reach the intersection.

6. Protection of persons and property from erosion, flood or water damage, fire, noise, glare and similar hazards or impacts.

The density of the Sucette Harbor Development is a culprit that will create a great deal of light, glare, restriction of views, noise and similar annoyances due to the uses which the developers are requesting. This is, in effect, a hotel, restaurant, bar, event center, live music and other the other things that go with commercial uses like this. This is similar to putting a block of the French Quarter in the middle of a residential area. There will be constant traffic in and out, partying late hours, and general commotion arising from the site and its uses. It is not clear at this point to what extent the drainage servitude on the east side of the property will be impacted. We do not know whether that servitude along the east side of that drainage servitude will be used to access the Sucette Harbor Development for construction purposes. If so, that drainage system could be seriously impacted. We do know the construction period is scheduled for two years which means two hurricane seasons, at least, during which the construction sites could be exposed to high winds and flooding.

7. Location, lighting and type of signs; and relation to signs, traffic control and adverse effect on adjacent properties.

There is signage currently in effect as you would find in a residential neighborhood. The Sucette Harbor Development is such a dense development out of proportion to the surrounding residential properties, leaving little opportunity for buffering of noise, glare and other similar hazards, it is hard to say whether any signage could mitigate this. Actually, some signage, particularly electric-type signs, would make the situation worse.

8. Adequacy and convenience of off street parking and loading facilities and protection of adjacent property from glare of site lighting.

There is no opportunity for off street parking for the Sucette Harbor Development. Marina Boulevard, which is the access route as far as we are advised at this point, does not allow parking on the street. If such parking were allowed, this would allow people to park in front of other people's residences with the annoyance that brings and the opportunity for conflict. It is also unclear whether the streets are wide enough for that. The onsite parking is inadequate as the developers are requesting a waiver in excess of 100 parking spaces for the site. If this does not speak of the inadequacy of parking, it is hard to know what would. As far as we know, there has been no effort to protect adjacent property from glare and nuisance of the site lighting.

The Sucette Harbor Development site contains no infrastructure facilities for any of the normal utilities, including sewage, drainage, fresh water, electric or communications. To the extent any that are city served, such as roads, water and sewage, the costs of or adequacy to accept connections have not been evaluated or cost estimated. Therefore, the revenue

production estimates furnished by the developer for various taxes, etc., are problematic at best until specific studies are undertaken, and costs assigned, to know if there is any net positive gain.

9. Conformity with the objectives of these regulations and the purpose of the zone in which the site is located.

This raises the issue of change of zoning to add commercial usages to this tract. Old Mandeville is largely a residential neighborhood with a grid-type road system. There are some commercial uses clustered mainly around Girod Street, generally light retail and restaurants in service of the residential areas around. There are, however, other potential sites or tracts on which commercial uses could be made. If the Sucette Harbor Development is approved for a commercial use in the predominantly residential area in which it lies now, how would the Planning and Zoning Commission or the City Council deny an application for a mixed commercial use on one or more of the available tracts in and around Old Mandeville? Indeed, with the height restrictions waived, how would the Planning and Zoning Commission and/or the City Council deny an application for waiver of the height restrictions for say a four or five story "skyscraper" a block or two off the lake. This would be very attractive for developers as the views would be great and the surrounding area restaurants and facilities would be a winner for such a structure and its tenants. It would just be a loser for the surrounding residents. Arbitrary inconsistency is what gets governmental entities sued, and once the City Council, if it does, takes the drastic step of allowing commercial in this predominantly residential area, along with the height variances, how can the rest of Old Mandeville be protected? The design of the regulations is to allow conforming uses, prudent development, and to protect existing patterns of life and culture. Sucette Harbor Development is completely inconsistent with these.

10. Compatibility of the proposed use and site development, together with any modifications applicable thereto, with existing or permitted uses in the vicinity.

See above.

11. That any conditions applicable to approval or minimum necessary to minimize potentially unfavorable impacts on nearby uses and to ensure compatibility of the proposed use with existing or permitted uses in the same District and the surrounding area.

- a. Eliminate, or minimize commercial use of this tract to solely those in service of the senior retirement facility.
- b. Limit height of the development to the current compliance rules and the height of the surrounding uses.
- c. Set a special noise district with resident property owner representation that will not permit bands, parties or other noise and light making activities to begin after

7 o'clock, p.m., and to provide that they must end before 10 o'clock p.m. This may not be adequate as to the times, as many of the residents will be in bed by 10 o'clock p.m. trying to get to sleep for whatever they have to do the next day. This just shows the incompatibility of the uses with the surrounding uses.

- d. Dedicate an off-Mariners Village community access route during the construction period.

12. That the proposed use, together with the conditions, will not be detrimental to the public health, safety, welfare or community aesthetics or materially injurious to properties or improvements in the vicinity.

If anything, this analysis shows that certification cannot be made, and this development should not be allowed to proceed with its special commercial zoning and nonconforming use waivers.

Kristine Scherer

From: [REDACTED]
Sent: Saturday, June 17, 2023 10:01 AM
To: Rick Danielson; Jill McGuire; Jason Zuckerman; Rebecca Bush; Skelly Kreller
Cc: Clay Madden; Kristine Scherer
Subject: FW: Public's written comments and questions submitted during the Sucette Harbor Planning Commission Hearings to be included in Council Records
Attachments: Sucette Public Comments.pdf

Dear Council Members

Per my earlier today email, attached are the written comments and questions submitted by the public before the Planning Commission meetings as per the instructions of P&Z. These submissions were not available in the publicly accessible record of the proceedings. Accordingly, you may have underestimated the public's serious concerns with this project. Just as noticeably is the fact that few of the submitted issues were vetted in the P&Z process. Hopefully since these are now entered in your proceeding they will be considered.

Larry Grundmann
301 Mariners Island
Mandeville
530-680-7121

From: Douglas Schmidt <dschmidt@cityofmandeville.com>
Sent: Tuesday, June 13, 2023 11:09 AM
To: [REDACTED]
Subject: FW: Request for copy of Public's written comments and questions submitted during the Sucette Harbor Planning Commission Hearings

From: Alex Weiner <aweiner@cityofmandeville.com>
Sent: Tuesday, June 13, 2023 9:06 AM
To: Douglas Schmidt <dschmidt@cityofmandeville.com>
Subject: RE: Request for copy of Public's written comments and questions submitted during the Sucette Harbor Planning Commission Hearings

Attached are the documents requested

Alex Weiner, CFM
Planning Secretary
Department of Planning & Development
City of Mandeville
3101 E. Causeway Approach
Mandeville, LA 70448
(985) 624-3132

Alex Weiner

From: Ellen O'Connell <[REDACTED]>
Sent: Monday, March 6, 2023 4:43 PM
To: Alex Weiner
Cc: Skelly Kreller; Cara Bartholomew; Clay Madden
Subject: LSU HEALTH FOUNDATION PROJECT


Hello,

- 1.) If the city of Mandeville gives a height variance to the Woodward Developers, what new height restriction for them would be in place?
 - 2.) If the bricked Mariners Blvd is damaged by construction vehicles, must the developer repair with the same bricks?
 - 3.) Has the city 1st checked to make sure his old bricks can be purchased, if damaged?
 - 4.) Will the Woodward Developers be charged an impact fee upfront?
 - 5.) If an impact fee will be charged, what is the cost that will be collected?
 - 6.) If after construction, the cost of the impact of said development goes over the presumed impact fee, will the overage be charged to the developers and would this condition be in the contract with the city?
 - 7.) Since, I heard that Mandeville is considered to be a "dark city", how if any will lighting on this project be restricted?
 - 8.) If the current calculated # of parking spots is not enough, what measures will the developers take to keep the parking spaces the same? I.e: restrict the # of vehicles allowed by renters of the 55+ residence, etc.
* For example: I have 6 parking spaces for a 4-plex in Mariners Village. I only allow each tenant to own 1 vehicle. Then I make 2 exceptions when necessary.
Very simple.
* In the other 4-plex which I own 3/4 of, there are 5 designated parking spaces. The other owner had 2 vehicles before I purchased the 3.
Therefore, the 3 units that I own, can only be allowed to own one vehicle.
* In Harbor Oaks in Mariners Village, I have 4 rental units. I tell each prospective tenant that they ONLY have 1 designated parking space.
 - One 8-plex there has only 3 guest parking spaces.
 - In the 6-plex there are ONLY 2 guest parking spaces.
- A lot of landlords don't do as I do.
Thus, I see vehicles parked in the grass in front of plexes, which creates ruts of mud AND problems for vehicles trying to exit shared driveways.
- Again, what restrictions will the development have in place concerning limited parking spaces?
- 8.) Concerning the Marina: What plan do the developers have in place for scheduled dredging of the Marina?
 - 9.) Do they have knowledge of how often the Marina must be dredged?

10.) Will the developers maintain ownership and responsibility for the maintenance of the Marina?

11.) Will Woodward be able to sell any part of this LSU Health development in the future and therefore will contracts containing agreements be forced to be passed on to any prospective owner?

Thank you for taking questions.

Sincerely,
Ellen O'Connell
Caymen Cove Homes LLC
Mariners Village Condominium LLC
Treasurer & Secretary
Harbor Oaks Condominium Inc
HOA President


The P & Z meeting on Tuesday, 3/7/23, was disturbing in the following areas:

1. The discussion of the traffic report at the meeting projected between 28 and 32 additional cars daily with little impact on traffic as a result of this development. These numbers, as presented, were related to the housing units only. Where was the data for the hotel, restaurants, the event venue, marina, and ancillary services such as grounds maintenance vehicles? According to Sucette Harbor's stated estimated economic impact, it is expected that 80 new jobs will be created. Add to that the patrons of these facilities that will also come and go. This amounts to many more than 28-32 cars daily. If these numbers were included in the report, why were they not included in the traffic engineer's statement Tuesday night?
2. It is clear that most new traffic will come to this area on Monroe Street, West Antibes to Mariners Blvd. Monroe Street is already overloaded with traffic. In light of #1 above, it is impossible to know exact numbers. It was stated in the meeting that total additional autos would be 600-650, however, I read in the paper that the total was near 900. Was this 600-650 vehicles for the residential housing only? This is all very unclear.
3. The residential was changed to include multi-family as well as +55. Did we not know in the beginning that Mandeville doesn't have an ordinance for all +55? This should have been revealed and explained at the beginning of the discussion, not later. Either way, there are Fair Housing considerations that are very real which need to be clearly addressed.
4. At the end of the meeting, we learned that variances are not needed to go forward with this project. At earlier meetings, the impression was clearly given that variances would be needed. It appears that if variances are not needed, then this was known all along. Why was this not stated earlier?

While I do believe that the P&Z Commissioners and the City Council strive to best serve the people of the City of Mandeville, based on what I heard Tuesday night compared to earlier meetings, particularly the first meeting, it seems, not only me but to others in the room, that this is a bait and switch. Whether intended or not, when things change and last minute statements conflict with earlier statements, lack of confidence is the result.

As well, folks have little confidence in the traffic engineer's report, as she was not prepared, did not have answers to basic questions asked, and did not seem to be able to find the answers in her own report.

The Fair Housing issues need to be addressed and solved before going forward.

A traffic study performed by an independent engineer not connected to the developer or to anyone on the Commission needs to be conducted so we can have reliable and accurate numbers.

This matter is not ready to go forward as is and any vote should be postponed until the
aforementioned questions are answered to the public's satisfaction.

Phoebe Williamson
2621 Rebecca Lane
Mandeville, LA 70448
[REDACTED]

Alex Weiner

From: [REDACTED]
Sent: Thursday, March 16, 2023 3:57 PM
To: Alex Weiner
Subject: LSU Mariners Village Property Plans Additional (#6) Comments of Lawrence Grundmann, 301 Mariners Is. 70448, for inclusion in Planning Committee Zoning Change Application Record

Hi Alex-

I mentioned at the last meeting I was hoping for a tabulation of all questions by all participants and Developer and Commission answers and we were told that all questions to date had been addressed. That is difficult to assess because there is no summary tabulation. However one obvious omission is the following item from my Oct 24 submittal to you:

When another questioner inquired about steps to protect the periodic Bald Eagles nesting in the on-site cypress trees, the developer spokesman dismissed any concern citing it was not a nesting site. It is hard to believe that the LSU ornithologists who expressed concern in the Sunday (10/23/22) Picayune/Advocate article about the impacts on birds that periodically flock in the LSU lakes that are proposed to be dredged would be as blasé about the birds' disturbance on the Sucette site because of the development without some study and specific mitigation. The developer should undertake such impact and mitigation studies not only for the eagles but all the varieties, including the annually returning Canadian Geese to the property and marina area.

Also, there has been no discussion or public review of the Construction phase details, including: planned or likely timing and duration of construction period. Construction traffic studies, including routing of heavy construction equipment and the myriad of construction materials, much of it utilizing large or even oversized vehicles to effect same, parking accommodations for construction workers and many other details of the undertaking that will seriously impact the neighborhood for the duration. In addition, and related to that and addressable will be construction environmental impacts, including but not limited to, dust control, lighting for any night operations and noise abatement.

I would like to suggest including these and any other omissions (that may only likely be identified by the suggested summary listing) on the March 20 meeting agenda.

Thank you,
LARRY GHRUNDMANN
301 Mariners Island , 70448
[REDACTED]

Alex Weiner

From: [REDACTED]
Sent: Tuesday, March 7, 2023 4:04 PM
To: Alex Weiner
Subject: LSU Mariners Village Property Plans Additional (#5) Comments of Lawrence Grundmann, 301 Mariners Is. 70448, for inclusion in Planning Committee Zoning Change Application Record

Dear Alex;

As mentioned in previous submittal (#4) I did not get adequate notice of the Feb 13 meeting on this subject and could not attend. But I have reviewed the videoed session in full and have some additional comments/concerns that should be addressed.

- 1) There seems to be "creeping flexibility" into the plans that are not documented; among them are the possibility of changing to a family living if things don't work out with just 55+ occupancy, flexibility of restaurant hours and a few others casually referred to. All of these impact the decisions the PC will make based on the application submitted how are these "flexibilities" abated or how are impacts on decision assumptions accommodated to reflect the resultant impacts?
- 2) Assumptions that were made in the original submittal about situations that are still unaccepted to try to reduce code restrictions and limitations become the basis of follow on studies such as traffic. For instance, the parking for 1.5 vehicles/housing unit variance is not an accepted assumption, but the number of vehicles affects traffic (as does the nature of the rental units).
- 3) There is constant references to no children/young children, but some of the discussions undermine that precondition, including the fact that the developer has stated his intent to rebuild the beach that is most likely to become (whether intended or not) the most attractive in Mandeville. This issue has yet to be addressed in parking capacity, traffic or in the questions it opens about the ongoing responsibility for all of these public facilities on private property. When I say "responsible" I mean it in all senses of the word: maintenance, compliance with restrictions, security, etc.
- 4) In closing the last meeting, the Chairman noted there may be only a few more meetings. I, along with many others, are hoping the questions asked over all the meetings will be correlated and answered because few have been.

Thank you for your assistance in making these and my previous comments made known to the Planning Staff Director and the Commissioners.

LARRY GRUNDMANN
301 Mariners Island, Mandeville
[REDACTED]

Alex Weiner

From: [REDACTED]
Sent: Tuesday, March 7, 2023 8:31 PM
To: Alex Weiner
Subject: RE: LSU Mariners Village Property Plans Additional (#5) Comments of Lawrence Grundmann, 301 Mariners Is. 70448, for inclusion in Planning Committee Zoning Change Application Record

Hi Alex

One question I don't recall being addressed and answered is the construction period impacts and mitigation; what is the expected construction period, when is it expected to start, what is the heavy equipment routing and major material deliveries routing to the site, what are the traffic impacts, dust controls in residential neighborhood to name a few. Would you please point me to the responses if these have been addressed.

Thanks

Larry Grundmann

From: Alex Weiner <aweiner@cityofmandeville.com>
Sent: Tuesday, March 7, 2023 5:04 PM
To: [REDACTED]
Subject: RE: LSU Mariners Village Property Plans Additional (#5) Comments of Lawrence Grundmann, 301 Mariners Is. 70448, for inclusion in Planning Committee Zoning Change Application Record

Lawrence,

Thank you for your comments. They will be distributed to the commission.

Alex Weiner, CFM

Planning Secretary
Department of Planning & Development
City of Mandeville
3101 E. Causeway Approach
Mandeville, LA 70448
(985) 624-3103

Permit applications and other applications are available on the website under the Planning Department page and can be emailed to permits@cityofmandeville.com.

From: [REDACTED]
Sent: Tuesday, March 7, 2023 4:04 PM
To: Alex Weiner <aweiner@cityofmandeville.com>
Subject: LSU Mariners Village Property Plans Additional (#5) Comments of Lawrence Grundmann, 301 Mariners Is. 70448, for inclusion in Planning Committee Zoning Change Application Record

Dear Alex;

As mentioned in previous submittal (#4) I did not get adequate notice of the Feb 13 meeting on this subject and could not attend. But I have reviewed the videoed session in full and have some additional comments/concerns that should be addressed.

- 1) There seems to be "creeping flexibility" into the plans that are not documented; among them are the possibility of changing to a family living if things don't work out with just 55+ occupancy, flexibility of restaurant hours and a few others casually referred to. All of these impact the decisions the PC will make based on the application

submitted how are these "flexibilities" abated or how are impacts on decision assumptions accommodated to reflect the resultant impacts?

- 2) Assumptions that were made in the original submittal about situations that are still unaccepted to try to reduce code restrictions and limitations become the basis of follow on studies such as traffic. For instance, the parking for 1.5 vehicles/housing unit variance is not an accepted assumption, but the number of vehicles affects traffic (as does the nature of the rental units).
- 3) There is constant references to no children/young children, but some of the discussions undermine that precondition, including the fact that the developer has stated his intent to rebuild the beach that is most likely to become (whether intended or not) the most attractive in Mandeville. This issue has yet to be addressed in parking capacity, traffic or in the questions it opens about the ongoing responsibility for all of these public facilities on private property. When I say "responsible" I mean it in all senses of the word: maintenance, compliance with restrictions, security, etc.
- 4) In closing the last meeting, the Chairman noted there may be only a few more meetings. I, along with many others, are hoping the questions asked over all the meetings will be correlated and answered because few have been.

Thank you for your assistance in making these and my previous comments made known to the Planning Staff Director and the Commissioners.

LARRY GRUNDMANN

301 Mariners Island, Mandeville

██████████

Alex Weiner

From: Terri Hamilton [REDACTED]
Sent: Wednesday, October 5, 2022 3:02 PM
To: Alex Weiner
Subject: Please forward to all Zoning Commission members immediately

Dear Zoning Commission Members,

Sucette Development, Mariners Village, is going to go in approximately 1/2 mile from Port Marigny. Port Marigny has been approved for 350 homesites and I believe a hotel and restaurants. The Port Marigny development will be built! Sucette is a similar development with 203 apartments, an 80 room hotel and restaurants along with office space, an event center and a marina as proposed.

Two very similar developments along the Monroe St corridor is likely too much for our current water, sewerage and roadway infrastructure. Does the Zoning Commission have to approve any of the Sucette development? Can the Zoning Commission leave the area zoned as it is currently?

What exactly is the mission statement and what are the rules regarding the Zoning Commission's duty to the City of Mandeville and it's citizens? Can the Zoning Commission arbitrarily decide to change a residential district to a mixed use district without input from the citizens of Mandeville?

I ask these questions of you as you are the gatekeepers for the City. What does the city gain from having two very similar developments within 1/2 mile of each other on a 2 lane road? What is Mandeville? What will Mandeville look like in 5 years if this development is approved? These are serious questions that you, the Zoning Commission must ask yourselves.

Terri Hamilton
1111 Villere St.

Alex Weiner

From: Missie And Jim Noel [REDACTED]
Sent: Wednesday, September 21, 2022 10:28 AM
To: Alex Weiner
Subject: Sucette proposal

My name is Missie Noel and I live in New Golden Shores, 149 Dona Drive.
I am in complete opposition to this proposal.

Although I'm not completely opposed to the design that they have in mind, I just know that the entrance and exit for this is never going to be OK. There's no way they're gonna come out of Mariners Village onto causeway Boulevard and if they try to come onto Monroe Street, we can't handle that traffic! They are either going to cut through my neighborhood on Barbara, Cambronne or Cheron or they're going to have Monroe Street backed all the way up to Girod.

I don't have a problem with it being developed, but nothing that involves more than 200 cars daily is going to be a good idea right there simply because there's no good way in and out.

I know you're in a bit of a 'tough spot', because they have the right to come up with a development, but the bottom line is this area can't handle the traffic. You can't widen Monroe to accommodate, you can't put a red light at the end of the Causeway, and the only other option is a cut through on Cambronne, which is a residential neighborhood.

Vote no.

Missie Noel
[REDACTED]

Sent from my iPhone

Alex Weiner

From: Melissa Rumsey [REDACTED]
Sent: Wednesday, September 21, 2022 9:51 AM
To: Alex Weiner
Subject: Suzette harbor

For the record, I am very much in favor of the Susette Harbor! What a fantastic project and perfect for old Mandeville.

Thank you,

Melissa Rumsey
1203 Magnolia Alley
Mandeville, LA 70471
[REDACTED]

Sent from my iPhone

DISCUSSION POINTS FOR ZONING COMMITTEE MEETING 2022.09.21

- The Foundation should be required to apply for what it is building for its own use and any subsequent developers then apply for their specific purposes and designs so any conditions can be attached and flow with the land/permits. Control is lost when multifaceted, broad-based plans, without identifying responsible developers/operators for the various “sub-entities” are submitted as the basis for a decision as drastic as this zoning change. When this caution is ignored, the result is seldom in the public’s interest.
- The project is broadly scoped and is applying for a drastic zoning change from residential to something where it could build almost anything on it, including a casino, should St. Tammany Parish approve gambling. If the Foundation is to remain the owner of the property, will property taxes be paid or payments in lieu made due to the fact that this is essentially a private commercial development. If not, this puts the burden on all the other taxpayers.
- The information available does not provide any indication of who will actually build, maintain and operate the various elements of the project and who will be ultimately responsible. This is very important because this is a commercial development in the midst of a residential area, and maintenance and operations standards and limitations are required to protect the surrounding residential owners. For example, an entertainment venue of some sort is proposed. Will the operating hours be unfettered such that loud noise and music will flow from the venue at all hours of the night? Who will maintain all of the properties to the standards expected in an upscale residential area?
- We need clarity on when and whether the marina will be built. Originally, it was to be built prior to the rest of the project, and now, the materials indicate it will not be built until the full project is completed. What guarantee do we have that the marina will ever be built?
- How will area residents be buffered from the noise, sights, sounds, smells of this multi-use commercial project, both during construction and thereafter? Of particular concern will be light and sound “pollution” from the site in general and the event center in particular and what constraints will be put on the event center operator to control the site within those limits? The area is currently conducive to night sky viewing; will site lighting schemes be designed to preserve this asset? Will all the trees surrounding the Copeland property be cut down? What will be done with the at least two bald eagles that inhabit this area?
- The plans for parking at the retirement apartments are totally inadequate as most people aged 55 still have two automobiles. These may be national statistics, but Louisiana is a commuting state.
- There is an issue concerning the maintenance of the west side channel bulkhead and shoreline and rip-rap on the southwest area of the channel exit from the marina. With a new marina and many boats coming in and out and changes to the channel, who will be

responsible if these things cause erosion and destruction to the west side bulkhead and southwest shore in front of the existing Mariner's Island buildings?

- The Foundation has failed to adequately maintain its property in this area to neighborhood standards, allowing the grass to grow to knee-high before being bushhogged back, damaging communications installations and allowing the marina to go completely to seed, with the banks having fallen in and their bulkheads deteriorated to the point where adjoining land has been lost. What guarantees will we have that this project will be maintained to top residential neighborhood standards?
- If this project is permitted to go forward with the new proposed zoning, conditions should be imposed such that only this project can be built or the zoning reverts back to the prior zoning. Also, some "controlling person" should be designated as responsible for the operations, maintenance and welfare of the project in the public interest to protect the surrounding residents. There should be clear maintenance standards and operational standards, and some sort of guarantee that these will be maintained for some period of time. Should there be a board of directors or some sort of controlling entity surrounding residential development should have membership or observation rights.
- The mission of the Foundation is to inspire donors to invest in the LSU Health Sciences Center – New Orleans and its future. It is unclear how this project serves that mission. Prior communications indicated that a geriatric hospital or clinic would be built and this project was needed to serve that purpose. The geriatric facility should be built before this land is rezoned, and then the elements should be considered individually for rezoning as necessary to service a legitimate LSU Health facility.
- Many questions remain to be asked and answered. Only one charette was held for Mariner's Island residents which is one of the two residential developments most directly affected by this project. Normally, there would be a series of charettes so that these questions can be asked and answered. The sole charette was held last week, which appears to be an afterthought before the zoning meeting. This project rezoning should be delayed for at least six months to allow a series of these meetings to ask and answer all of these questions and to be fully transparent with what is happening. It has been indicated that the whole property will be leased to some developer or developers. Does that lease exist? Who will be these developers?
- In summary, there are many questions to be asked and answered, rendering this project as completely premature in terms of any rezoning decision.

Alex Weiner

From: [REDACTED]
Sent: Tuesday, October 11, 2022 5:27 PM
To: Alex Weiner
Subject: :LSU Mariners Village Property Plans Mandeville Louisiana Additional comments (#3) from Lawrence Grundmann to be added to the record and responded to

Dear Alex;

I am prepared to read these at the October 12, 2022 meeting, but I am hoping that since these are a prior written submission they will be read into the record at the meeting by PC personnel per its direction.

I have been looking further into the subject application on-line since the presentation plans were posted on the Planning Commission website and feel the need to submit the following additional comments for the record:

- 1) It appears that the developers crammed as much as they could in the way of facilities, saw how much room was left, determined it was enough to squeeze in 499 parking spaces, rounded to 500 and then made assumptions to justify same, some of which would not be supported by data or reasonableness.
- 2) There appears to be only one vehicular roadway for both in and out-the roadway does not make a complete loop. This should not be an acceptable configuration for the density contemplated even if adjusted downward.
- 3) Because the site is literally filled, there is no place to park on-site overflow if the assumptions of 500 spaces are indeed short, forcing the consequences on the existing neighborhoods
- 4) The desire to put so many facilities on the site results in narrow roadways, tight turns, questionable room for emergency vehicle and fire truck passage as well as major traffic congestion in case of emergency evacuation. This begs that in addition to the offsite traffic studies already identified as needed for the proposal, additional studies reflecting the concerns about internal parking and traffic, both under normal and under emergency conditions must be undertaken.
- 5) In summary, the proposed density of housing, hotel, event-center, marina, restaurant, shopping facilities, beach and resulting parking needs are too much for the 22-acre, limited access, site size and some combination of fewer facilities and smaller facilities are dictated. Eliminating the hotel or at least halving the hotel size and eliminating the event center may be a good place to start.

Thank you for your kind attention to this request for its incorporation into the record.

Lawrence Grundmann
301 Mariners Island
Mandeville, LA 70448
[REDACTED]

Alex Weiner

From: [REDACTED]
Sent: Wednesday, September 21, 2022 10:30 PM
To: Alex Weiner
Subject: RE: LSU Mariners Village Property Plans Mandeville Louisiana Additional comments from Lawrence Grundmann to be added to the record and responded to.

Dera Alex

First I am concerned that the Commission did not follow its own process described in the Agenda Notice to the effect that if a commentor took the trouble to prefile written questions or comments with staff (you), those comments would be read into the record by the commission at the meeting. Those were the instructions with which I timely complied in submitting comments by email to you with the expectation they would be so read.

On another tack, the meeting discussions prompted two other questions/comments for the record as follows:

1) given the doubts expressed by many, including some commissioners, about the inadequacy of parking to handle the documented installations of the project I found it strange that the Woodward presenter embarked on identifying an additional attraction that a beach, probably the most attractive beach on the Mandeville shoreline of Lake Pontchartrain, was going to be created at the property south end from dredge spoils and did not indicated any way (or intent) of controlling public access and in that light where would those additional visitors park on a site with questionable parking capacity already. I don't believe anyone will believe they will just walk in from Monroe St. and beyond. Related to Parking doubts: there is no reasonable space for overflow on site and the streets leading from Monroe or otherwise onto either Mariners Blvd. or either E or W Antibe can accommodate curb parking and vehicle passage.

2) There was no mention of studies undertaken to determine adequacy of utility supplies: electric power capacity and delivery, fresh water supply and capacity to deliver and sewerage outflow and processing capacity. When will these be undertaken to assure adequacy since the proposed additions of the project are beyond, maybe well beyond, contemplated development when area was originally zoned residential.

Finally, I am beginning to see that possibly just too much is trying to be "shoehorned" into this site. My nomination for reduction and more likely elimination would be the hotel.

Please add these to my earlier list for record incorporation and answers.

Thank you
Lawrence Grundmann

Alex Weiner

From: Cara Bartholomew
Sent: Tuesday, October 11, 2022 1:30 PM
To: Christian Baas
Cc: Alex Weiner
Subject: RE: Woodward Developers High Density Proposal

Thank you for your comments. Your email will be distributed to the Commission and placed into the record.

Best,

Cara Bartholomew, AICP

Director, Dept. of Planning & Development
City of Mandeville
3101 East Causeway Approach
Mandeville, LA 70448
985.624.3103



From: Christian Baas [REDACTED]
Sent: Tuesday, October 11, 2022 11:52 AM
To: Cara Bartholomew <cbartholomew@cityofmandeville.com>
Subject: Woodward Developers High Density Proposal

Ms. Bartholomew,

I strongly oppose the Woodward Developers high density project at the Mandeville Lakefront. I am a new homeowner in the Mariners Village subdivision and a recent transplant from Jefferson Parish. I relocated to the northshore in an attempt to remove myself from the overcrowding and overdevelopment that plagued my former home. The traffic, the commercial atmosphere and aesthetic, and the general overcrowding in Metairie affected my quality of life. I could not easily enter or exit my neighborhood. I could not see Lake Pontchartrain unless I was on the shoreline because of the highrise buildings. I could not run simple errands without spending excessive time in traffic. I moved to Mandeville to get away from those aspects of life in Jefferson Parish.

The development proposal by Woodward Developers would be a major step toward turning beautiful and pleasant Mandeville into the congested and off-putting area that the eastbank of Jefferson Parish has become. Monroe Street would become a virtual parking lot that would resemble Metairie Road every afternoon. The area proposed to be developed would begin to look like the north-end of Williams Boulevard in Kenner. Running errands from Mariners Village would be like running errands along Veterans Boulevard - an all-day affair.

Please do not allow this to happen to Mandeville!! Please do not allow Mandeville to become Metairie!! Please do not approve this development!

A concerned Mandevillian,

Chrisitan Baas

162 Sandra del Mar Drive
Mandeville, LA 70448

Alex Weiner

From: Cathy Lorio [REDACTED]
Sent: Wednesday, September 21, 2022 12:59 PM
To: Alex Weiner
Subject: opposition and questions regarding sucette harbor

I am opposed to this development for many reasons. While I do not live in the city limits, my daughter just bought a house in Mandeville and this is why I am concerned.

1. Since the property is owned by LSU Health foundation I feel this is being misrepresented as a health project. When LSU first announced this project it would include health care services nowhere in current plans do they talk about health care.

2. LSU Health foundation is a non profit organization. Leasing the land to Woodward for 99 years.

19. Subsequent Events

In July 2021, a ground lease was executed with a developer for undeveloped property in Mandeville, Louisiana. The term of the lease is ninety-nine years commencing on the earlier of the date of construction or the first day of the calendar month after the design and financing period. Ground lease payments will begin at the start of the construction period and increase for each phase of the development. When all phases are executed, total annual payments will be \$600,000 with Consumer Price Index adjustments over the term of the lease.

It is using the land as a revenue stream to fund its cancer research.

Per the St Tammany Assessor website, LSU does not pay any taxes on the 3 parcels it acquired from the Copelands (141-131-6885, 114-126-8171, 141-126-8090).

Prior to the donation in 2019 property taxes were over \$50,000.

The property taxes included many items the developer/residents will use such as police and fire but will not pay for.

3. Are there any sweetheart deals with this property giving Copeland companies or investments interest in the hotel, event center, restaurants and apartments.

4. Will this always be for people 55+? Can they change it at a later date? I don't know many people who retire at 55 and who want to live in an apartment?

5. I believe this project will add many cars/trucks to the roads that are overcrowded causing additional traffic.

6. While I do believe we do need a hotel in Mandeville. I do not believe this project reflects what this community deserves as a development. It is cookie cutter buildings with no character to reflect the character of Mandeville. Where is the Louisiana Character as stated in the development narrative?

7. How many parcels are being developed in the current plan? Is it just one of 15 acres? What are plans for other parcels? One drawing had storage on site, what is this?

8. While the site includes a marina, where is the boat launch for these 160+ boats?

9. What kind of surfaces will be used for parking, shouldn't it be made with materials to absorb water and not just plain concrete or asphalt?

10. I believe the traffic numbers are underestimated! 200 apartments will have at least 300-400 cars. Most renters will have 2 cars. 80 room hotel will have well over 100 cars with staff and guests. This does not even take into account other

buildings so add at least another 200. Looks like at least 600+ cars potentially moving daily along with commercial trucks. Oh just imagine when all these people evacuate for a storm!

11. Removal of Oak trees and leaving only 10 trees. Planting new seedlings nowhere compares to a mature oak tree. We deserve better and should demand it!

12. Height- The Developers should be made to comply. If they are cutting down the trees, buildings will be visible to the public with lack of tree canopy.

13. Why not build to the current specifications of CLURO?

Sincerely,

Cathy D. Lorio

Alex Weiner

From: Rachel Thyre [REDACTED]
Sent: Tuesday, September 20, 2022 9:32 AM
To: Alex Weiner
Cc: Skelly Kreller
Subject: CU22-10-02, Z22-10-02 LSU Health Foundation

Dear Mr. Weiner,

We are writing in opposition to the LSU Health Foundation's proposed rezoning and development on the agenda for 9/21/2022's Planning and Zoning Commission meeting. This project is not in keeping with the character of the Mandeville lakefront and the infrastructure of our beautiful town cannot support it. The proposed project will undoubtedly lower property values for the residents of the area, cause severe traffic congestion, and open the gates for more large developments that will turn Mandeville into Metairie.

We request that the P&Z committee recommend denying the requested rezoning.

Thank you,

Rachel and Kevin Vogeltanz
Residents of Old Golden Shores

Alex Weiner

From: Michelle Krebs [REDACTED]
Sent: Wednesday, September 14, 2022 3:17 PM
To: Alex Weiner
Subject: LSU foundation Rezoning request

Good Afternoon Alex

I just wanted to write and let you know of my support of this rezoning. This project will be the perfect use for that parcel. I live in Mariner's Villa and believe this would be our best option for development of that site

Michelle Krebs
Commercial Loan Officer
Assistant Vice President

NMLS#: 1888138
The First Bank - Mandeville
2909 Highway 190
Mandeville, Louisiana 70471
Office: 985-273-3306
Cell: [REDACTED]
[REDACTED]



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Alex Weiner

From: Michele Avery [REDACTED]
Sent: Tuesday, September 20, 2022 11:49 AM
To: Alex Weiner
Subject: Sucette Harbor

I would like the P&Z to ask the developers to disclose all the consultants they have paid to advocate for this project in the community.

Alex Weiner

From: Kerry Lovell <[REDACTED]>
Sent: Tuesday, September 20, 2022 9:51 PM
To: Alex Weiner; Clay Madden; Rick Danielson; Cara Bartholomew; Jill McGuire; Jason Zuckerman
Subject: LSU Mariners Village Property

I see that a new project is being proposed for use of land associated with the Mariners Village area that has many residents of the City of Mandeville upset. This reminds me of the uproar by residents in Mandeville associated with the proposed Port Marigny development. As someone pointed out in a comment on the FB "Mandeville – High Density Development (are you kidding me!) group, the current CLURO document seems to allow high density development of the LSU Mariners Village Property and the Port Marigny. It should be obvious to our government leaders that use of those properties are not in line with adjacent land use for neighborhoods, are not supported by the road infrastructure in the area and that the residents of the City of Mandeville do not want the character of our community to be so drastically changed.

The CLURO should be amended or replaced to limit the use of the LSU Mariners Village Property and the Prestressed sites to match the use of the surrounding neighborhoods; and clearly state that high density and large commercial use are not allowed. I also would like to see a strip of waterfront property to be designated for community use purposes. How do we request an update to the CLURO? Mayor Madden, can you form a group of community leaders to work on such a revision to the CLURO?

Until the CLURO is revised to limit the use of those tracks of land, developers will continue to submit new projects that are totally out of character with the City of Mandeville community.

Kerry Lovell
541 Oak St.
Mandeville, LA 70448

Alex Weiner

From: Cara Bartholomew
Sent: Monday, September 5, 2022 5:55 PM
To: Jan Carney
Cc: Alex Weiner
Subject: Re: Mariner's Village Project

Jan,

Thank you for your email. We are in discussion with the applicant to have a traffic study done. The Planning Commission will decide if the City will conduct our own traffic study, have the applicant submit one and the City review or a combination. The City contracts with Digital Engineering to act as the City Engineer. They are well versed in traffic engineering and will be very involved in that decision and review process.

The meetings will be streamed live on Facebook and posted to the City's website for viewing after the meeting is held.

The Commission will presumably schedule topic based discussions, traffic being one.

You can email aweiner@cityofmandeville.com to submit any additional comments and concerns. Alex is the Planning Secretary and will distribute all public comment to the Commission. I will forward this email to the Commission.

Please let me know if I can be of further assistance.

All the best,

Cara Bartholomew, AICP

Director, Department of Planning & Development
City of Mandeville | cityofmandeville.com
(O) 985.624.3103 |

cbartholomew@cityofmandeville.com (Cara Bartholomew)

From: Jan Carney [REDACTED]
Date: Monday, September 5, 2022 at 2:00 PM
To: Cara Bartholomew <cbartholomew@cityofmandeville.com>
Subject: Mariner's Village Project

Dear Cara,

My husband and I live in Mariner's Village and are concerned about the traffic this new project will create. How are you and the team working with the designers to plan for the traffic congestion it will create. Mornings and afternoons already have traffic back ups with all of the schools on Monoe.

What is the plan?

Thank you for taking time to respond because my husband is high risk for COVID and we won't be attending the meeting.

Sincerely,

Jan Carney
6 Caribbean Ct.
Mandeville

Alex Weiner

From: Beth Harris [REDACTED]
Sent: Tuesday, September 20, 2022 2:39 PM
To: Alex Weiner
Subject: Question about vehicle traffic for the meeting

Examining their estimates —

How can 201dwelling units create only 77 trips out to work in the morning?

Most married couples have two cars and if these folks are 55+ they probably still work. If only half the community had jobs that would still be 100 trips out to work in the morning.

Can they please explain?

Thanks,

Beth Harris
250 West Street
Mandeville

Alex Weiner

From: Prof. Buckland Abbey [REDACTED]
Sent: Monday, March 6, 2023 3:13 PM
To: Alex Weiner
Subject: Z22-10-02

Mr. Weiner

Neighbors in our end of the city near one of the marinas in the PM-1 zoning district have a question concerning the proposed Mariana a Sucette.

Question: Will there be restrictions on the use of the marina for live-a-boards at the reconstructed marina which is part of the LSU Foundation Mariners Village Property? If so, how will those restrictions be formatted? Under what conditions will live-a-boards be restricted?

Thank you very much

Buck Abbey
3:12 pm March 6th

Alex Weiner

From: [REDACTED]
Sent: Friday, February 17, 2023 12:26 PM
To: Alex Weiner
Subject: RE: LSU Mariners Village Property Plans Additional (#4) Comments of Lawrence Grundmann, 301 Mariners Is. 70448, for inclusion in Planning Committee Zoning Change Application Record

Hi Alex

As you can see from the email below, the third such written submission on this issue, that, as Owners of Mariners Island Condos, we are a very interested party. We are disappointed that there was not more advanced or general notification of this being on the Feb 13 PC meeting agenda. Also, we are disappointed that previously submitted questions, both written and orally presented by several interested parties have not been correlated and responded to. We believe that many of the answers are relevant to the decision making process and should be made available.

The traffic study does raise a general question: does the delay times refer to the theoretical time (as if all cars move when signaled or does it build in the normal reaction time i.e.: the last car in a ten car line may not get to move until as much as ten seconds after the first car has moved (in other words, waiting vehicles do not move as a unit).

As a recent daring attempt to turn from Mariners Blvd onto Causeway East northbound during a weekday 6:00 pm rush will attest, those theoretical traffic studies leave a lot to be desired as far as reflecting reality.

Would you please confirm for me the Staff Department head email as I would like to contact her about an appointment to see her.

Thank you.

Larry Grundmann

From: Alex Weiner <aweiner@cityofmandeville.com>
Sent: Tuesday, October 25, 2022 8:26 AM
To: [REDACTED]
Subject: RE: LSU Mariners Village Property Plans Additional (#4) Comments of Lawrence Grundmann, 301 Mariners Is. 70448, for inclusion in Planning Committee Zoning Change Application Record

Lawrence,
Thank you for your comments. They will be distributed to the commission.

Alex Weiner, CFM
Planning Secretary
Department of Planning & Development
City of Mandeville
3101 E. Causeway Approach
Mandeville, LA 70448
(985) 624-3103

Permit applications and other applications are available on the website under the Planning Department page and can be emailed to permits@cityofmandeville.com.

From: [REDACTED]
Sent: Monday, October 24, 2022 5:12 PM
To: Alex Weiner <aweiner@cityofmandeville.com>
Subject: LSU Mariners Village Property Plans Additional (#4) Comments of Lawrence Grundmann, 301 Mariners Is. 70448, for inclusion in Planning Committee Zoning Change Application Record

Dear Alex

The following comments arise from responses by the developers during the last public meeting on the subject held on Oct. 21, 2022 and it is requested that these be added to the record for official response:

Reference is made to this meeting when the Woodward representative was at the podium to answer a question I raised (the last permitted in the session) regarding the fact that there were no parking places allocated to accommodating members of the public who came to use the beach since it was unlikely they would park off premises and walk in. The sponsors at the first meeting stated there would be no prohibition on such access.

On this night the Woodward representative's response stated it was a private beach primarily for hotel guests and apartment occupants but reiterated there would be no barrier to outsiders. His response seemed to infer that its private property status would negate the need for accommodating public beach visitors to the property. I find that to be less than comforting (or realistic) in that the beach as depicted is likely to be the most attractive one in the Mandeville area and there are inherently other public access needs and activities for the site. The "public/private" response by the developer only adds confusion and does not address the parking issue.

Additionally, it raises the questions of site security and public safety responsibility. Are the property's "public-areas" (those spaces not occupied by structures) going to remain privately owned (and by what entity) or are they going to be somehow passed to the Township or other government ownership and therefore the accompanying responsibility for maintenance and security? Regardless it would seem unless there are enacted and enforced prohibitions against public access, then parking accommodations for the beach must be added.

Also, account must be taken for the public servitude running along the east side of the marina entrance canal that would allow for the public to have a right to access the lake.

The question of the "attractive nuisance" of the beach and related parking does also beg the answer to the broader question of ongoing ownership and responsibility for the "public-areas" noted above.

When another questioner inquired about steps to protect the periodic Bald Eagles nesting in the on-site cypress trees, the developer spokesman dismissed any concern citing it was not a nesting site. It is hard to believe that the LSU ornithologists who expressed concern in the Sunday (10/23/22) Picayune/Advocate article about the impacts on birds that periodically flock in the LSU lakes that are proposed to be dredged would be as blasé about the birds' disturbance on the Sucette site because of the development without some study and specific mitigation. The developer should undertake such impact and mitigation studies not only for the eagles but all the varieties, including the annually returning Canadian Geese to the property and marina area.

Thank you for your kind attention to this request.

Lawrence Grundmann
301 Mariners Island
Mandeville, LA 70448
[REDACTED]

Alex Weiner

From: Renee's Email [REDACTED]
Sent: Sunday, March 5, 2023 2:58 PM
To: Alex Weiner
Cc: [REDACTED]
Subject: March 7, 2023 P&Z Special Meeting

Questions:

Since the 55+ aged residents are allowed to have their under 55 aged spouses live with them, what stipulations will be in their lease agreement if they should separate?

Has there been any research done regarding 55+ aged residents (with average being mid 70's and female) sharing their beach, restaurants, shops, playground, marina with any age? With the general public? Having destination hotel parties such as bachelorette parties next to them?

During the last meeting you stated in a nutshell, if you had to open the apartments up to any age that you would reappear in front of the P&Z again; can you please explain how your lease agreement would allow that when you have stated that you must be age restricted per the lease agreement?

Thank you,
Renee Caceres
164 Shannon Dr
Old Golden Shores

Mariners' Village Questions

10/12/2022

Existing Trees

- The tree report states that 5 existing Live Oaks are to be removed...this violates Mandeville's local development code. Also, only these 5 trees are mentioned, while the site survey shows numerous other trees of significant size that would need to be removed to achieve the proposed site plan. What is the explanation of this, are these trees of no value, how will their benefits be mitigated?
- Tree mitigation plan states that "the project landscape is built around a structure of Live Oaks" but is requesting a pass in order to cut down 5 existing, wild Live Oaks. This seems contradictory

Site Conditions

- The shoreline of this site is one of the few natural embankments of Lake Pontchartrain that remain in the entire City of Mandeville.
 - What analysis was done to determine that the proposed treatment at the water's edge is the best option and that it will not have a negative effect on the fragile, existing character of the shoreline?

Site Design

- Why is a landscape architect from North Carolina engaged with the project team rather than one with local expertise that understands our local ecology and context of the site?
- Planting Design
 -
- Rain gardens and other forms of GI are mentioned in the narratives provided. This is a good start to managing the site's runoff, however, what other forms of GI are being proposed. What portions of the first flush (1" of rain) will be routed to these facilities, particularly the parking areas and roofs of the proposed buildings?
 - This development will significantly increase the % of impervious surface on this parcel on land, which is located immediately on the lakefront. What design storm is the proposed site plan designed to handle?
 - Where is the proposed site outfall for stormwater runoff? Will these locations be fitted with any kind of sediment or filtration device in the event of treatment bypass?
- How will site utilities be handled? Will new drainage, sewer, and water mains be required to serve a development of this size?

Alex Weiner

From: Cara Bartholomew
Sent: Thursday, October 13, 2022 9:05 AM
To: Alex Weiner
Subject: FW: Oct. 12/ P & Z Meeting

Cara Bartholomew, AICP

Director, Dept. of Planning & Development
City of Mandeville
3101 East Causeway Approach
Mandeville, LA 70448
985.624.3103



From: Ellen O'Connell <[REDACTED]>
Sent: Wednesday, October 12, 2022 5:28 PM
To: Cara Bartholomew <cbartholomew@cityofmandeville.com>
Subject: Oct. 12/ P & Z Meeting

Cara,

I hope you can express my concerns in my stead this evening. I'm dealing with a health issue.

- 1.) Why not stick with the original plan of an Assisted Living Center?
- 2.) How will the current plan affect the Army Corps calculation of flood risk for Mariners Village Residents?
- 3.) How many light poles will be installed?
- 4.) How many lumens of light/ bulb for the lightening?
- 5.) Will the city drainage ditch be changed in any way.
- 6.) Which road will enter the development?
- 7.) What will the property tax rate be?
- 8.) Since funds will go to a non- profit, what is left toward sales tax?
- 9.) If entry roads with the very unique rounded brick are damaged by construction equipment, have you looked for a supplier ahead of time, so that these unique roads look the same?

Alex Weiner

From: [REDACTED]
Sent: Monday, October 24, 2022 5:12 PM
To: Alex Weiner
Subject: LSU Mariners Village Property Plans Additional (#4) Comments of Lawrence Grundmann, 301 Mariners Is. 70448, for inclusion in Planning Committee Zoning Change Application Record

Dear Alex

The following comments arise from responses by the developers during the last public meeting on the subject held on Oct. 21, 2022 and it is requested that these be added to the record for official response:

Reference is made to this meeting when the Woodward representative was at the podium to answer a question I raised (the last permitted in the session) regarding the fact that there were no parking places allocated to accommodating members of the public who came to use the beach since it was unlikely they would park off premises and walk in. The sponsors at the first meeting stated there would be no prohibition on such access.

On this night the Woodward representative's response stated it was a private beach primarily for hotel guests and apartment occupants but reiterated there would be no barrier to outsiders. His response seemed to infer that its private property status would negate the need for accommodating public beach visitors to the property. I find that to be less than comforting (or realistic) in that the beach as depicted is likely to be the most attractive one in the Mandeville area and there are inherently other public access needs and activities for the site. The "public/private" response by the developer only adds confusion and does not address the parking issue.

Additionally, it raises the questions of site security and public safety responsibility. Are the property's "public-areas" (those spaces not occupied by structures) going to remain privately owned (and by what entity) or are they going to be somehow passed to the Township or other government ownership and therefore the accompanying responsibility for maintenance and security? Regardless it would seem unless there are enacted and enforced prohibitions against public access, then parking accommodations for the beach must be added.

Also, account must be taken for the public servitude running along the east side of the marina entrance canal that would allow for the public to have a right to access the lake.

The question of the "attractive nuisance" of the beach and related parking does also beg the answer to the broader question of ongoing ownership and responsibility for the "public-areas" noted above.

When another questioner inquired about steps to protect the periodic Bald Eagles nesting in the on-site cypress trees, the developer spokesman dismissed any concern citing it was not a nesting site. It is hard to believe that the LSU ornithologists who expressed concern in the Sunday (10/23/22) Picayune/Advocate article about the impacts on birds that periodically flock in the LSU lakes that are proposed to be dredged would be as blasé about the birds' disturbance on the Sucette site because of the development without some study and specific mitigation. The developer should undertake such impact and mitigation studies not only for the eagles but all the varieties, including the annually returning Canadian Geese to the property and marina area.

Thank you for your kind attention to this request.

Lawrence Grundmann
301 Mariners Island
Mandeville, LA 70448

Alex Weiner

From: Allen Churchill [REDACTED]
Sent: Friday, April 14, 2023 7:13 AM
To: Alex Weiner
Subject: Sucette Harbor

Dear Sir,

I am writing in support of the Sucette Harbor development which i understand is under consideration by the Mandeville zoning and planning commission.

Like many North Shore residents I am perhaps reflexively suspicious of big development projects that could degrade our quality of life, increase traffic, etc.. However, I think the Sucette Harbor project is of high quality and realistic. It is also my understanding that the developers have an attractive track record with multiple projects. Additionally, I feel like that some day someone is going to develop that land so It might as well be a well conceived project like this one.

My take on this project may be a little different from others as I am in the business of assisting retirees and pre-retirees with planning for their old age and help them manage long term care issues and insurance. I think it would be a boon to the Mandeville area to have a new first class facility to serve our population.

On a *more personal* note my father is currently a resident of Poydras Home on Magazine street in New Orleans. I can assure you that families who currently travel 45 minutes there and back to visit their elderly loved ones would have rather had options in the Mandeville area. South Shore travel times there and back can be a considerable strain. This reality leads me to think this project has every chance of working.

It is with these thoughts in mind that I urge your positive consideration of this project.

Allen Churchill

1925 America st.

Mandeville La. 70448



Alex Weiner

From: Andrew Ellender [REDACTED]
Sent: Saturday, April 15, 2023 11:04 AM
To: Alex Weiner
Subject: Sucette Harbor

Hello Alex,

The building height should be allowed as it is part of the comprehensive plan for Mandeville. The CLURO and the plan do not match up and this should be an exception until the CLURO can be updated.

Parking should not overflow into the neighboring streets. Please raise this issue and help us understand how this will be prevented. Can you recommend any enforcement verbiage that forces the owners to increase parking space if it becomes a problem in the future?

I am fine with cutting down 3 oak trees if they are unhealthy and replacing them with the proposed amount of new trees. Can enforcement language be recommended that forces them to replace any trees that die or are damaged on their property?

--

Best Regards,

Andrew Ellender
780 Lambert st
Mandeville, LA 70448
[REDACTED]

Alex Weiner

From: [REDACTED]
Sent: Wednesday, April 12, 2023 4:03 PM
To: Cara Bartholomew
Cc: Alex Weiner
Subject: LSU Mariners Village Property Plans: Additional Comments of Lawrence Grundmann, 301 Mariners Is. 70448, for inclusion in Planning Committee Zoning Change Application Record

It is requested that this correspondence be included in the application records and distributed to the Planning Commission Members before its April 17, 2023 Meeting

Dear Ms. Bartholomew:

Hopefully you recall my various written submittals and oral comments on the proposed LSU Health Foundation Lessee's (Woodward's) Proposal throughout the process since its first hearing on September 21 of last year. I and my 6 neighbors in the Mariners Island Condo building directly across the "lollypop stick" from the proposed project parcel are probably the closest homeowners to this proposed project.

Unfortunately, I will be unable to attend the April 17, meeting where the Commission is scheduled to render its final decision. Particularly disturbing is that there is no published listing of the public's questions with them collated by categories and the developer/Commission responses, mitigation plans or reason for rejection of those issues as stated there would be. I have submitted to Mr. Weiner several examples of unanswered issues but the expected listing would better capture any missed ones.

A major driver of the proposed project's impact on immediate area residential neighbors is that virtually all of the variances from the County CLURO and the 1998 Ordinance designating this as Planned Residential parcel are driven by enhancing the economics for the developer. This may explain (but not justify) his reluctance to reduce the size of the hotel and eliminate the event center and moderate most other commercial aspects or amend parking assumptions to be more realistic. The Commission should perform studies to determine if the perceived (advertised) public's economic benefits justify the substitution of the very commercial neighbors that many of those who brought the residential growth to this neighborhood over the last 40 years were seeking to leave behind -exactly what this current zoning change is proposing- are not irrevocably harmed by permitting this change. We have seen no such evaluation and justification by the Planning Commission.

It is interesting to note that the property's existing zoning Ordinance 98-40 made some specific findings by noting in particular that "... the requested zoning designation ... and its development ... will serve the best interests of the City of Mandeville by protecting existing residential neighborhoods in the vicinity of the Property from the possible intrusion of commercial uses and other types of residential uses which, by their nature and/or size, may be deleterious to that neighborhood; ...". Many, if not most of the proposed project's neighbors made the surrounding area their home based on this principle.

It is our plea that careful consideration be given to the impacts on existing residents who came here relying on the expressed intents and aspirations of the City leaders to preserve the residential nature of their neighborhood. Most importantly, given recent economic shifts which are most certainly increasing costs of the project, the developer will be seeking to further exploit the site to reestablish economics he envisioned at the time of the originally proposal submittal. One avenue seemingly already being explored is to allow all age group rentals of the apartments rather than the senior, 55+ restriction that underpins almost every "code variance" request by the developer. If the Commission does not unequivocally tie-down that restriction for all time to any authorization of this proposed, it could not do a greater disservice to our community and its residents.

A subset hurdle of memorializing this age restriction is that the Property owner, LSU Health Foundation of New Orleans, is not the developer applicant, but rather a Developer Lessee of 99 years duration, Woodward. Further complicating the efficacy and permanence of such a restriction is the proposal that the apartment management will likely be a concession operator under contract to the Developer. Any restriction must be able to reach through all of these layers to be permanently

effective. It is hoped, if any permitting ordinance for any zoning variance and the age restriction is written, it will be confectioned to effectively reach through all these layers for all time.

We appreciate the hard work the P&Z Staff is putting into this review, but we are concerned that the negative impacts on existing residential neighbors is being unjustifiably minimized or even ignored.

Thank you for your indulgence in reading this I hope you and your staff will explore the suggestions that have been submitted on behalf of many of my neighbors who have indicated the same sentiments and concerns about unanswered questions.

Sincerely,
L.C. Grundmann, Jr.
301 Mariners Island
Mandeville



Alex Weiner

From: [REDACTED]
Sent: Monday, March 20, 2023 1:57 PM
To: Alex Weiner
Subject: RE: LSU Mariners Village Property Plans Additional (#6) Comments of Lawrence Grundmann, 301 Mariners Is. 70448, for inclusion in Planning Committee Zoning Change Application Record

Hi Alex-

A neighbor and fellow boater asked me to add this to my submissions for this next meeting tonight:

As a boater, I have been in Marinas all over the area including Mariners Village Marina. Boating is inherently a social activity. 18 parking places for 102 slips is totally inadequate. The Pelican Yacht Club and the Park across the street disproves the adequacy of this ratio. You have only to go there on a weekend or holiday and see all lots totally full and people parked everywhere. People will park everywhere around the new marina, if built. They will fill up the construction company lot as they do now on weekends and park everywhere in the adjacent facilities. There will be constant complaints to the police. Everyone will say what was the P&Z thinking.

Thank you,
LARRY GRUNDMANN
301 Mariners Island, 70448
[REDACTED]

Alex Weiner

From: [REDACTED]
Sent: Monday, March 20, 2023 12:36 PM
To: Alex Weiner
Subject: FW: LSU Mariners Village Property Plans Comments of Lawrence Grundmann, 301 Mariners Is. 70448, for inclusion in Planning Committee Zoning Change Application Record
Attachments: DISCUSSION POINTS FOR ZONING COMMITTEE MEETING 2022.9.21.DOCX

Good Morning Alex

As follow on to my earlier email for the upcoming meeting wherein I noted elements not clearly addressed, I reviewed our first submittal comments (on Sept. 21, 2022) which were to be read into the record of the meeting but were not. Several of the items contained therein also were not fully vetted by the Commission.

Virtually all of the variances from the 1998 Ordinance designating this as Planned Residential parcel are driven by enhancing the economics of the developer. Thus his reluctance to reduce or eliminate the hotel and event center or amend parking assumptions to be more realistic. The Commission should perform studies to determine if the perceived (advertised) economic benefits justify the substitution of the very commercial neighbors that many of those who brought the residential growth to this neighborhood over the last 40 years were seeking to leave behind -exactly what this current zoning change is proposing- are not harmed by permitting this change. We have seen no such evaluation and justification

It is interesting to note that Ordinance 98-40 made some specific findings by noting in particular that: ... the requested zoning designation ... and its development ... will serve the best interests of the City of Mandeville by **protecting existing residential neighborhoods in the vicinity of the Property from the possible intrusion of commercial uses and other types of residential uses which, by their nature and/or size, may be deleterious to that neighborhood;** ...

It is our plea that careful consideration be given to the impacts on existing residents who came here relying on the expressed intents and aspirations of the City leaders to preserve the residential nature of their neighborhood.

Respectfully submitted
Larry Grundmann
301 Mariners Island
Mandeville, LA
[REDACTED]

From: [REDACTED]
Sent: Wednesday, September 21, 2022 1:51 PM
To: aweiner@cityofmandeville.com
Subject: LSU Mariners Village Property Plans Comments of Lawrence Grundmann, 301 Mariners Is. 70448, for inclusion in Planning Committee Zoning Change Application Record

Dear Mr. Weiner;

Thank you for the opportunity to place concerns of the neighboring public before the Planning Commission on this extremely important issue. After discussions with several of our neighbors here in Mariners Island, I am submitting the

attached comments for inclusion in the Zoning Change proceeding records. I am also prepared to read these at the Zoning Committee Meeting tonight if permitted.

Lawrence Grundmann,



Alex Weiner

From: Matt Taylor [REDACTED]
Sent: Wednesday, April 12, 2023 9:00 AM
To: Alex Weiner
Subject: Sucette Harbor

Hi, Alex. I'm writing to inform you of my support of the Sucette Harbor development on the Mandeville lakefront. I'm a resident of Mandeville (Beau Chene). As owner of Property One, a regional commercial real estate firm with offices across the state, I've had a lot of experience with real estate development, and my experience leads me to conclude that Sucette Harbor would be a great benefit to Mandeville.

Here are the key points for me:

- It's the right developer. Paul Flower has a great track record and has the resources and experience to get this project done the right way. He's been around long enough to understand how to make a project work and not gouge the surrounding community. That's not an insignificant point - a lot of developers are completely self-centered and don't see the bigger picture. Paul is not that. He's experienced and reasoned. He's the right guy to be respectful of the existing culture.
- The proposed development is the right use for the site. Having a high end, first class development like this on our waterfront will only add to the Mandeville vibes that attract people here. I can think of other projects that would be successful here and benefit developers, but I can't think of any that would benefit Mandeville as much as this one would.

Again, as a resident and expert in commercial real estate/development, I'm in support of this project from Woodward happening in our backyard. I'm very excited to see this come to fruition.

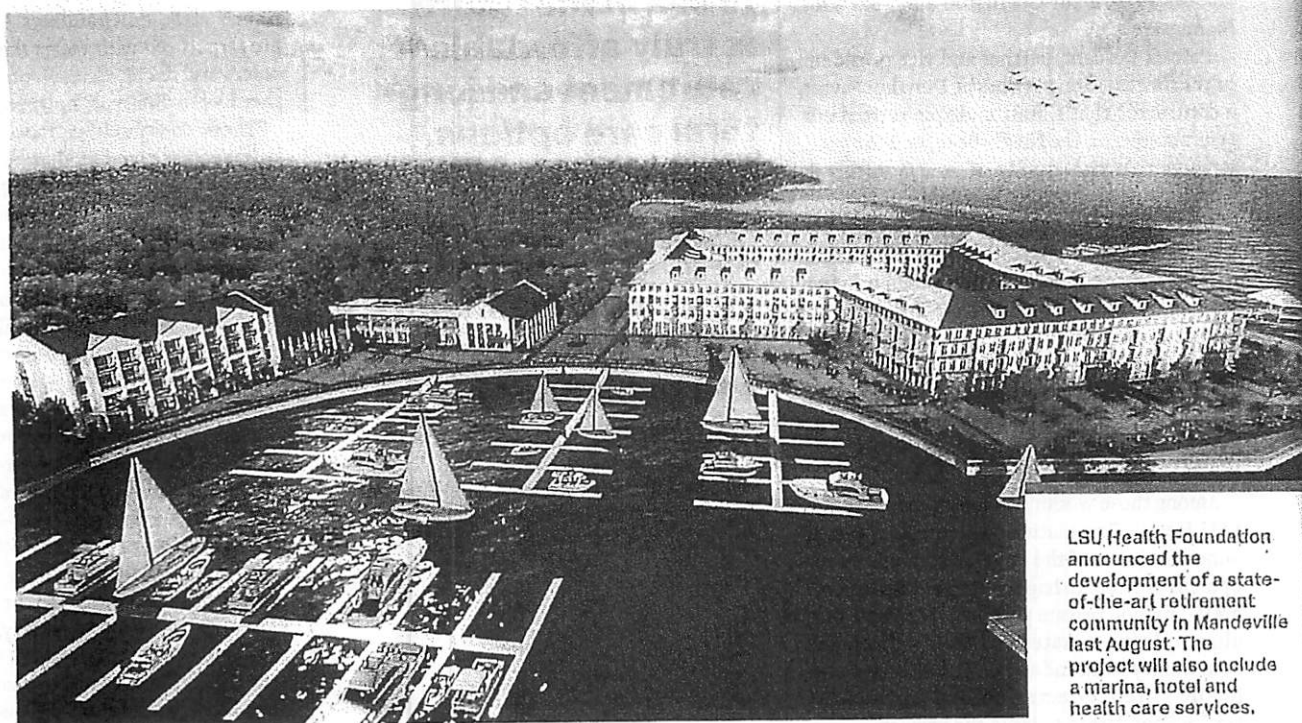
If you have any questions, I'd be happy to speak to you about it.

Matt Taylor

President
Property One, Inc.
Licensed in Louisiana

t:504.681.3428 | c:[REDACTED]
3500 N. Causeway Blvd., Suite 600
Metairie, LA 70002
Property One, Inc. is licensed in LA, MS, TX, and
GA

DID YOU KNOW? The 29 acres donated by the Al Copeland family for this project is valued at over \$7 million, making it the largest gift ever received in the LSU Health Foundation's 31-years of operation.



LSU Health Foundation announced the development of a state-of-the-art retirement community in Mandeville last August. The project will also include a marina, hotel and health care services.

THE NORTHSHORE IS TOPS FOR RETIREMENT

Ranked Louisiana's top spots to retire, Covington and Mandeville continue to work to meet demand for retirement communities.

BY DREW HAWKINS

Orothy Gale wasn't lying when she said, "There's no place like home." Having a comfortable and safe place to lie your head at night is a basic human need, but all too often, affordable retirement communities that can provide residents with both a good quality of life and attend to their medical needs, all without breaking the bank, are difficult to access for those in South Louisiana.

The need is especially being felt on the Northshore of Lake Pontchartrain, where The LSU Health Foundation estimates more than 10,000 people are retiring every day.

In a 2021 study by SmartAsset, Covington and Mandeville grabbed the top two spots in a ranking of "Best Places to Retire in Louisiana." The study ranked cities by tax burden; medical offices, recreation centers

and retirement centers per 1,000 people; and the percentage of the city's population that are seniors (18.6% for Covington and 18.3% for Mandeville).

Patrick Descant, partner and vice president of preconstruction services at DonahueFavret, a contractor that's built multiple retirement communities on the Northshore, said the good news is that the supply of communities is starting to move to meet demand.

"Over the last 12 years, there's been somewhat of a boom of retirement communities on the Northshore that serve independent living, assisted living and memory care, along with skilled nursing facilities as well," said Descant. "And what these new facilities, the new models and designs that we've seen have really honed in on is trying to make the residents feel at home and extremely comfortable, which that lends to a real high quality product."

Among those working to meet demand is the LSU Health Foundation, which last summer announced one of the largest economic development projects to happen on the Northshore: a \$150 million private partner investment that aims to bring a state-of-the-art retirement community to Mandeville. The Al Copeland family gifted 29 acres of land to the LSU Health Foundation to build the project.

"This partnership with LSU Health Foundation is a long-standing one, and it is my honor to donate this land in our father's name," said Al Copeland Jr. at the announcement.

The need for this specialized type of housing has also increased as society has become more transient. Many families no longer remain in close proximity to one another across multiple generations. "The oldest of our population find themselves losing their independence at home and needing some help," said Kerry Milton, chief nursing officer at St. Tammany Health System. "That is where the affordable retirement community is truly needed."

Milton said socialization is really the key for residents of a retirement community, which needs to offer safety, structured schedules, social interactions, healthy activities, exercise, nutritional support, convenient access to healthy food and assisted food preparation, plus staff-hosted events and outings for the residents to stay engaged in daily life activities.

To facilitate socialization and create a more homelike environment, Descant said the

What we really need to see in the future is truly affordable retirement and long-term care options. Much education is needed for people who do not yet need these living arrangements to understand their cost and to plan for future needs.

Paula Day, assistant vice president of care coordination at St. Tammany Health System

design of modern retirement communities has shifted. Gone are the days of "institutional" style, dull buildings. Today's facilities are structured with wings that have different colors and decor, so residents feel almost as if they live in different "neighborhoods."

"These communities, these neighborhoods have central communal areas, with furniture and rugs and TVs that meet the needs and really make these residents feel like home when they're not in their rooms. And we want to incorporate skylights and dormers to bring in natural light to the middle part of the building where the communal areas are. One of the biggest amenities is one of the simplest amenities that you can possibly think of, that's natural light, sunlight," said Descant.

While the Northshore does have a variety of care settings — from centers for rehabilitation to skilled nursing, long-term acute care and custodial care — there remains a deep need that's not being filled.

"What we really need to see in the future is truly affordable retirement and long-term care options," said Paula Day, assistant vice president of care coordination at St. Tammany Health System. "Much education is needed for people who do not yet need these living arrangements to understand their cost and plan for future needs."

According to Caring.com's 2022 Senior Living Report, the average cost for assisted living in Louisiana is \$3,748 per month, which is lower than the national average and can still be well outside of the budget of many families in the state.

What's more is that many Americans do not have enough saved for retirement. A 2021 report from the Federal Reserve found that nearly one in every four adult Americans has no retirement savings at all — and this is true before the pandemic hit.

Estimates say that a 65-year-old resident of Louisiana whose life expectancy aligns with the state average would need to save \$914,000 to live out retirement in relative comfort. That's why industry experts say planning and saving for retirement is key.

"It's important for people to understand how much planning and saving is needed to be ready for retirement, aging and the health conditions that come with it," said Day. ■

Kristine Scherer

From: [REDACTED]
Sent: Saturday, June 17, 2023 3:37 PM
To: Kristine Scherer
Subject: Sucette Harbor

Hello,
I just wanted to give my 2 cents on this project.
I think its a great idea.
Ive been in Mandeville for 6 years, prior was New Orleans(before that Lake Charles).
Im married with 3 younger kids.
My parents live in Abita, this is a place that Id push them to move to from Abita.
Let me know how I can support this project getting a vote of yes.
I know a good chunk of my neighbors in the sanctuary would feel the same way I do about this project.

Thanks,

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Kristine Scherer

From: [REDACTED]
Sent: Saturday, June 17, 2023 9:30 PM
To: Kristine Scherer
Subject: Sucette Harbor

Good evening,

I am emailing tonight about the Sucette Harbor project, as I received a leaflet in the mail. I live in the subdivision of New Golden Shores, just off of Monroe Street, down the road from where this project would be taking place.

I am quite opposed to this for a few reasons. The biggest issue that comes to mind is emergency services responding to the senior living home. I work for a fire department, and many of our EMS calls are to senior living centers. This development being so close to neighborhoods and schools, would be a large inconvenience, with the sounds of sirens day in and out. Not to mention the traffic concerns that come along with this, such as slowing/stopping traffic and causing passersby to "rubberneck".

Another concern would be drivers passing through neighborhoods rather than taking the "main" roadways when traveling to the hotel, restaurant, or care center.

While I do think a senior housing area, hotel, etc would be good for Mandeville, I do not think this is an ideal location because of its proximity to many neighborhoods. I believe this would be a large inconvenience both during and following construction.

Turning the area into a park could be a quieter, more pleasant, and beautiful alternative.

Please consider those who live in this area, including children and pets, that would be very inconvenienced by this project.

Thank you for your time and consideration

Very respectfully,
[REDACTED]