

# STAGE 0 FEASIBILITY STUDY



## Severn Avenue Corridor Jefferson Parish, Louisiana

Task No. A-1.13; FY-13 UPWP  
State Project No. H.971941.1

January 2014

Prepared For:  
Regional Planning Commission for Jefferson, Orleans, Plaquemines,  
St. Bernard, St. Tammany, and Tangipahoa Parishes



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Bernard, St. Tammany, and Tangipahoa Parishes**



**Prepared by:  
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**In association with:**

**Perez.**







## TABLE OF CONTENTS

<u>SECTION</u>		<u>PAGES</u>
I.	Executive Summary .....	1-6
II.	Background .....	7-23
	A. Project Boundaries .....	7
	B. Project Background .....	8
	C. Purpose and Need.....	9-11
	D. Agency and Public Coordination.....	11
	E. Proposed Corridor Improvements.....	11-22
	F. Traffic Planning Assumptions and Analytical Methods .....	23
III.	Preliminary Statement of Probable Cost .....	24
IV.	Potential Environmental Impacts .....	25

### Figures

Figure 1.1 – Severn Avenue – Inventory and Analysis.....	2
Figure 1.2 – Severn Avenue – Existing Conditions – 18 <sup>th</sup> Street to Veterans .....	3
Figure 1.3 – Severn Avenue – Conceptual Image – 18 <sup>th</sup> Street to Veterans.....	3
Figure 1.4 – Severn Avenue – Existing Conditions – W. Esplanade to 18 <sup>th</sup> Street .	4
Figure 1.5 – Severn Avenue – Conceptual Image – W. Esplanade to 18 <sup>th</sup> Street...	4
Figure 1.6 – Proposed Bike Route .....	5
Figure 2.1 – Site Map.....	7
Figure 2.2 – Existing Land Use Map .....	9
Figure 2.3 – Existing Severn Avenue – Looking North.....	10



Figure 2.4 – Severn “Parklet” Plan .....	12
Figure 2.5 – Severn Avenue – Existing Conditions – W. Esplanade to 18 <sup>th</sup> Street .	13
Figure 2.6 – Severn Avenue – Conceptual Image – W. Esplanade to 18 <sup>th</sup> Street ..	13
Figure 2.7 – Severn Avenue – Existing Conditions – 18 <sup>th</sup> Street to Veterans .....	14
Figure 2.8 – Severn Avenue – Conceptual Image – 18 <sup>th</sup> Street to Veterans.....	15
Figure 2.9 – Proposed Bike Route .....	15
Figure 2.10 – Trellis Screening at Utility Poles.....	16
Figure 2.11 – Existing and Proposed Power Poles .....	17
Figure 2.12 – Severn Avenue Preliminary Plans – Title Sheet.....	18
Figure 2.13 – Severn Avenue Preliminary Plans – Typical Sections.....	19
Figure 2.14 – Severn Avenue Preliminary Plans – Plan Sheet 1 .....	20
Figure 2.15 – Severn Avenue Preliminary Plans – Plan Sheet 2 .....	21
Figure 2.16 – Severn Avenue Preliminary Plans – Shared Lanes West of Severn .	22
Figure 2.17 – Example of Refuge Island in Median.....	23

## Tables

Table 3.1 – Preliminary Statement of Probable Cost .....	24
Table 4.1 – Significant Tree List.....	25

## Appendices

A.	Stakeholder Advisory Group .....	A1
B.	Stage 0 Checklists .....	B1-B9
1.	Stage 0 Preliminary Scope and Budget Checklist.....	B1-B4
2.	Stage 0 Environmental Checklist .....	B5-B9





C.	RPC Complete Streets Policy (2012).....	C1-C2
D.	Meeting Memorandums .....	D1-D33
E.	Final Project Presentation for Agency & Public Coordination .....	E1-E29



## **I. EXECUTIVE SUMMARY**

Over the past several years, the Regional Planning Commission, Jefferson Parish Council and the Fat City Advisory Board have worked diligently to enhance the Severn Avenue Corridor as part of the Metairie Central Business District (CBD). A land use and transportation plan was completed in December 2001 followed by an implementation plan and new zoning requirements in 2010. A taxing district was established in order to provide a funding source. This report represents the next step to present conceptual plans to provide a pedestrian and bike friendly environment.

The design team of Meyer Engineers, Ltd., Perez Architects, and ITS Regional received authorization from the Regional Planning Commission (RPC) in March 2013 to proceed with preparing a Stage 0 Report and evaluation regarding bike and pedestrian connectivity for the Severn Avenue corridor from Veterans Memorial Boulevard to W. Esplanade Avenue in Jefferson Parish, Louisiana. Field investigations were held, data was gathered and a traffic analysis was completed in order to develop alternatives for a Complete Streets approach. A Stakeholder Advisory Group was formed from local agencies, local government, and stakeholders. See Appendix A for the complete list of agencies and their representatives. Meetings were held during the planning process and alternative selection. During the evaluation, the Stage 0 Checklists for Preliminary Scope and Budget as well as Environmental were developed and are included as Appendix B.

The existing conditions along Severn Avenue are shown in Figure 1.1. The street is a 2-way street with three (3) lanes of traffic in each direction separated by a raised grass median and narrow sidewalks on both sides. About a dozen oak trees and enormous electrical distribution power poles and electrical lines adorn the grassy median. Very little landscaping exists within the Severn Avenue Corridor. Numerous commercial businesses with an over abundance of driveways, line the street creating many obstacles for pedestrians and cyclists to encounter. The narrow sidewalks do not have any pedestrian lighting, and they are not inviting to pedestrians. The land use of the area was analyzed and a traffic study was completed to determine the best way to incorporate a Complete Streets concept into Severn Avenue. The design team proceeded with this project with the goal of improving the experience for pedestrians and cyclists, while still maintaining vehicular traffic flow through the corridor.



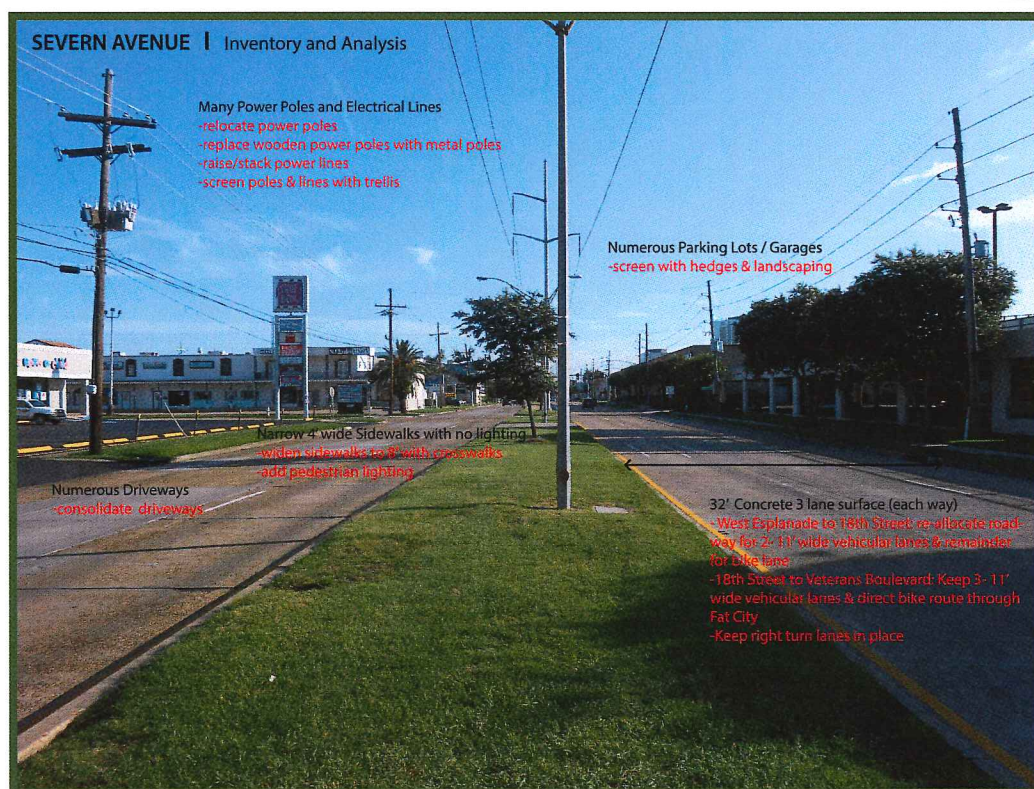


Figure 1.1 – Severn Avenue - Inventory and Analysis

A Stakeholder Advisory Group, consisting of officials from various agencies, stakeholders, government officials, and elected leaders, provided input and guidance throughout the course of the project leading up to the final preferred alternative.

In order to enhance pedestrian connectivity, it was agreed that the existing four foot (4') wide sidewalks should be removed and replaced with eight foot (8') wide sidewalks and pedestrian lighting on both sides of Severn Avenue for the entire length of the project. A wider sidewalk will provide ample room for pedestrians to pass each other and provide space for street furniture such as benches. Introducing the concept parklets along Severn is an innovative idea to create pedestrian friendly gathering spots. Parklets are planned for up to ten (10) locations where areas of twenty-five feet (25') by twenty-eight feet (28') adjacent to the sidewalk would be paved with decorative pavers and outfitted with benches, bike racks, news paper stands, trash receptacles, decorative planters and shrubs. Parklets will serve as pedestrian friendly areas, rest stops or meeting places. These areas could be utilized as transit stops if a bus or trolley system were brought down Severn Avenue. Behind the roadway curb, there is approximately fifteen feet (15') of right-of-way on the west (Fat City) side and approximately twenty-five feet (25') of right-of-way on the east (Lakeside Shopping



A wide-angle photograph of a commercial street scene. A grassy median separates two asphalt roadways. On the left, a tall utility pole stands near a building with a '7-Eleven' sign. On the right, a modern white building is partially visible. The sky is clear blue.

Diagram illustrating a proposed urban street layout with various lanes and features. The layout includes:

- Parking Lot
- 8'-0" Walk
- 5'-0" Buffer
- 31'-0" (3 Lanes @ 10'-4" EA.)
- 15'-0" Neutral Ground
- 31'-0" (3 Lanes @ 10'-4" EA.)
- Turn Lane
- 5'-0" Buffer
- 8'-0" Walk
- 4'-0" Buffer
- Parking Garage

In order to incorporate bicycle traffic into the corridor, a traffic study was completed along Severn Avenue from Veterans Memorial Boulevard to W. Esplanade Avenue. The



existing roadway section generally consists of three (3) travel lanes in each direction and a fifteen foot (15') wide grass median in the center. The Lakeside Shopping Center parking garages and the intersections of Veterans Memorial Boulevard and W. Esplanade Avenue also have right turn lanes. The traffic study showed that repurposing a motor vehicle lane in each direction for bicycle use would have minimal effect on traffic. Therefore, repurposing one (1) vehicular travel lane into a five foot (5') bike lane with a two foot (2') wide buffer from W. Esplanade Avenue to 18<sup>th</sup> Street was agreed upon by the Stakeholder Advisory Group. See existing and conceptual images of Severn Avenue from W. Esplanade to 18<sup>th</sup> Street in Figures 1.4 and 1.5 below.



Figure 1.4 – Severn Avenue – Existing Conditions – W. Esplanade to 18<sup>th</sup> Street



Figure 1.5 – Severn Avenue – Conceptual Image – W. Esplanade to 18<sup>th</sup> Street



Consultation with Jefferson Parish Engineering after the traffic study was completed resulted in the following proposal. Although the traffic study showed a lane could be repurposed with minimal effect on vehicular traffic, the Stakeholder Advisory Group felt that the safest route for the bicycles should be continued through Fat City – rather than on Severn Avenue – for the section from 18<sup>th</sup> Street to Veterans Memorial Boulevard because of the heavy traffic and numerous turn lanes for Lakeside Shopping Center. The proposed southbound bicycle route from Severn Avenue towards Veterans Memorial Boulevard would be along 17<sup>th</sup> Street, N. Arnoult Street, 18<sup>th</sup> Street, and Division Street in order to cross Veterans Memorial Boulevard with the one-way vehicular traffic at that intersection. A future idea would be to continue with a shared use lane to the future bikeway along the I-10 Service Road. The northbound bicycle traffic is proposed to cross Veterans Memorial Boulevard at Edenborn Avenue where the vehicular traffic is one-way and then continue along 17<sup>th</sup> Street to Severn Avenue. The aerial map shown below as Figure 1.6 shows the proposed bike route.

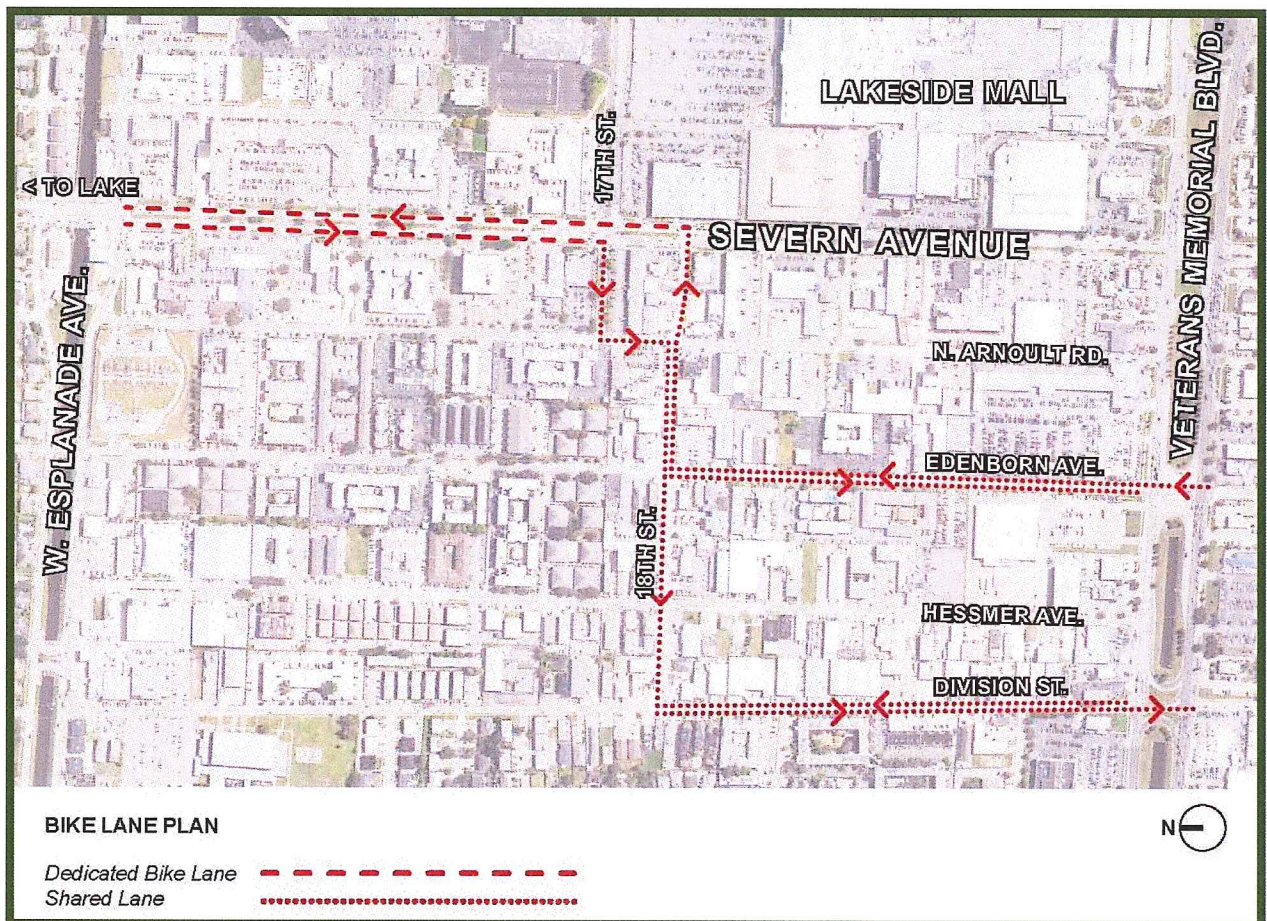


Figure 1.6 – Proposed Bike Route





Other proposed enhancements for the Severn Avenue Corridor consist of upgraded roadway lighting, median trellises with plantings to screen the large utility poles, paved, colored medallions and gateway markings, such as arches or pylons, at Veterans Memorial Boulevard, 17<sup>th</sup> Street, and W. Esplanade Avenue to mark these significant entrance points to Severn Avenue and Fat City.

To put in all these enhancements without upgrading the subsurface drainage system, would be amiss. The subsurface drainage system was put in approximately forty-four (44) years ago and it is not up to current standards. Jefferson Parish's current drainage design standards are for a 10-year storm event. Whenever there is very intense rainfall, the street floods. Therefore, upgrading the subsurface drainage system is a priority for the area and is included in this project.

## II. BACKGROUND

### A. Project Boundaries

The project boundaries are Severn Avenue from Veterans Memorial Boulevard to West Esplanade Avenue. Within this Severn Corridor, connections and enhancements for pedestrian and bicycle use are proposed. The Site Map labeled Figure 2.1 shows the vicinity of the project area, which is located in the heart of the Metairie Central Business District on the east bank of the Mississippi River in Jefferson Parish. In order to analyze this corridor for potential connections and linkages to the surrounding area, the study area included Division Street to Lakeside Shopping Center and from Lake Pontchartrain to the I-10 Service Road. Stakeholders within this study area were asked to be on a Stakeholder Advisory Group (SAG) in order to provide input into the planning process and alternative selection. The groups and their representatives on the committee are listed in Appendix A. Once the committee was formed, the planning process and evaluation began.

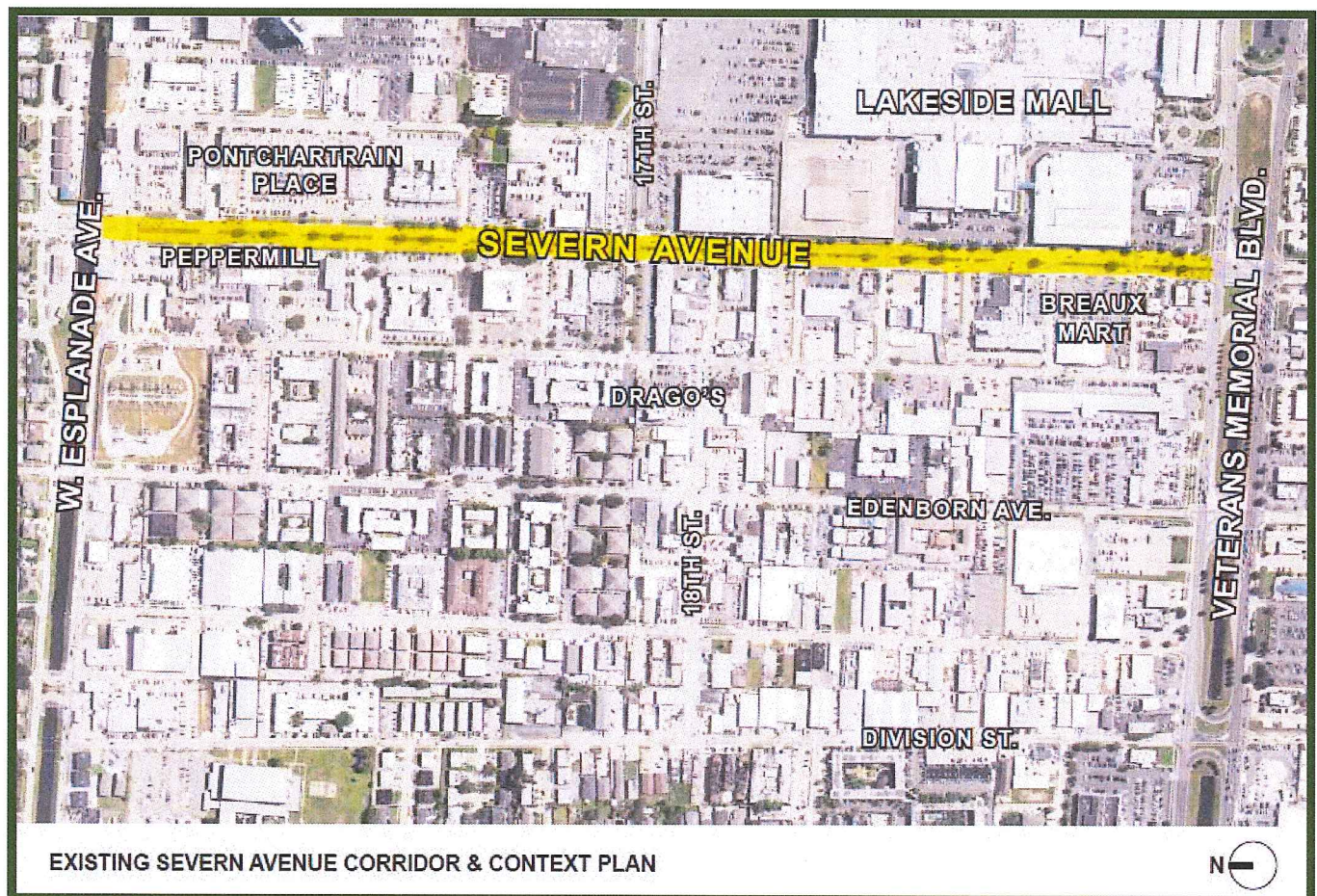


Figure 2.1 – Site Map





## B. Project Background

Over the past several years, much has been done to try to improve and enhance the Severn Avenue Corridor area which includes the Metairie CBD and “Fat City” in Jefferson Parish, Louisiana. In December 2001, the Regional Planning Commission completed a land use and transportation plan to improve the Metairie CBD area. In 2004, Jefferson Parish Council adopted the “Metairie CBD Land Use and Transportation Plan” which focused this area as the number one priority area for redevelopment. From that point on, Fat City has been the focus of a planning process that resulted in the adoption of the “Jefferson EDGE 2020 Strategic Implementation Plan: Fat City”. New zoning requirements were adopted in 2010 and a Fat City Advisory Board was formed in 2011 to address implementation strategies. Zoning code changes can be found in Jefferson Parish’s Code of Ordinances Section 33, Article 3 to define the Pedestrian Core, Residential Mixed Use and Commercial Mixed Use Districts and their regulations for building setbacks, sidewalks, signs, lighting, landscaping and parking. A dedicated revenue for Fat City was created in 2008 by earmarking a portion of Macy’s sales tax to establish a TIF (Tax Increment Financing) for the economic development district bounded by Division Street, Causeway Boulevard, Veterans Memorial Boulevard, and West Esplanade Avenue in order to produce a source of money that could be used for economic development and infrastructure projects within the designated area. Previous studies called for enhancing pedestrian-oriented development especially along 18<sup>th</sup> Street, 17<sup>th</sup> Street and 19<sup>th</sup> Street. In 2009, RPC and Jefferson Parish secured a Transportation Enhancement Grant from the Louisiana Department of Transportation and Development (LA DOTD) for improvements along 18<sup>th</sup> Street. These improvements included wider sidewalks, pedestrian lighting, utility/power pole improvements, drainage and streetscape enhancements such as plantings and banners, paving the way for this area to be a “Main Street” in Fat City. In order for Fat City to function cohesively transitions are needed from 18<sup>th</sup> Street to the businesses along Severn Avenue, including connections to the Lakeside Shopping Center across the street. The existing Land Use Map for this area is shown in Figure 2.2 on the next page.



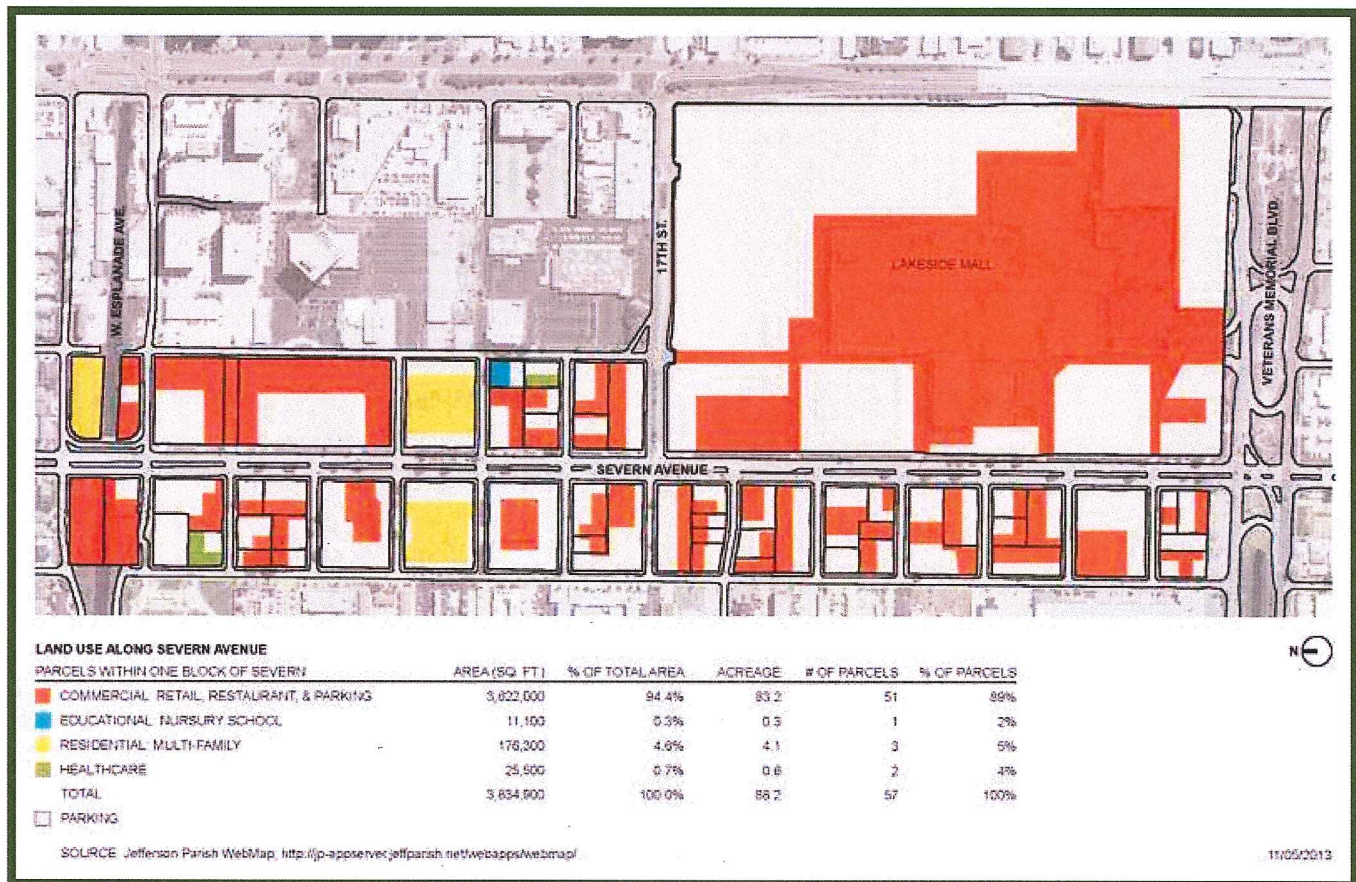


Figure 2.2 – Existing Land Use Map

### C. Purpose and Need

One of the main purposes of this project is to provide a Complete Streets approach by enhancing pedestrian, bicycle and transit access along Severn Avenue from West Esplanade Avenue to Veterans Memorial Boulevard. The other main purpose of the project is to foster connectivity between Lakeside Shopping Center and businesses to the west in a safe manner. As stated in the Louisiana Department of Transportation and Development (LA DOTD) Complete Street Policy, streets should be a comprehensive, integrated, and connected transportation network that balances access, mobility and safety for motorists, transit, cyclists and pedestrians. The LA DOTD Complete Streets Policy, adopted in 2010, can be found on their website, [www.dotd.louisiana.gov](http://www.dotd.louisiana.gov). The RPC Complete Streets Policy was adopted in 2012 and is included in Appendix C pages 1-2.

This project is needed in order to provide missing links for pedestrians and cyclists in the Severn Avenue Corridor from Veterans Memorial Boulevard to W. Esplanade Avenue. Severn Avenue has a 120' wide right-of-way. There are three (3) 10'-4" wide vehicular travel



lanes in each direction separated by a fifteen foot (15') wide raised median. On the west side of Severn Avenue, there is a four foot (4') wide concrete sidewalk within the fifteen-one-half feet (15.5') behind the curb. On the east side of Severn Avenue, there is a four foot (4') wide concrete sidewalk within the twenty-five feet (25') behind the curb. High voltage transmission lines are located along the median and distribution power lines run along both sides of Severn Avenue. A photograph of the Severn Avenue typical cross section, highlighting the aforementioned characteristics, is shown below in Figure 2.3.

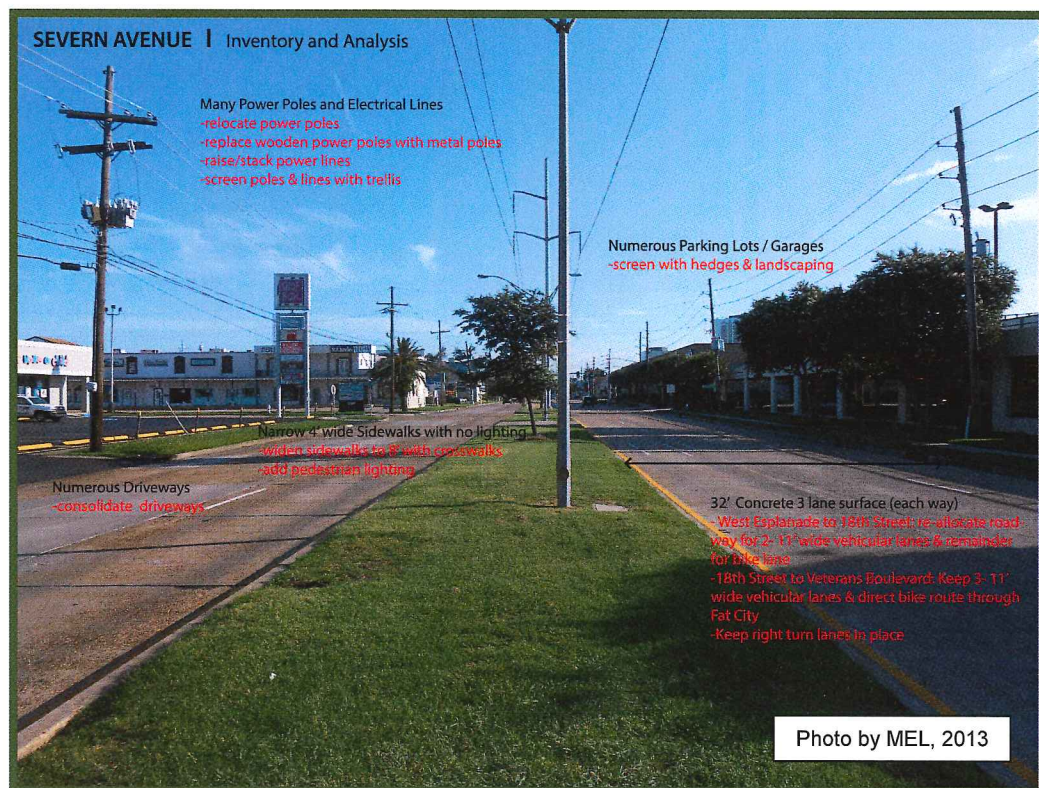


Figure 2.3 – Existing Severn Avenue – Looking North

Since a narrow sidewalk exists along both sides of the street, enhancements are needed in order to make it more usable and inviting to pedestrians. A bike route through the corridor would serve as a north-south connection for residents and other individuals traveling to/from the Lake Pontchartrain shared-use trail and to/from destinations south of Veterans Boulevard. In order to provide a more bike and pedestrian friendly environment, additional enhancements such as wider sidewalks, parklets, upgraded street and pedestrian lighting, street medallions and gateways are needed to create a multi-modal corridor of significance in Metairie. The concept of a parklet is to create a pedestrian friendly space behind the curb which could be enhanced with decorative pavers, benches, landscape, pedestrian lighting, newspaper stands, and bike racks. This study provides a Stage 0 Feasibility Report to





address the preliminary scope, budget and environmental issues as required by LA DOTD for potential funding of pedestrian and bicycle improvements mentioned above.

D. Agency and Public Coordination

A Stakeholder Advisory Group was formed to help guide the planning analysis, review findings, and develop recommendations in accordance with safety standards and previous studies. The Stakeholder Advisory Group consisted of representatives from RPC, DOTD, Lakeside Shopping Center, Fat City Advisory Committee, Apartment Owners Association, Jefferson Chamber, JEDCO, JET, Jefferson Parish Planning, Engineering, Economic Development and Jefferson Parish elected officials. These agencies and groups represented the public and stakeholder interests in the Severn Avenue Corridor. Several meetings and site visits were held during the planning process to gather input, and a final meeting was held to present the recommended alternative to the Stakeholder Advisory Group. Meeting memorandums are included in Appendix E. The presentation including the final recommendation is included in Appendix F (pages 1 through 29).

E. Proposed Corridor Improvements

In order to determine the safest and most feasible alternative to enhance pedestrian and bicycle movement, land use data was collected and a traffic analysis and site visits were completed. The Traffic Analysis is available upon request. Along Severn Avenue, a four foot (4') wide sidewalk exists on both sides of the street. The design team recommends replacing the existing sidewalk with an eight foot (8') wide sidewalk to provide enough space for pedestrians, as well as people in wheelchairs or people pushing strollers to comfortably pass each other. Along the entire route, street trees will be added for shade, shrubs and hedges will be added for screening parking lots/garages, pedestrian lighting will be added along the sidewalks, and landscaping with an irrigation system will be added to attract pedestrians to the corridor. To enhance the pedestrian atmosphere, the concept of parklets will be added along the sidewalk particularly on the Lakeside Shopping Center side adjacent to the parking garage because there is approximately an additional ten feet (10') of right-of-way behind the back of curb. Parklets are proposed for up to ten (10) different locations, which will be confirmed during the design phase. These parklets will be areas about twenty-five feet (25') by twenty-eight feet (28') behind the curb yet located within the street right-of-way. The parklets will consist of decorative pavers with possible features such as benches, bike racks, pedestrian lighting, evergreen screening, small flowering trees and potted plants, trash receptacles and newspaper stands. Parklets will serve as pedestrian friendly areas, rest stops or meeting places. In the future, these parklet areas can be utilized as transit stops if a



bus or trolley system is brought down Severn Avenue. The illustration shown in Figure 2.4 depicts the plan view of the parklet concept.

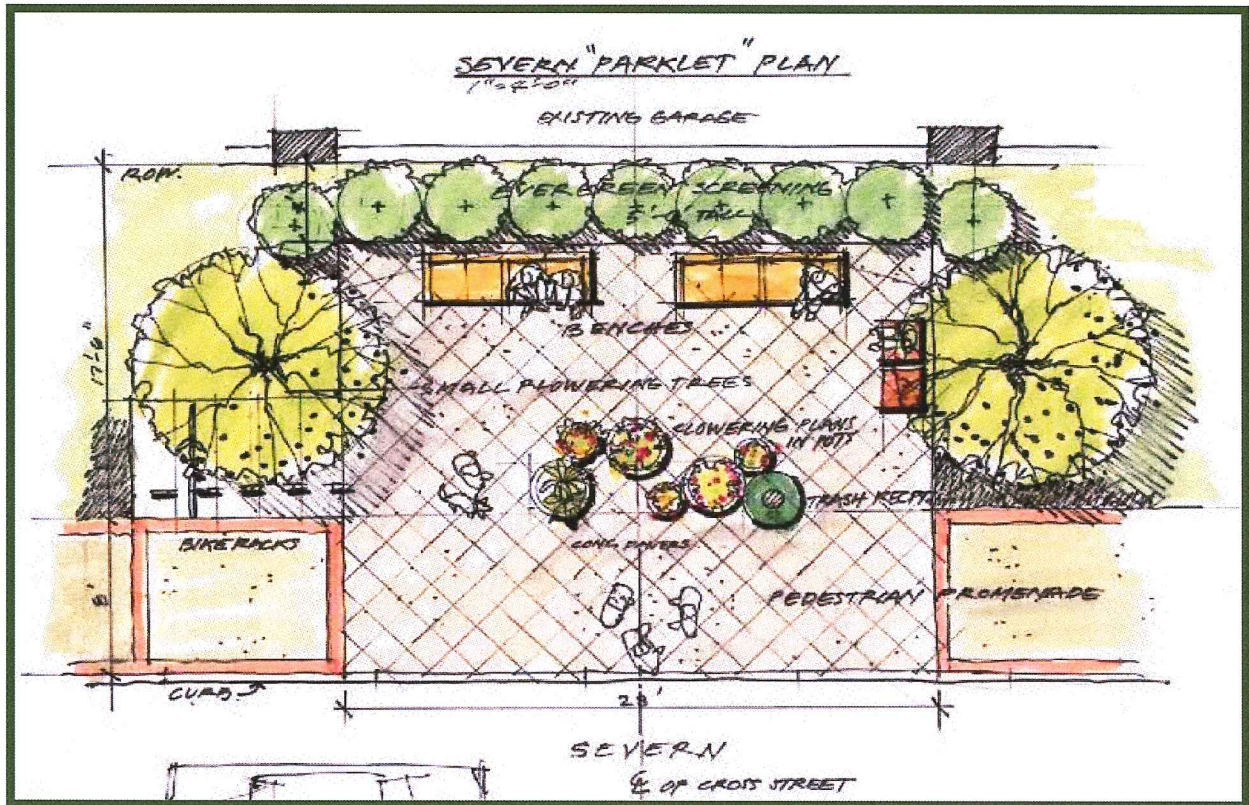


Figure 2.4 – Severn “Parklet” Plan

In order to incorporate bikes on Severn Avenue, the project team performed a traffic study to analyze the three (3) existing 10'-4" wide vehicular travel lanes in both directions of Severn Avenue. In several locations along Severn Avenue, there are dedicated turn lanes. The traffic analysis showed that repurposing one of the three motor vehicle lanes for bicycle use would minimally impact the current level of service of the roadway. The existing Severn Avenue intersections at W. Esplanade Avenue and Veterans Memorial Boulevard have two (2) through lanes for vehicular traffic. Therefore, removing one (1) of the three (3) vehicular travel lanes from 18<sup>th</sup> Street to Veterans Memorial Boulevard would have a minimal adverse effect on vehicular traffic because the existing intersections currently only have two (2) through lanes for vehicles. However, the SAG felt the dedicated turn lanes and all vehicular travel lanes from 18<sup>th</sup> Street to Veterans, should remain in place to maintain safe and efficient vehicular traffic flow.



West Esplanade to 18<sup>th</sup> Street: The SAG recommended that Severn Avenue from W. Esplanade to 18<sup>th</sup> Street be restriped from three motor vehicle lanes to two motor vehicle lanes with a dedicated bike lane and buffer. The bike lane would be five feet (5') wide separated from the vehicular traffic by a two foot (2') wide buffer. This will repurpose one lane of motor vehicular traffic with minimal impact to the roadway's level of service per the traffic analysis. Ultimately, cyclists could continue northward along Severn Avenue in a shared lane to tie into the existing shared-use trail beyond West Esplanade Avenue along Lake Pontchartrain. Figure 2.5 below shows the existing conditions on Severn Avenue from W. Esplanade to 18<sup>th</sup> Street. The conceptual image in Figure 2.6 shows how the proposed bike lanes and buffer would be striped utilizing the existing roadway pavement.



Figure 2.5 – Severn Avenue – Existing Conditions – W. Esplanade to 18<sup>th</sup> Street



Figure 2.6 – Severn Avenue – Conceptual Image – W. Esplanade to 18<sup>th</sup> Street



- The sweeping left turn lanes at the intersection of Veterans and Severn are a safety concern. Bicyclists in the proposed bike lane could possibly have to stop at several locations within this unusual intersection.
- On southbound Severn at Veterans there are two (2) existing vehicular through lanes and a right turn lane. These three (3) lanes would have to be maintained if bike lanes were added. This would require pavement widening which would result in the Severn median becoming narrower, from the existing 15' wide to an 8' width. This would place vehicles crossing Severn, within this median, to block a through lane of vehicular traffic, causing a dangerous situation and impeding traffic flow.
- Access to Lakeside Shopping Center would be adversely affected.

14



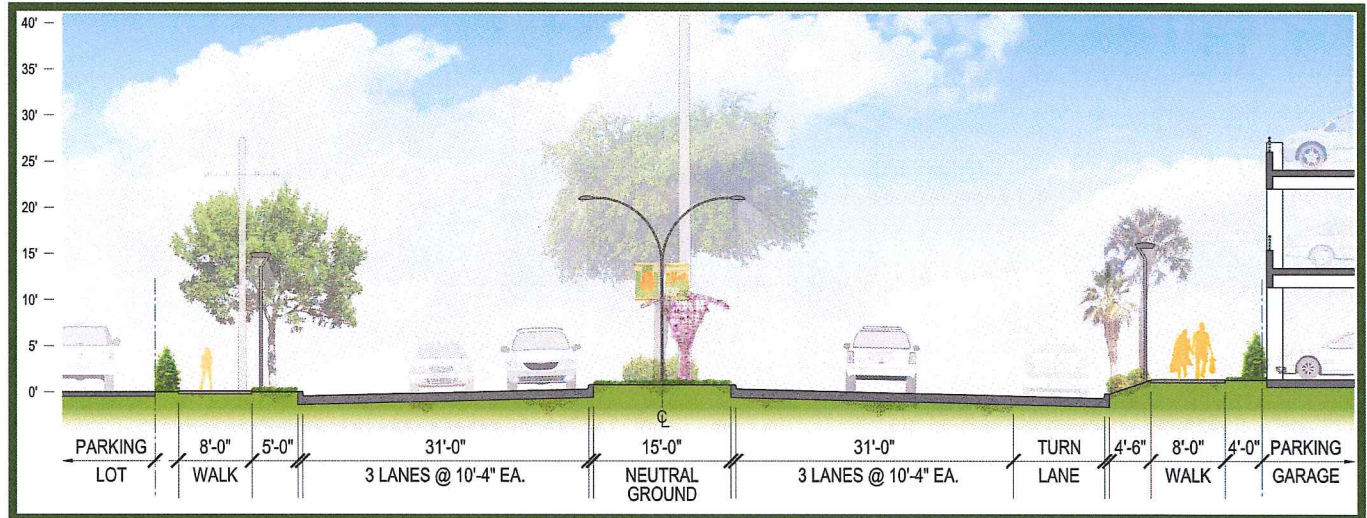


Figure 2.8 –Severn Avenue – Conceptual Image – 18<sup>th</sup> Street to Veterans

In order to provide the safest route from 18<sup>th</sup> Street to Veterans Memorial Boulevard, it is recommended to bring a shared lane bike route through Fat City along Edenborn Avenue and Division Street. The aerial map shown on Figure 2.9 depicts the proposed bike route through Fat City and the Severn Avenue Corridor.

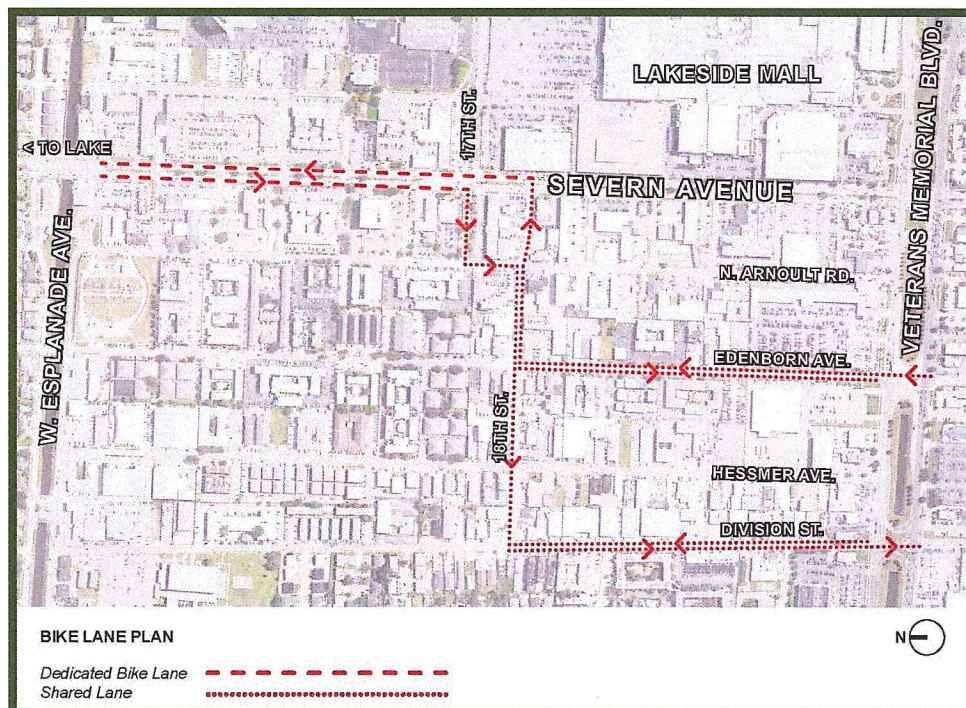


Figure 2.9 –Proposed Bike Route



The streets through Fat City have a lower volume of traffic and slower posted speeds for bikes to share the lanes with vehicles. Shared lane markers signifying a shared roadway would be added along Edenborn Avenue, Division Avenue, 17<sup>th</sup> Street and 18<sup>th</sup> Street. Appropriate signage to clarify use of the street would be added for the benefit of the vehicular traffic as well as the cyclists. Directional and destination signs for the cyclists would inform them of the directions and distances to key destinations within the community. The advantage of implementing a shared lane on an existing roadway is the cost saving of simply adding signs and markings to an existing roadway. This is a cheaper alternative than constructing a separate lane. This is a good option for the experienced cyclist to share the roadway with vehicles. It is not the best option for less experienced cyclists. The SAG recommended to cross Veterans Memorial Boulevard northbound on Edenborn Avenue and southbound on Division Street since those are one-way vehicular crossings at Veterans Memorial Boulevard.

The addition of pedestrian and bicycle enhancements will provide businesses along Severn the incentive to open their store fronts to the street, as an invitation to draw customers in. Colored designs in the pavement are proposed at key points along Severn Avenue such as Veterans Memorial Boulevard, 17<sup>th</sup> Street, and W. Esplanade Avenue. Gateway markings, such as arches or pylons, are proposed on Severn Avenue at Veterans Memorial Boulevard and W. Esplanade Avenue to serve as markers or grand entrances to Severn Avenue and Fat City. Trellises are recommended to be added along the median to screen the power poles and high voltage power lines. These power lines are major transmission lines and cannot be relocated so screening is advised. See Figure 2.10 for a conceptual sketch of the trellis screening at utility poles.

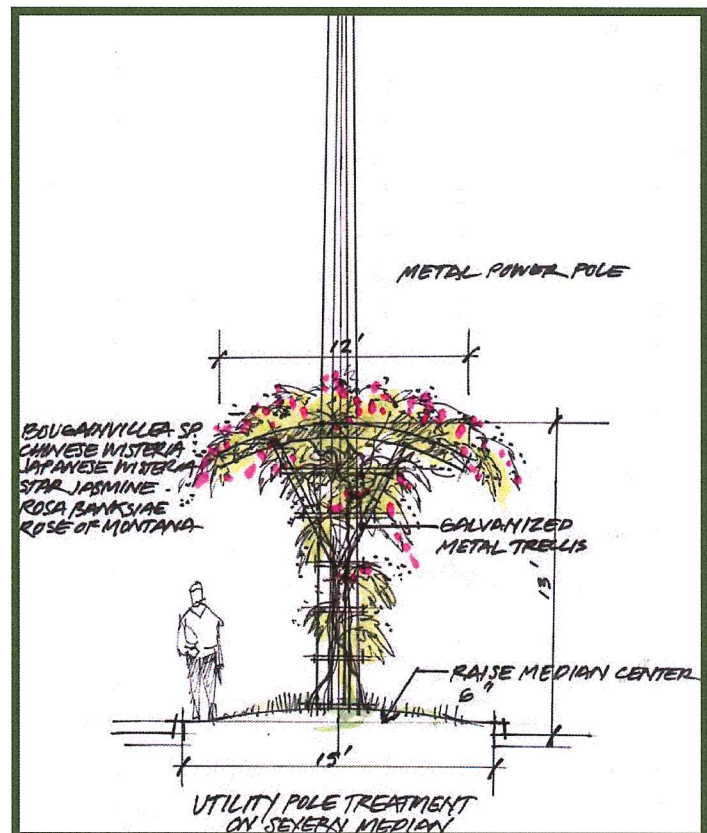


Figure 2.10 – Trellis Screening at Utility Poles

Along the sides of the Severn Avenue, a vast number of power lines and power poles adorn the street right-of-way for distribution of electrical service to the neighboring businesses. It is recommended to replace the aged wooden electrical poles with sleeker updated metal poles and to raise the power lines so that they will no longer be visible at eye level. If this is cost prohibitive, it is recommended to relocate power poles and lines as needed in proposed parklet areas. The photographs in Figure 2.11 show the old-style power poles and the new-style power poles.



Figure 2.11 – Existing and Proposed Power Poles

The recommended improvements will enhance pedestrian traffic, bike traffic, and aesthetics. However, it is highly recommended that utilities be improved to meet current standards prior to installing landscaping, sidewalks and lighting because these enhancements would conflict with upgrading the utilities in the future. According to Jefferson Parish officials, the water and sewer system do not need to be upgraded at this time. However, residents, local businesses and Jefferson Parish officials are well aware of the flooding problems along Severn Avenue in the Fat City area during intense rainfall events. The Severn Avenue subsurface drainage system, designed and installed approximately forty-four (44) years ago, no longer meets the current Jefferson Parish standards to be able to handle the 10-year storm event. The existing drain lines are located at the edge of the road. Therefore, any enhancements near the edge of roadway and behind the curb should be done after the drainage system is upgraded. The cost to upgrade the subsurface drainage system has been included in this study and can be found on page 25. The preliminary conceptual plans are included on the next few pages Figures 2.12 thru 2.16.

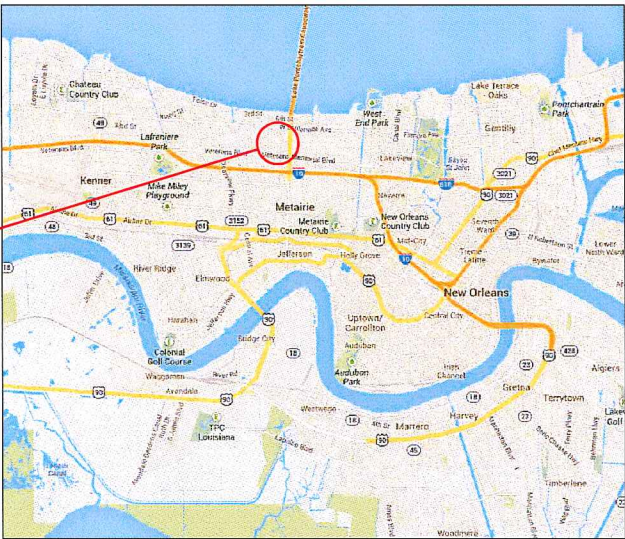




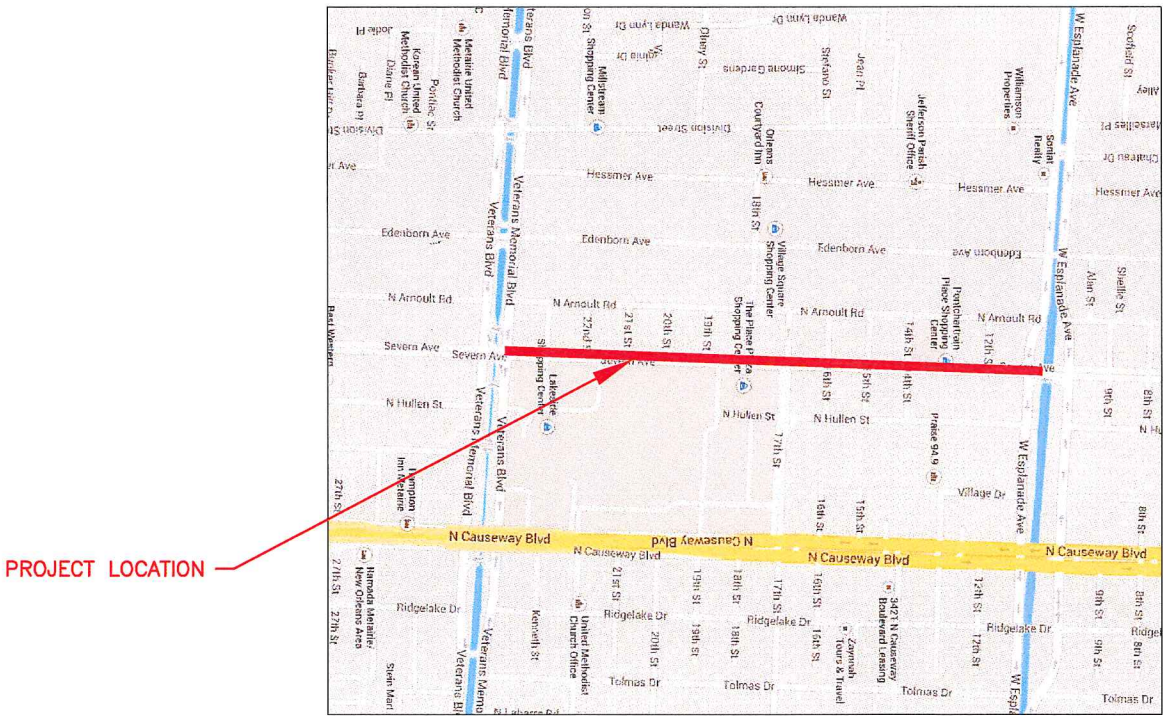
SHEET INDEX	
#	SHEET TITLE
2.8	TITLE SHEET
2.9	TYPICAL SECTIONS
2.10, 2.11	PLAN SHEETS
2.12	SHARED LANES WEST OF SEVERN

SEVERN AVENUE CORRIDOR  
REGIONAL PLANNING COMMISSION, OWNER  
EXECUTIVE DIRECTOR, WALTER BROOKS

JEFFERSON PARISH, LOUISIANA  
A/E PROJECT NO. 20-1304  
RPC TASK NO. A-1.13  
STATE PROJECT NO. H.971941.1



VICINITY MAP



LOCATION MAP



Figure 2.12 - Severn Avenue Preliminary Plans  
Title Sheet

project no. 20-1304  
drawn EHC  
checked DD,AT  
date JAN.2014  
revised

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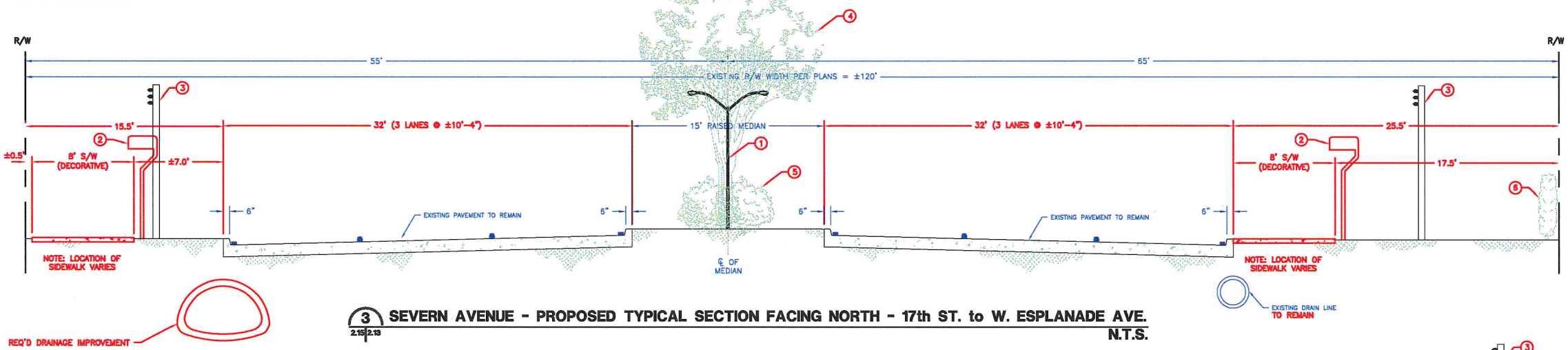
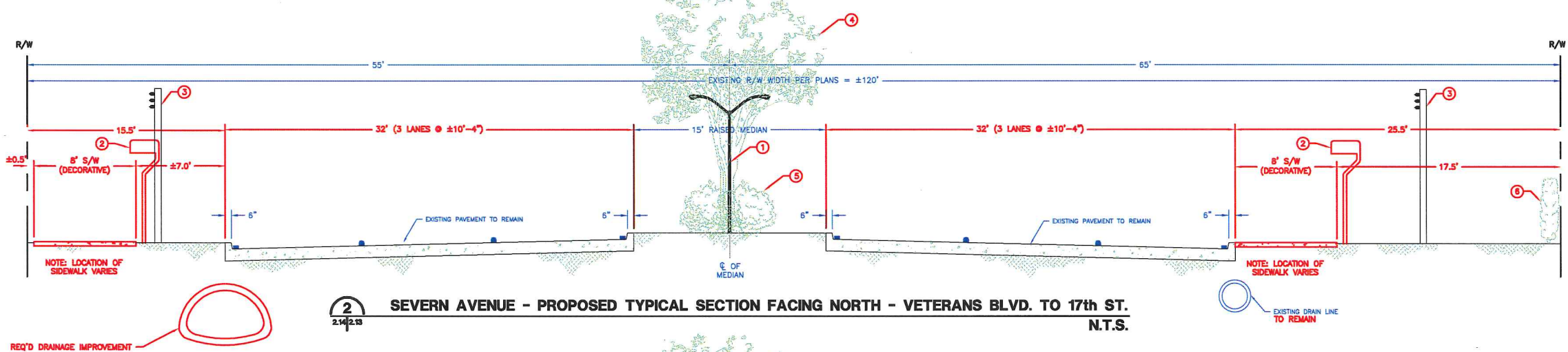
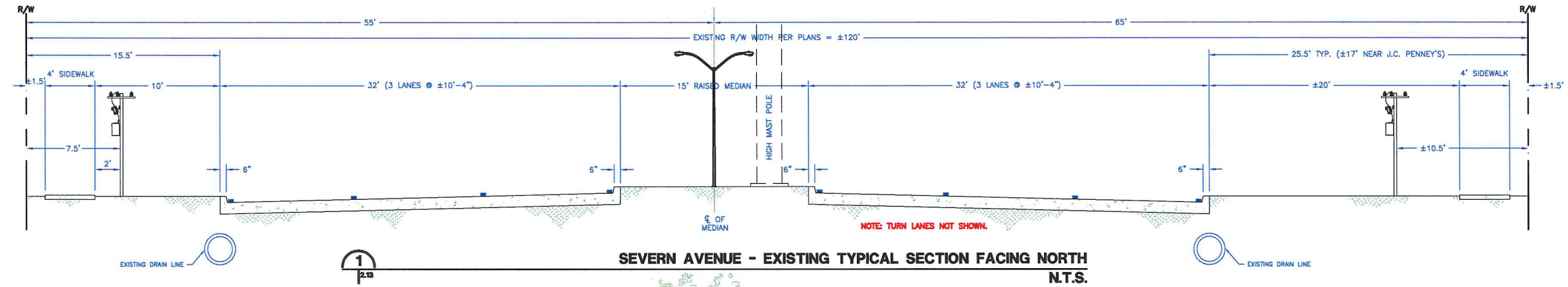


TITLE SHEET  
SEVERN AVENUE CORRIDOR  
JEFFERSON PARISH, OWNER

sheet no.  
**2.12**  
of sheets

PLOT 1=1  
20-1304-Title.dwg





**LEGEND:**

- |                            |              |
|----------------------------|--------------|
| ① REPLACE STREET LIGHT     | ④ NEW TREES  |
| ② PEDESTRIAN LIGHT         | ⑤ NEW SHRUBS |
| ③ REQ'D STEEL UTILITY POLE | ⑥ NEW HEDGES |

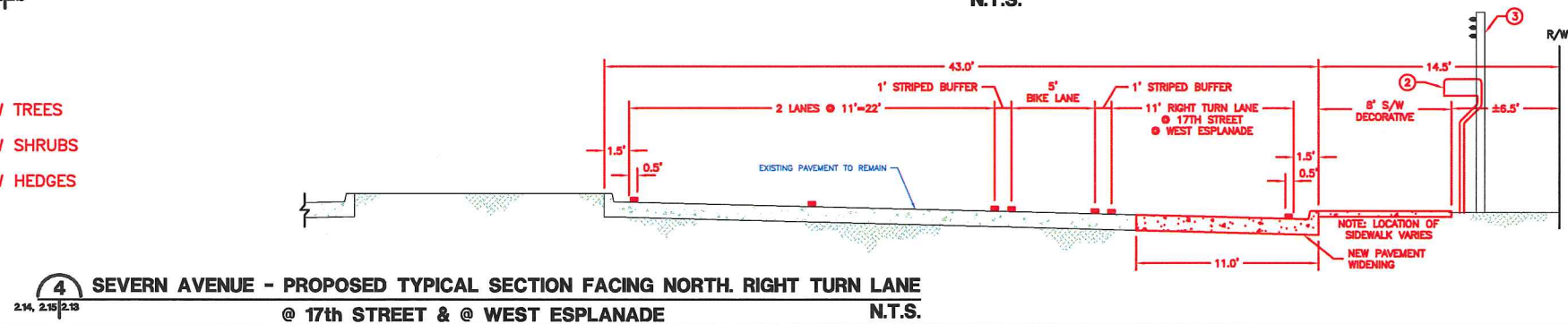
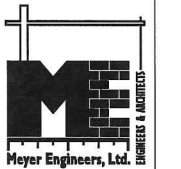


Figure 2.13 - Severn Avenue Preliminary Plans  
Typical Sections

project no. 20-1304  
drawn EMC  
checked DD, AT  
date JAN 2014  
revised

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**TYPICAL SECTIONS**  
**SEVERN AVENUE CORRIDOR**  
**JEFFERSON PARISH, OWNER**

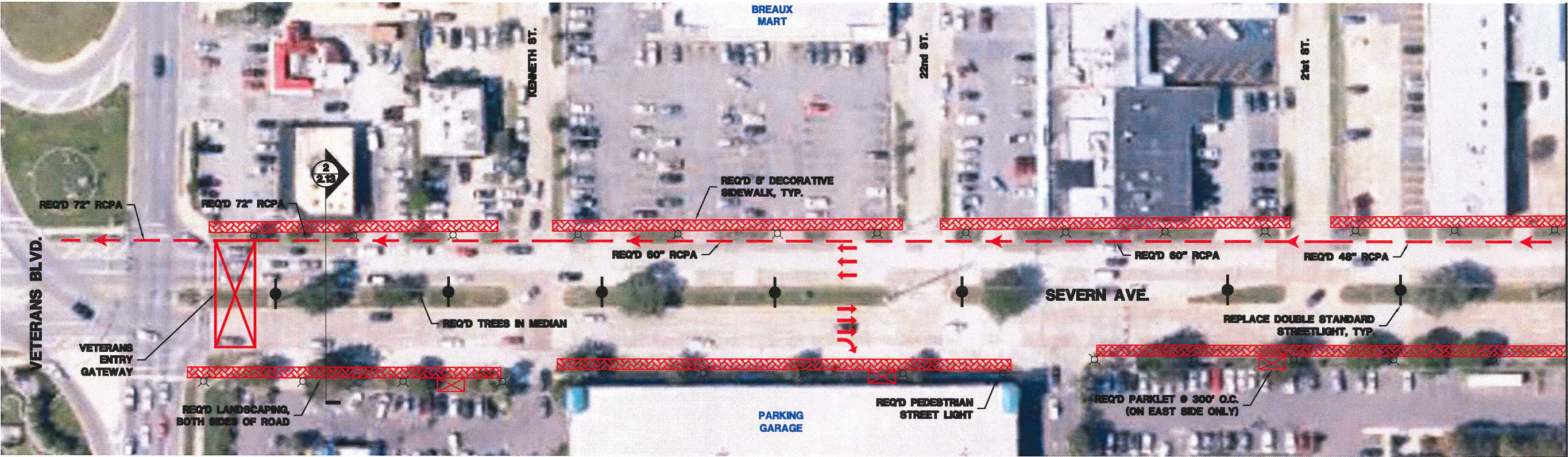
sheet no.

**2.13**

of sheets

PLOT 1=1  
20-1304-Plans And Sections.dwg





FOR CONTINUATION OF SHARED LANES ON 18th AND 17th STREET, SEE SHEET 2.16

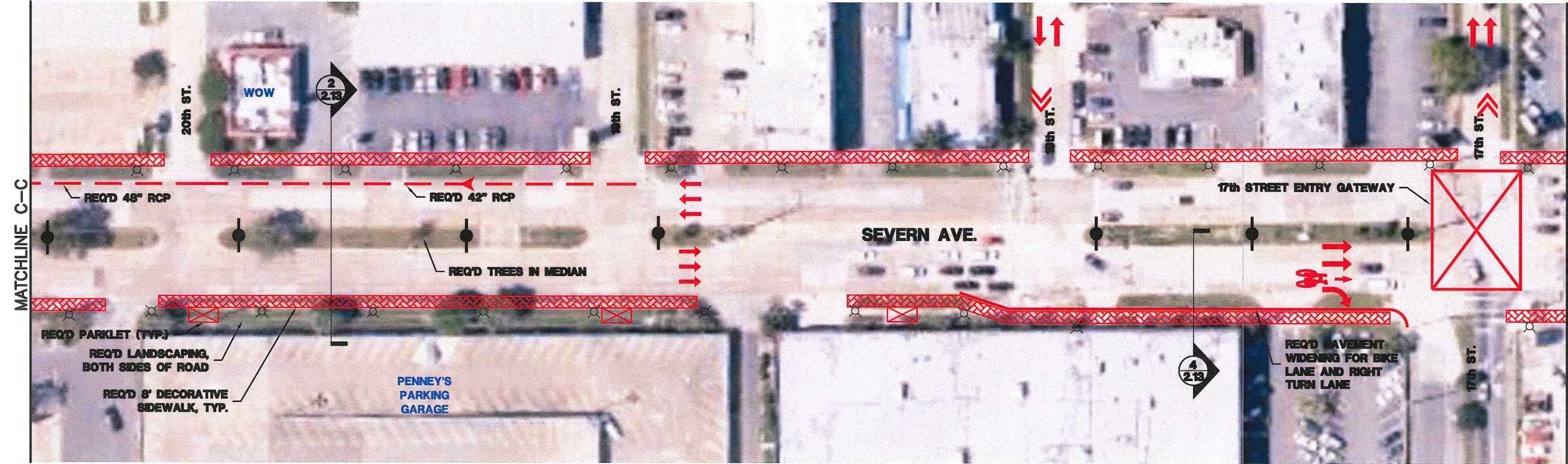


Figure 2.14 - Severn Avenue  
Preliminary Plans  
Plan Sheet 1



project no.	20-1304
drawn	EHC
checked	DD/AT
date	JAN.2014
revised	

**Meyer Engineers, Ltd.**  
4937 Hearst Street - Suite 1B - Metairie, Louisiana 70001  
2031 Claiborne Street - Mandeville, Louisiana 70448  
phone.504.885.9892 - fax.504-887-5056  
website. www.meyer-el.com



PLAN SHEET 1  
**SEVERN AVENUE CORRIDOR**  
**JEFFERSON PARISH, OWNER**

sheet no.  
**2.14**  
of sheets



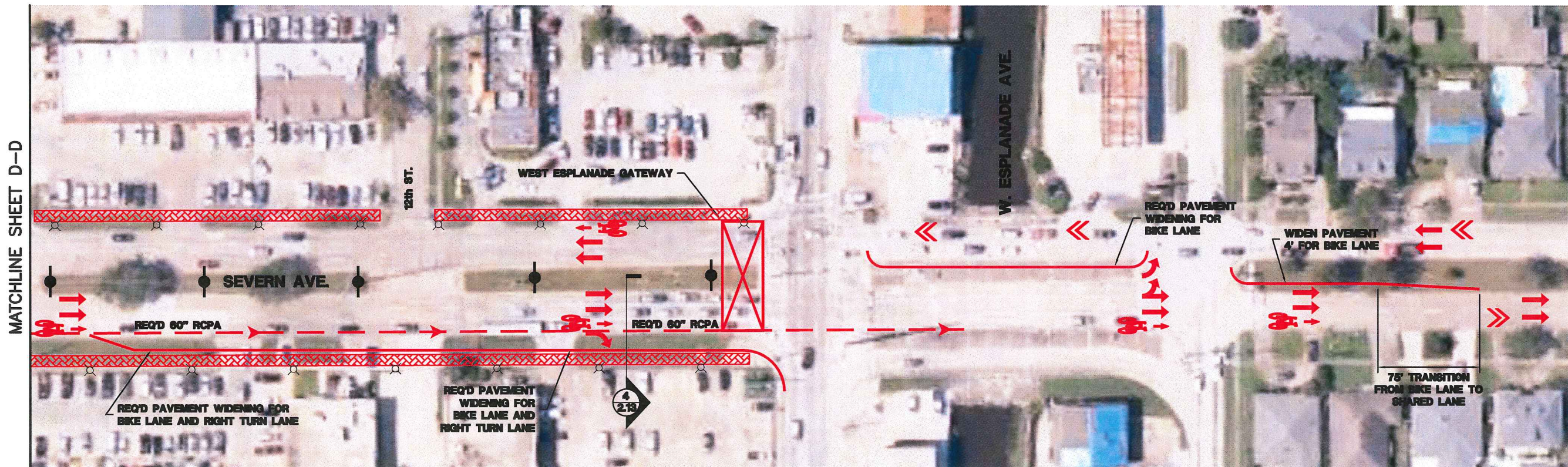
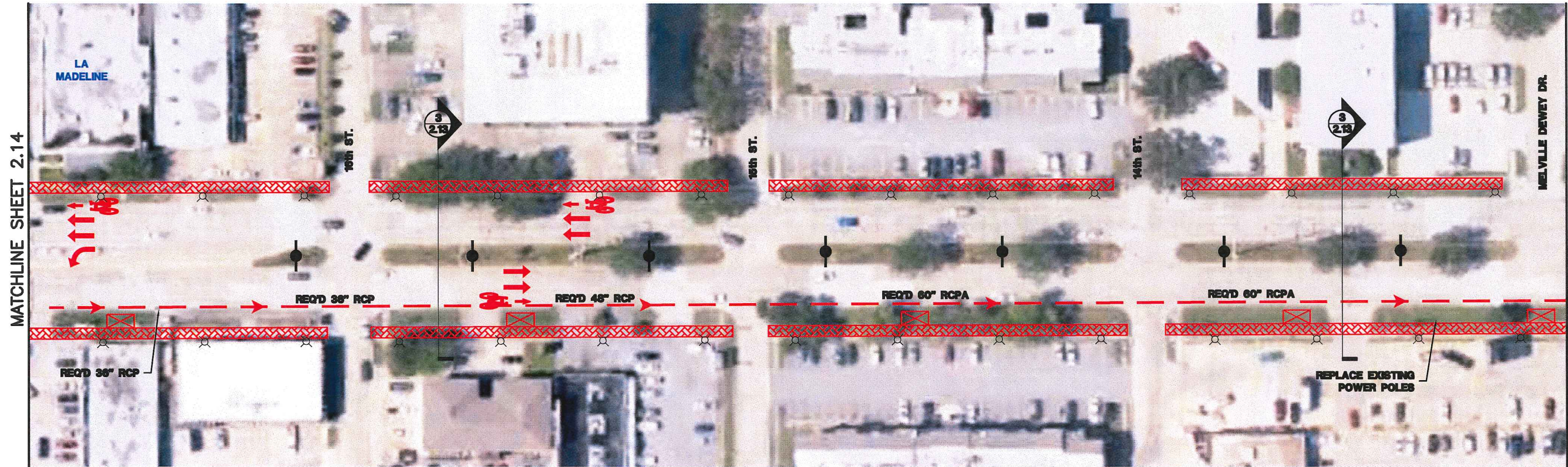
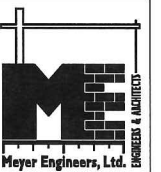


Figure 2.15 - Severn Avenue  
 Preliminary Plans  
 Plan Sheet 2



project no.	20-1304
drawn	BMC
checked	DD, AT
date	JAN 2014
revised	

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PLAN SHEET 2  
**SEVERN AVENUE CORRIDOR**  
**JEFFERSON PARISH, OWNER**

sheet no.  
**2.15**  
 of — sheets

PLOT 1=1





Figure 2.16 - Severn Avenue  
Preliminary Plans  
Shared Lanes West of Severn



SEE SHEET 2.14  
(SEVERN AVENUE SIDE)

PLOT 1=1

project no.	20-1304
drawn	EMC
checked	DD, AT
date	JAN 2014
revised	

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SHARED LANES WEST OF SEVERN  
**SEVERN AVENUE CORRIDOR**  
**JEFFERSON PARISH, OWNER**

sheet no.  
**2.16**  
of \_\_\_\_\_ sheets



In order to incorporate a route for pedestrians and cyclists, safety and comfort of the various levels and types of non-motorized users were taken into consideration. Paths, sidewalks and crosswalks for crossing the street need to be close enough to the intersection where vehicles will be stopping in order to safely cross. Pedestrians and cyclists need to be readily seen by motorized traffic and the non-motorized users need to be alerted to the fact that they may be encountering vehicular traffic. Therefore, pedestrians and cyclists need to enter the street at visible crossings where highly visible striping is on the street, and signs are posted. Where traffic and speed warrants it, a pedestrian signal could be added for safe crossing. Two-stage push button signals create a safer environment for the non-motorized user to cross the street because they break a long complex crossing into two simpler crossings and optimize the flow of traffic. The pedestrian could safely cross halfway and enter a refuge island in the median before crossing the other half of the street. See Figure 2.17 below for a photograph of a similar design to illustrate this crossing concept of a refuge island in the median.



RPC Task No. A-1.13; FY-13 UPWP





### III. PRELIMINARY STATEMENT OF PROBABLE COST

A preliminary statement of probable cost for the recommended alternative was developed. These estimated construction costs were derived from approximating roadway and related infrastructure quantities based on standard pay items and recent bid prices. Costs include a 20% contingency for unforeseen conditions during construction. Architectural/Engineering administration, testing, surveying, environmental services, geotechnical engineering, construction engineering and inspection or other construction support tasks are not included but may be as high as 15% of the estimated construction cost also. The preliminary statement of probable cost is shown below on Table 3.1.

<b>PRELIMINARY STATEMENT OF PROBABLE COST</b>				
<b>Description</b>	<b>Amount</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Cost</b>
<b>Mobilization, Insurance, Etc.</b>	<b>1</b>	<b>LS</b>	<b>\$350,000</b>	<b>\$350,000</b>
<b>Sidewalk and Driveway Replacement</b>	<b>9,500</b>	<b>SY</b>	<b>\$120</b>	<b>\$1,140,000</b>
<b>Striping</b>	<b>1</b>	<b>LS</b>	<b>\$170,000</b>	<b>\$170,000</b>
<b>Replacing Street Lights (Includes Wiring)</b>	<b>30</b>	<b>EA</b>	<b>\$11,000</b>	<b>\$330,000</b>
<b>Pedestrian Lighting (Includes Wiring)</b>	<b>100</b>	<b>EA</b>	<b>\$5,000</b>	<b>\$500,000</b>
<b>Landscape and Irrigation</b>	<b>1</b>	<b>LS</b>	<b>\$400,000</b>	<b>\$400,000</b>
<b>Pedestrian Signal Heads – 17<sup>th</sup> &amp; W. Espl. (poles, wiring, footings &amp; jack &amp; bore)</b>	<b>1</b>	<b>LS</b>	<b>\$130,000</b>	<b>\$130,000</b>
<b>Parklets</b>	<b>10</b>	<b>EA</b>	<b>\$22,000</b>	<b>\$220,000</b>
<b>Right Turn Lane Additions</b>	<b>700</b>	<b>SY</b>	<b>\$160</b>	<b>\$112,000</b>
<b>Veterans Entry Gateway – Steel Archway</b>	<b>1</b>	<b>LS</b>	<b>\$300,000</b>	<b>\$300,000</b>
<b>Veterans Entry Gateway – Decorative Parking</b>	<b>1</b>	<b>LS</b>	<b>\$200,000</b>	<b>\$200,000</b>
<b>17<sup>th</sup> Street Gateway – Pylons</b>	<b>1</b>	<b>LS</b>	<b>\$186,000</b>	<b>\$186,000</b>
<b>17<sup>th</sup> Street Gateway – Decorative Paving</b>	<b>1</b>	<b>LS</b>	<b>\$124,000</b>	<b>\$124,000</b>
<b>W. Esplanade Gateway – Steel Pillars</b>	<b>1</b>	<b>LS</b>	<b>\$180,000</b>	<b>\$180,000</b>
<b>W. Esplanade Gateway – Decorative Paving</b>	<b>1</b>	<b>LS</b>	<b>\$120,000</b>	<b>\$120,000</b>
<b>Drainage Improvements</b>	<b>1</b>	<b>LS</b>	<b>\$2,900,000</b>	<b>\$2,900,000</b>
<b>Replace Power Poles</b>	<b>50</b>	<b>EA</b>	<b>\$5,000</b>	<b>\$250,000*</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$7,612,000</b>

\* Parish to coordinate with Utility Companies on Cost

NOTE: All prices include 20% construction contingency. Engineering, surveying, etc. is not included.

Table 3.1 – Preliminary Statement of Probable Cost





#### IV. POTENTIAL ENVIRONMENTAL IMPACTS

Since the project area is a developed, urban area, there are no potential environmental impacts to wetlands, community elements, threatened or endangered species, scenic rivers, or waterways. There are no historic places, underground storage tanks, chemical plants, refineries, landfills, oil/gas wells within the project area. DEQ and EPA data bases have been checked. Since Severn Avenue has a wide right-of-way, the work will be within the public right-of-way, which eliminates the need to relocate or displace residential or commercial properties. There are no sensitive community or cultural issues related to the project. It has been established through stakeholders meetings that the community is very much in favor of the proposed project to revitalize Metairie's Fat City and Central Business District.

Environmentally, the factor to consider is the protection and prevalence of existing trees and landscaping. There are several significant trees as noted in Table 4.1 below. These trees will be marked on the plans and protected during construction. The proposed plan includes adding trees, shrubs, bushes and landscaping in order to provide shade, color, depth and a more pedestrian and bicycle friendly environment. Therefore, protecting the existing trees is paramount.

<u>Significant Tree List</u>		
No.	Type	Location
1	Live Oak	between Veterans Blvd. & Kenneth St.
2	Live Oak	between Veterans Blvd. & Kenneth St.
3	Live Oak	between Kenneth St. & 22nd St.
4	Live Oak	between 22nd St. and 21st St.
5	Live Oak	between 21st St. and 20th St.
6	Live Oak	between 21st St. and 20th St.
7	Live Oak	between 20th St. and 19th St.
8	Live Oak	between 16th St. and 15th St.
9	Live Oak	between 15th St. and 14th St.
10	Live Oak	between 15th St. and 14th St.
11	Live Oak	between 14th St. and Melvil Dewey Dr.
12	Live Oak	between 14th St. and Melvil Dewey Dr.
13	Live Oak	between Melvil Dewey Dr. and 12th St.
14	Live Oak	between Melvil Dewey Dr. and 12th St.
All trees are located on the Severn Ave. neutral ground.		
Source: Perez, APC Field Visit (06/10/2013)		

Table 4.1 – Significant Tree List





## APPENDIX A



## **Stakeholder Advisory Group Severn Avenue Corridor**

RPC: Walter Brooks (Executive Director), Maggie Woodruff (Transportation Planner/Contract Administrator), Lynn Dupont (Principal Planner/GIS Coordinator), Dan Jatres (Pedestrian & Bicycle Program Manager), Meredith Soniat (Sustainability Planner)

### **LADOTD:**

Michael Stack (District 2 Engineer Administrator), Ennis Johnson (District 2 Assistant Engineer Administrator)

### **Consultant team:**

Meyer Engineers, Ltd.: David Dupre' (Vice President), Ann Theriot (Project Manager)

Perez: Kate Gillespie (Director of Planning), Charles Caplinger (Urban Designer/Landscape Architect), Kevin Franklin (Architectural Intern)

ITS Regional, LLC: Carmelo Gutierrez (Owner/Manager), UdayMaripalli (Traffic Engineer)

### **Jefferson Parish:**

Elected: John Young (Parish President), Cynthia Lee-Sheng (Councilmember)

Planning: Terri Wilkinson (Director)

Transit: Ryan Brown (Director)

Veolia Transportation: Orlandez Pierre (General Manager)

Engineering: Mark Drewes (Director)

Traffic: Jody Savoie (Director)

Economic Development: Jennifer VanVrancken (Chief Operating Officer)

JEDCO: Dottie Stephenson (Deputy Director)

### **Civic/Stakeholders:**

Lakeside Shopping Center: Glenn Wilson (General Manager), Tricia Phillpott (Assistant General Manager/Leasing Agent)

Fat City Advisory Committee& Fat City Friends: Patricia LeBlanc (Chairperson)

Local Property Owner& Fat City Friends: Dana Pecoraro (Member)

Jefferson Chamber: Todd Murphy (President)





## **APPENDIX B**



## **STAGE 0 CHECKLISTS**

### **A. Stage 0 Preliminary Scope and Budget Checklist**

#### **STAGE 0 Preliminary Scope and Budget Checklist**

**MPO Area:** Jefferson Parish

##### **A. Project Background**

District 02 Parish Jefferson

Route Severn Avenue

Project Category (Safety, Capacity, etc.): Pedestrian and bicycle capacity and safety

Date Study Completed: September 2013

Describe the existing facility:

Functional classification: Urban Collector Number and width of lanes: 3@ 10'-4" each side

Shoulder width and type: None Mode: Vehicles, pedestrians & bicycles

Access control: No ADT: 37,960 (approx.) Posted Speed: 35 mph

Describe any existing pedestrian facilities (ADA compliance should be considered for all improvements that include pedestrian facilities): There are 4' wide concrete sidewalks with textured surface and audio signals at cross walks on both sides of Severn Avenue.

Describe the adjacent land use: Please reference the attached Land Use Map

Who is the sponsor of the study? RPC

List study team members: Meyer Engineers, Ltd., Perez APC, and ITS Regional

Will this project be adding miles to the state highway system (new alignment, new facility)? If yes, has a transfer of ownership been initiated with the appropriate entity? No

Are there recent, current or near future planning studies or projects in the vicinity? Yes

If yes, please describe the relationship of this project to those studies/projects. 18<sup>th</sup> Street was improved with sidewalks, pedestrian lighting and drainage improvements similar to what is planned for Severn Avenue.

Edenborn Avenue is the second phase and is planned for roadway and drainage improvements.

Provide a brief chronology of these planning study activities: 18th St. was constructed in 2008 and Edenborn Avenue will be funded next year as the second phase.

##### **B. Purpose and Need**

State the Purpose (reason for proposing the project) and Need (problem or issue)/Corridor Vision and a brief scope of the project. Also, identify any additional goals and objectives for the project.

The purpose of the project is to provide a complete street analysis and preliminary design for Severn Avenue by incorporating vehicle, pedestrian, and bicycle modes of transportation. The project is needed to provide a vital link between the Metairie Central Business District (Fat City) and Lakeside Shopping Center. Also drainage improvements are needed. This project will ultimately link the bike path along Lake Pontchartrain to the proposed path along the I-10 Service Road. The scope of work includes providing 8' wide sidewalks, pedestrian & street lighting, landscaping, bike lanes and/or shared use roadways, power pole replacement, and drainage improvements.

##### **C. Agency Coordination**

Provide a brief synopsis of coordination with federal, tribal, state and local environmental, regulatory and resource agencies.



A Project Management Committee was formed to guide planning, analysis, review findings, and develop recommendations. It consisted of representatives from RPC, DOTD District 02, Lakeside Shopping Center, Fat City Advisory Committee, Jefferson Chamber, JEDCO, JET, Jefferson Parish Planning, Public Works, Traffic and Jefferson Parish elected officials.

What transportation agencies were included in the agency coordination effort?

Transportation agency coordination included RPC, DOTD, JEDCO, and JET and Jefferson Parish Public Works and Traffic Departments.

Describe the level of participation of other agencies and how the coordination effort was implemented.

Other agencies on the Project Management Committee included Lakeside Shopping Center, and Fat City Advisory Committee as local community stakeholders. Separate meetings were held with each group to obtain thoughts and concerns. They were also included in the larger meetings.

What steps will need to be taken with each agency during NEPA scoping?

Agencies will receive plans for review and comment and will be invited to participate in the project.

#### **D. Public Coordination**

Provide a synopsis of the coordination effort with the public and stakeholders; include specific timelines, meeting details, agendas, sign-in sheets, etc. (if applicable).

A preliminary meeting was held with the public representatives and stakeholders in April 2013 in order to introduce them to the purpose and need for the project. Following data gathering and field investigations, the design team met to analyze the data, review the findings and discuss the alternatives in May 2013. During June and July 2013, the recommended alternative was selected and conceptual plans developed. The Project Management Committee met in July 2013 for a presentation of the recommended alternative and to gather any final input into the project. Following a general agreement for the selected alternative, the Stage 0 Feasibility Study was prepared and submitted to DOTD in September 2013. Meeting memos and sign-in sheets are included in the Stage 0 Feasibility Report.

#### **E. Range of Alternatives – Evaluation and Screening**

Give a description of the project concept for each alternative studied.

What are the major design features of the proposed facility (attach aerial photo with concept layout, if applicable).

Pedestrian improvements include 8' wide concrete sidewalks on both sides of Severn with pedestrian lighting and landscaping. Bike improvements considered were 5' wide bike lanes with 2' wide buffers within the existing roadway pavement from W. Esplanade Avenue to 18<sup>th</sup> Street. From 18<sup>th</sup> Street to Veterans Memorial Blvd., a bike lane was considered and a traffic analysis was done that showed that one lane of vehicular traffic could be repurposed for bicycle use with no adverse effect on the level of service of the roadway. However, due to the numerous turn lanes, it was agreed by the Project Management Committee that it could potentially be a hazardous situation for the merging vehicles and bicycles. Therefore, the bike routes south of 18<sup>th</sup> Street are proposed to be shared use roadways through Fat City on Edenborn and Division. Drainage improvements are also proposed. These major design features are shown on the conceptual plans attached.

Will design exceptions be required? No design exceptions are required.

What impact would this project have on freight movements? This project will not have any adverse impacts on freight movements. Proposed roadway lane widths are actually six (6") inches wider than existing, so this will actually help freight movements by providing a better turning radius.

Does this project cross or is it near a railroad crossing? No

Was the DOTD's "Complete Streets" policy taken into consideration? Yes

- If so, describe how. Include a brief explanation of why the policy was determined to be feasible or not feasible. The DOTD and RPC Complete Streets policy was taken into consideration by incorporating a better means for pedestrian, bicycle and vehicular traffic to utilize the corridor. The design of wider sidewalks, bike lanes, shared



use roadways and parklets for future transit systems is a comprehensive approach to the creating an intermodal transportation system. The RPC Complete Streets pedestrian/bike program manager was consulted and invited to meetings for comment.

How are Context Sensitive Solutions being incorporated into the project? The proposed improvements integrate into the existing fabric of the right of way, buildings and landscape. We are supplementing existing plant materials with additional quantities of same, and also introducing additional color features of new parklets and the existing medians in the center of Severn to provide the corridor with an enhanced sense of space.

Was the DOTD's "Access Management" policy taken into consideration? If so, describe how. No

Were any safety analyses performed? If so describe results. No

Are there any abnormal crash locations or overrepresented crashes within the project limits? No

What future traffic analyses are anticipated? Performing built year traffic analysis with the proposed improvements is recommended.

Will fiber optics be required? If so, are there existing lines to tie into? No

Are there any future ITS/traffic considerations? No

Is a Transportation Management Plan (TMP) required?

- Is this project considered significant as defined in EDSM No. VI.1.1.4? No
- If yes, describe the mobility and safety analysis and assessment that was conducted as required in the development of a TMP. \_\_\_\_\_
- What further data will need to be collected to address the content and scope of the TMP in the design stage/phase of this project? N/A

Was Construction Transportation Management/Property Access taken into consideration? No

Were alternative construction methods considered to mitigate work zone impacts? No

Describe screening criteria used to compare alternatives and from what agency the criteria were defined.

Alternatives were screened for safety, feasibility, improvements to intermodal circulation, design form and public acceptance as defined by RPC and Jefferson Parish.

Give an explanation for any alternative that was eliminated based on the screening criteria.

Providing bike lanes south of 18<sup>th</sup> Street was eliminated due to safety concerns and public acceptance. There are numerous turning movements in this area where bikes would not be readily visible to vehicles. Also incorporating bikes in this area was perceived as having an adverse effect on vehicular traffic and therefore eliminated.

Which alternatives should be brought forward into NEPA and why? Providing bike lanes south of 18<sup>th</sup> Street should not be brought forward into NEPA because it was eliminated by the Project Management Committee, which represented the local transportation agencies, the adjoining stakeholders and the elected local representative.

Did the public, stakeholders and agencies have an opportunity to comment during the alternative screening process? Yes

Describe any unresolved issues with the public, stakeholders and/or agencies.

There are no unresolved issues with the public, stakeholders or agencies.

## **F. Planning Assumptions and Analytical Methods**

What is the forecast year used in the study? Only existing year traffic analysis was performed.

What method was used for forecasting traffic volumes? N/A

Are the planning assumptions and the corridor vision/purpose and need statement consistent with the long range transportation plan? N/A

What future year policy and/or data assumptions were used in the transportation planning process as they are related to land use, economic development, transportation costs and network expansion? N/A



**G. Potential Environmental Impacts**

See the attached Stage 0 Environmental Checklist

**Cost Estimate**

Provide a cost estimate for each feasible alternative:

<b>Phase</b>	<b>Total Estimated Cost</b>	<b>Funding Source</b> (STP>200K, STP<200K, CMAQ, DEMO, DOTD Priority Program)	<b>Match Provided By</b> (City, Parish, State, Other...)	<b>TIP Fiscal Year</b>
<b>Environmental</b> (document, mitigation, etc.)	9,000	DOTD		2014
<b>Engineering Design</b>	387,000	DOTD	Parish	2014
<b>R/W Acquisition</b> (C of A if applicable)	0			
<b>Utility Relocations</b>	300,000	DOTD	Parish	2015
<b>Construction</b>	7,612,000	DOTD	Parish	2015
<b>Construction Engineering &amp; Inspection Services</b>	350,000	DOTD	Parish	2015
<b>TOTAL COST</b>	8,658,000			

**ATTACH ANY ADDITIONAL DOCUMENTATION**

**Disposition (circle one):** (1) Advance to Stage 1    (2) Hold for Reconsideration    (3) Shelve



B. Stage 0 Environmental Checklist

**STAGE 0  
Environmental Checklist**

Route Severn Avenue Parish: Jefferson

C.S. N/A Begin Log mile N/A End Log mile N/A

**ADJACENT LAND USE:** Please reference the attached Land Use Map

**Any property owned by a Native American Tribe?**

(Y or N or Unknown) If so, which Tribe? No

**Any property enrolled into the Wetland Reserve Program?**

(Y or N or Unknown) If so, give the location No

**Are there any other known wetlands in the area?**

(Y or N) If so, give the location No

**Community Elements: Is the project impacting or adjacent to any** (if the answer is yes, list names and locations):

(Y or N) Cemeteries No

(Y or N) Churches No

(Y or N) Schools No

(Y or N) Public Facilities (i.e., fire station, library, etc.) No

(Y or N) Community water well/supply No

**Section 4(f) issue: Is the project impacting or adjacent to any** (if the answer is yes, list names and locations):

(Y or N) Public recreation areas The Project Area is one block from Lake Pontchartrain. It will not impact use of the area.

(Y or N) Public parks No

(Y or N) Wildlife Refuges No

(Y or N) Historic Sites No

**Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or N) Is the project within a historic district or a national landmark district? (Y or N)** If the answer is yes to either question, list names and locations below:

No

**Do you know of any threatened or endangered species in the area? (Y or N)**

If so, list species and location. No

**Does the project impact or adjacent to a stream protected by the Louisiana Scenic Rivers Act? (Y or N)** If yes, name the stream. No

**Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW? (Y or N)** If so, where? There are 14 significant trees within the project area. The 14 Live Oaks that occupy the median of Severn Avenue can be considered aesthetically significant as they define the centerline of the corridor. The trees appear to have diameters of around 18".

**What year was the existing bridge built?** N/A

**Are any waterways impacted by the project considered navigable? (Y or N)** If unknown, state so, list the waterways: No

**Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems? (If the answer is yes, list names and locations.)**

(Y or N) Leaking Underground Storage Tanks No leaking UST. Checked database.



(Y or N) CERCLIS No superfund sites. Checked database.

(Y or N) ERNS No

(Y or N) Enforcement and Compliance History No violations. Checked database.

**Underground Storage Tanks (UST):** Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (Y or N) Yes

If so, give the name and location: Shell Gas Station at northwest corner of W. Esplanade Avenue and Severn Avenue.

**Any chemical plants, refineries or landfills adjacent to the project?** (Y or N) **Any large manufacturing facilities adjacent to the project?** (Y or N) **Dry Cleaners?** (Y or N) If yes to any, give names and locations: No

**Oil/Gas wells:** Have you checked DNR database for registered oil and gas wells? (Y or N) List the type and location of wells being impacted by the project. No

**Are there any possible residential or commercial relocations/displacements?** (Y or N)

How many? No

**Do you know of any sensitive community or cultural issues related to the project?** (Y or N)

If so, explain No

**Is the project area population minority or low income?** (Y or N) Minority is 12.9% and low/moderate income is 30.77% based on 2000 census data.

**What type of detour/closures could be used on the job?** When necessary, a partial street closure down to one lane with flaggers could be used on the job.

**Did you notice anything of environmental concern during your site/windshield survey of the area?** If so, explain below.  
No.

**Ann M. Theriot**

**Point of Contact**

**504-885-9892**

**Phone Number**

**January 2014**

**Date**



**General Explanation:**

To adequately consider projects in Stage 0, some consideration must be given to the human and natural environment which will be impacted by the project. The Environmental Checklist was designed knowing that some environmental issues may surface later in the process. This checklist was designed to obtain basic information, which is readily accessible by reviewing public databases and by visiting the site. It is recognized that some information may be more accessible than other information. Some items on the checklist may be more important than others depending on the type of project. It is recommended that the individual completing the checklist do their best to answer the questions accurately. Feel free to comment or write any explanatory comments at the end of the checklist.

**The Databases:**

To assist in gathering public information, the previous sheet includes web addresses for some of the databases that need to be consulted to complete the checklist. As of February 2011, these addresses were accurate.

Note that you will not have access to the location of any threatened or endangered (T&E) species. The web address lists only the threatened or endangered species in Louisiana by Parish. It will generally describe their habitat and other information. If you know of any species in the project area, please state so, but you will not be able to confirm it yourself. If you feel this may be an issue, please contact the Environmental Section. We have biologist on staff who can confirm the presence of a species.

**Why is this information important?**

Land Use? Indicator of biological issues such as T&E species or wetlands.

Tribal Land Ownership? Tells us whether coordination with tribal nations will be required.

WRP properties? Farmland that is converted back into wetlands. The Federal government has a permanent easement which cannot be expropriated by the State. Program is operated through the Natural Resources Conservation Service (formerly the Soil Conservation Service).

Community Elements? DOTD would like to limit adverse impacts to communities. Also, public facilities may be costly to relocate.

Section 4(f) issues? USDOT agencies are required by law to avoid certain properties, unless a prudent or feasible alternative is not available.

Historic Properties? Tells us if we have a Section 106 issue on the project. (Section 106 of the National Historic Preservation Act) See <http://www.achp.gov/work106.html> for more details.

Scenic Streams? Scenic streams require a permit and may require restricted construction activities.

Significant Trees? Need coordination and can be important to community.

Age of Bridge? Section 106 may apply. Bridges over 50 years old are evaluated to determine if they are eligible for the National Register of Historic Places.

Navigability? If navigable, will require an assessment of present and future navigation needs and US Coast Guard permit.

Hazardous Material? Don't want to purchase property if contaminated. Also, a safety issue for construction workers if right-of-way is contaminated.

Oil and Gas Wells? Expensive if project hits a well.

Relocations? Important to community. Real Estate costs can be substantial depending on location of project. Can result in organized opposition to a project.

Sensitive Issues? Identification of sensitive issues early greatly assists project team in designing public involvement plan.

Minority/Low Income Populations? Executive Order requires Federal Agencies to identify and address disproportionately high and adverse human health and environmental effects on minority or low income populations. (Often referred to as Environmental Justice)

Detours? The detour route may have as many or more impacts. Should be looked at with project. May be unacceptable to the public.

**Louisiana Governor's Office of Indian Affairs:**

<http://www.indianaffairs.com/tribes.htm>

**Louisiana Wetlands Reserve Program:**

<http://www.nrcs.usda.gov/programs/wrp/states/la.html>

**Community Water Well/Supply**

<http://sonris.com/default.htm>

**Louisiana Department of Wildlife and Fisheries – Wildlife Refuges**

<http://www.wlf.louisiana.gov/refuges>

<http://www.fws.gov/refuges/profiles/ByState.cfm?state=LA>

<http://www.fws.gov/refuges/refugelocator/maps/Louisiana.html>



**U.S. Fish & Wildlife Service – National Wetlands Inventory:**

<http://www.fws.gov/wetlands/>

**Louisiana State Historic Sites:**

<http://www.crt.state.la.us/parks/ihistoricsiteslisting.aspx>

**National Register of Historic Places (Louisiana):**

<http://nrhp.focus.nps.gov/natreghome.do?searchtype=natreghome>

<http://www.nationalregisterofhistoricplaces.com/la/state.html>

**National Historic Landmarks Program:**

<http://www.nps.gov/history/nhl/>

**Threatened and Endangered Species Databases:**

<http://www.wlf.louisiana.gov/wildlife/louisiana-natural-heritage-program>

**Louisiana Scenic Rivers:**

<http://www.wlf.louisiana.gov/wildlife/scenic-rivers>

<http://media.wlf.state.la.us/experience/scenicrivers/louisiananaturalandscenicriversdescriptions/>

<http://www.legis.state.la.us/lss/lss.asp?doc=104995>

**Significant Tree Policy (EDSM I.1.1.21)**

<http://notes1/ppmemos.nsf>

(Live Oak, Red Oak, White Oak, Magnolia or Cypress, aesthetically important, 18” or greater in diameter at breast height and has form that separates it from surrounding or that which may be considered historic.)

**CERCLIS (Superfund Sites):**

<http://www.epa.gov/superfund/sites/cursites/>

[http://www.epa.gov/enviro/html/cerclis/cerclis\\_query.html](http://www.epa.gov/enviro/html/cerclis/cerclis_query.html)

**ERNS - Emergency Response Notification System - Database of oil and hazardous substances spill reports:**

<http://www.epa.gov/region4/r4data/erns/index.htm>

**Enforcement & Compliance History (ECHO)**

<http://www.epa-echo.gov/echo/>

**DEQ – Underground Storage Tank Program Information:**

<http://www.deq.louisiana.gov/portal/tabid/2674/Default.aspx>

**Leaking Underground Storage Tanks:**

<http://www.deq.state.la.us/portal/tabid/79/Default.aspx>

**SONRIS – Oil and Gas Well Information & Water Well Information**

<http://sonris.com/default.htm>

**Environmental Justice (minority & low income)**

<http://www.fhwa.dot.gov/environment/ej2000.htm>

**Demographics**

<http://www.census.gov/>

**FHWA’s Environmental Website**

<http://www.fhwa.dot.gov/environment/index.htm>



Additional Databases Checked

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Other Comments:

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## **APPENDIX C**

## Regional Planning Commission Complete Streets Policy

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The Regional Planning Commission (RPC) Complete Streets Policy will create a comprehensive, integrated, connected transportation network for the New Orleans and St Tammany urbanized areas that balances access, mobility, health and safety needs of motorists, transit users, freight, bicyclists and pedestrians of all ages and abilities, which includes users of wheelchairs and mobility aids. It ensures a fully integrated transportation system, by planning, funding, designing, constructing, managing, and maintaining a complete and multi-modal network that achieves and sustains mobility, while encouraging and safely accommodating pedestrians, bicyclists, and transit users. This policy will complement the Louisiana Department of Transportation and the Development's (DOTD) Complete Streets Policy, adopted in 2010.

The Complete Streets policy will apply to all projects, including new construction, reconstruction, rehabilitation, maintenance and planning, involving federal or state funding. Provisions for all users will be integrated into the project development process for the entirety of all projects using Context Sensitive Solutions (CSS). All projects are to consider facilities for bicyclists, pedestrians and transit users in the full project costs. All projects will consider lateral and vertical utility placement to facilitate the best use of space and utility design details which best accommodate bicyclists, pedestrians, disabled persons and transit users.

On projects that are preservation only, RPC will only consider improvements that do not require right-of-way acquisition, utility relocation or major construction, such as relocating or enclosing drainage, to provide bicycle or pedestrian accommodations. Retrofits, such as modified cross-sections, restriping and other means of providing improved bicycle and pedestrian access will be considered on preservation projects. When an identified need or candidate requires right-of-way acquisition, utility relocation or major construction, RPC will work with the state and local governments to identify funding for the identified need.

This policy is intended to facilitate the needs of non-motorized users consistent with current, adopted regional and local plans. In the absence of such plans, federal, state and local standards and guidelines should be used to determine appropriate accommodations.

All projects will consider the impact that improvements will have on safety for all users and make all reasonable attempts to mitigate negative impacts on bicycle, pedestrian and transit modes. Restricting non-motorized access should not be considered as an appropriate strategy with the exception of those limited access facilities where pedestrians and bicycles are prohibited. RPC will strive to ensure projects do not become barriers to pedestrians, bicyclists, and transit users by providing appropriate safe crossings, providing corridor continuity, and ensuring transportation projects comply with the current accessibility guidelines. Particular attention will be placed on projects involving bridges, underpasses and interchanges to eliminate or minimize the bottlenecks and barriers they present to non-motorized traffic.

RPC will collaborate with and encourage DOTD, parishes, municipalities, transit agencies and other stakeholders to effectively develop, operate, and maintain a multi-modal transportation network for all users. RPC recommends that parishes and municipalities adopt comprehensive Complete Streets policies to complement the state and regional policy and enhance regional connectivity.

Exceptions to this policy may be appropriate under specific conditions upon review and concurrence of the responsible governmental entity. Exceptions may be considered under the following circumstances:

1. Facilities, such as interstates, where pedestrians and bicyclists are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate pedestrians and bicyclists elsewhere within the same transportation corridor.
2. The cost of providing pedestrian and bicycle facilities would be excessively disproportionate to the need or probable use. Excessively disproportionate may be defined as exceeding twenty percent (20%) of the total project cost.
3. A documented absence of current and future need or use of the affected area by pedestrians, bicyclists and transit users, and that such an absence would likely continue despite compliance with this policy.



## Regional Planning Commission Complete Streets Policy

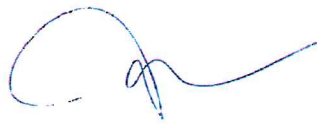
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Facilities will be designed and constructed in accordance with current applicable laws and regulations, using best practices and guidance from the following, but not limited to the most recent versions of the following documents: LDOTD guidelines and manuals, the American Association of State Highway and Transportation Officials (AASHTO) publications, the Manual on Uniform Traffic Control Devices (MUTCD), the National Association of City Transportation Officials (NACTO) publications, the Public Rights-of-Ways Accessibility Guidelines (PROWAG), the Highway Capacity Manual and the Highway Safety Manual.

Goals and metrics will be developed in coordination with the RPC Metropolitan Transportation Plan and will be based on recognized best practices including but not limited to the National Complete Streets Coalition Complete Streets Policy Analysis and the American Planning Association Complete Streets: Best Policy and Implementation Practices.

To facilitate a successful implementation of the RPC Complete Streets policy, the following actions will be undertaken:

- The Complete Streets Advisory Committee will annually review RPC's progress toward implementation of the RPC Complete Streets policy and provide feedback and recommendations to RPC staff.
- Upon adoption of the RPC Complete Streets policy, the policy will apply to projects at or before Stage 0 of the project delivery process and preservation projects meeting criteria as described in paragraph three
- Upon adoption of the RPC Complete Streets policy, RPC will work to use a Complete Streets approach as feasible for projects in the Transportation Improvement Program beyond Stage 0.
- Funding for implementation of Complete Streets project improvements will come from a variety of funding sources and agencies including the RPC, DOTD and other entities, as necessary and appropriate.
- Periodically review and update policies and procedures regarding project review, selection and funding to incorporate complete streets approaches.
- Dedicate sufficient resources to train pertinent staff on content, guiding principles and best practices to effectively implement Complete Streets.
- Dedicate sufficient resources to the collection and analysis of data, such as crash data and multi-modal traffic counts, necessary to guide and inform the decision-making process.
- Continue to support funding for bicycle and pedestrian planning, with special focus on the development of new plans and the update of plans more than five years old.
- Work to develop regional transit stop facility guidelines and standards.
- Work to develop regional PROWAG compliant ADA standards.
- Work collaboratively with relevant agencies and jurisdictions to review all projects for stormwater management best practices.



11-13-12

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John Young, Chairman  
Regional Planning Commission

Date



11-13-12

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Walter Brooks, Executive Director  
Regional Planning Commission

Date



## APPENDIX D



MEYER ENGINEERS, LTD.

MEMORANDUM

PROJECT NO: 20-1304

PROJECT NAME: Severn Avenue Corridor Study

DATE: 04/03/2013

BY: Kate Gillespie

PHONE CALL: ☐

MEETING: ☒

NUMBER:

LOCATION: Regional Planning Commission

FROM:

ATTENDING: See Attached

COMMENTS: We met to kick off the project, and the following items were discussed:

1. Walter began introductions.
2. Councilperson Cynthia Lee-Sheng introduced the project. Sept 2010 new zoning was adopted. 7-9 lawsuits, parish has prevailed. No more mitigation possible. 3 new restaurants underway, others in the wings.
3. On April 15 there will be a Fat City Food Truck Rally. Want to bring in trees, including on 17<sup>th</sup>, 18<sup>th</sup>, 19<sup>th</sup>. No more strip clubs. Want a farmers market. Walter suggested rebranding Fat City by hiring a public relations firm.
4. Terri: Zoning Map. 3 new districts, centers on 18<sup>th</sup> Street, this to become a main business street. Build to sidewalks rather than setback. 2 stories, 5 ft ht limit. FC2 family residential. FC3 is commercial mixed use; No ht limit. Adaptive reuse encouraged to comply with new zoning. Veterans, extensive ROW may be leased to provide buffering, funds get reinvested in median. Zoning has been modified. Amendments to accommodate new signage requirements. They amortized adult uses, and non-conforming signs. No more pole signs in 2015. Monument signs limited in size as are attached signs. New theatre group (live) negotiating for long-term use. 9 of the bars have closed. Those who remain must observe hours regulations. Working on redeveloping old bars. Walter asked if Terri could identify which bar sites are vacant. Fat City Advisory Board has worked for two years. 2009 Strategic Plan was adopted. Last working meeting next month. Topics waste management, semi-automatic tipper carts. In 2014 when waste contract is renegotiated consider a consolidated collection plan and style. CIP projects identified: sheriffs substation on Division needs replacement (\$4m budgeted), wants to find a site; Edenborn Ave improvements similar to 18<sup>th</sup> St upgrade by Meyer, with new drainage to West Esplanade (\$6M); street furniture; public park (multi-use building might accompany with parking garage); street improvements to Division, Hessmer, N. Arnoult) Fat City dedicated bike path; public parking garage; underground utilities on 18<sup>th</sup> St.; create a bus dev district (new state legislation to create Economic Development District (Div/W Esplanade/ ??) authorized TIF on Macy's on Sales) recommended expansion and perhaps a mill tax; recommend council appoint a new board to oversee, have staff to manage; neighborhood association should be formed; crime prevention; rebranding.

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5. Salvatore's restaurant has closed and has permits for new Japanese restaurant. Convenience store on 18<sup>th</sup> st. has closed, and will become a Japanese restaurant. Walter asked about population of apartments. (Lynn has this data). Shoppers—question about where shoppers come from. David Art is a regional draw. Who do we want to attract? Terri replied mixed-uses.
6. Two more sculptures being installed as gateways on Severn (ask Terri). Parade routes—currently, will continue Severn route, which may limit landscape in median and on sides. (Bonnabel is a possible alternative route.)
7. Walter: RPC view: want a buildable project.
  - A. Want to add a bike lane on each side of Severn (I-10 to Lake). (Roadway capacity concerns.) Need classification counts from Carmelo; Dan Jatres is RPC bike specialist. Truck traffic is a concern on Severn.
  - B. Transit is a key concern of Jefferson Parish. 2 busses now on Veterans, Causeway. Could these be rerouted to add transit to Severn? Parsons Brinkerhoff completing a study on Veterans. RPC has Capital funds, Operation costs are an issue.
  - C. A parking study underway Parish-wide. Expanding transit might reduce parking requirements. Meters? Streetscape for 18<sup>th</sup> shows on-street parking. Businesses may count on-street spaces toward their required parking. No policy yet on meters. May meet parking requirements within 600 ft distance. Want to promote outdoor seating. Shared parking provision. Rate is \$18k per parking space. Maggie mentioned that Lakeside Shopping Center might be considering building another garage. One garage by Penney's/Dillard's may be underused. Need to include Lakeside in future discussions.
  - D. Walter on consultant team selection for this project: Meyer team was chosen for its strengths in urban design and traffic.
  - E. The study needs to review sidewalk widths. Bikelanes now being marked on Esplanade.
8. Regarding traffic direction on 17<sup>th</sup>, 18<sup>th</sup>, 19<sup>th</sup>— the Task Force is not interested in changing to one-way. Consider nighttime closings of some streets. Mark noted that traffic signals for pedestrian crossing were upgraded on 17<sup>th</sup> and 18<sup>th</sup>; Carmelo has the plans. David stated that bike paths should be wider than the typical 4'. Sidewalks in Fat City are often only 4' wide, Mark suggested a new standard of 5' wide.
9. EPA offering a bike workshop on bike sharing cluster points as in Europe. French Quarter will be adding bike share. Terri mentioned a design Walter saw in London with collapsible bollards (raise and retract).
10. Kate offered to prepare a booklet of successful mall/commercial areas, looking at Santa Monica, Bellevue and other exciting urban areas.
11. There is a potential site to relocate the Sherriff's facilities at 19<sup>th</sup> (now storage?); this could provide a gateway into a park, public substation. Terri: design decisions are needed on 18<sup>th</sup> St., such as sidewalk finishes, color, stamp, street tree standards. 18<sup>th</sup> is restricted for street trees by underground utilities. Holly works well there now, need more color, considering pistachio trees. Group needs to review potentially underutilized buildings (such as the former Ground Patty restaurant or Toys or Us (an L-shaped site)).
12. Maggie is the project manager. We need a unified concept. Walter wants team interaction. Malls plan for parking at peak season. Lee Giorgio bought the old bookstore, a new restaurant is now becoming a popular meeting space.
13. Cap asked about extent of streetscape improvements. Walter: we want to support the Parish and their goals. Improve pedestrian crossings. Parking garage at 18<sup>th</sup> Street is a



visual problem. Severn and West Esplanade are Federal Aid program relics. There has been subsequent change in Federal programs. Landscaping must be tied to transportation improvements. There is an Economic Development objective to encourage high tech incentives for improvements. Delta Regional authority has funds for distressed areas. Amber Seely to run RPCs' program (\$75k).Walter said they could request new funding from Washington.

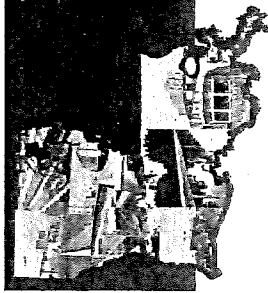
14. Maggie talked with Meyer team about contractual/invoicing issues.
15. \$645 M of TIF could be used to finance projects in this study area.
16. Cynthia: the study area has strong elements, some restaurants are regional draws (Kanno for sushi, Drago's) Walkability.
17. Walter stated that we should talk with Entergy. Walter asked about costs of undergrounding utilities on residential streets, (the cost was stated to be \$30 M per mile).
18. Lynn: the team needs to talk with Karen Parson and Dan Jatres about Bike plan (RPC staff).
19. **Action Items:** A meeting will be scheduled next week by Maggie regarding mapping. We will make inquiries about scheduling a meeting with the owner/manager of Lakeside Shopping Center. Perez to work on booklet about other successful shopping districts where combined with shopping centers on one side of the street.

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# Regional Planning Commission

Jefferson, Orleans, Plaquemines, St. Bernard & St. Tammany Parishes

Metairie CBD (Fat City) – Severn Avenue Corridor

Bike, Pedestrian and Parking Study

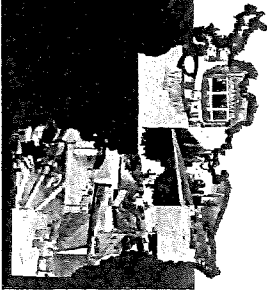
RPC Task A-1.13

April 3, 2013

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# Regional Planning Commission

Jefferson, Orleans Parishes, St. Bernard & St. Tammany Parishes

Metairie CBD (Fat City) – Severn Avenue Corridor

Bike, Pedestrian and Parking Study

RPC Task A-1.13

April 3, 2013

PLEASE PRINT

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Representing

Phone

E-mail

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MEYER ENGINEERS, LTD.

MEMORANDUM

PROJECT NO: 20-1304

PROJECT NAME: Severn Avenue Corridor Study

DATE: 04/10/2013 BY: Ann M. Theriot

PHONE CALL: ☐ MEETING: ☒

NUMBER: LOCATION: J.P. Planning Department

FROM: ATTENDING: See Attached

**COMMENTS:** We met to discuss the mapping of land use changes. The following items were discussed:

- A. Existing and proposed Land Use- Juliette mapped land use in 2008, thus this needs updating. She will send a scan of her paper map. Kate took some photos.
- B. Bars: in transition: see purple on map colored today—check on state alcohol license web site for closings—see list as spreadsheet from 2010 (Class R for Restaurant, otherwise Class A general is a bar.) Class A restaurant meets criteria to be considered a restaurant depending on % of food sales vs. alcohol sales. The following establishments were mapped.
  - 1. Bottom Line Bar and Grill-closed (Still on licensed list)
  - 2. Jokers/Guffy's Sport Bar still open—look at photos (Kate did not find on License list from ATB)
  - 3. Camelot (might be closed) (Still on licensed list)
  - 4. (also own Cheers, still open?) (Still on licensed list)
  - 5. High Ground (all ages club 18 and under, no alcohol) no signage
  - 6. Former Edge Bar and Grill (could become Landscape Arch prof office office) (Kate did not find on License list)
  - 7. City Bar (closed)-potential live theatre site (or dance studio) (Kate did not find on License list)
  - 8. Uncle Larry's (closed) was for sale (Kate did not find on License list)
  - 9. The Bar (will become hotdog restaurant-Fat City Frank's) (Kate did not find on License list)
  - 10. The Boom Booms Bar (closed?) (Still on licensed list)
  - 11. Club Unique (Kate did not find on License list)
  - 12. Pat's Lounge (closed? Open?) (Pat's Pub still on licensed list)
  - 13. Illusion's (Kate did not find on License list)
  - 14. The Ship's Wheel (for sale—potential offer pending as parking) (Kate found Mickey Martin's Ships Wheel on License list)
  - 15. ¾ Time (Kate did not find on License list)

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16. Club Tribute both are closed site of both has been purchased for retail/service uses. (Still on licensed list)
  17. Club Slim (closed) proposed for retail (Kate did not find on License list)
  18. Dino's and Buca Billiards (Kate did not find on License list)
  19. Mike's Place (open?) (Still on licensed list)
  20. Mi Bar (closed) (Kate did not find on License list)
  21. Shooter (closed) (Kate did not find on License list)
  22. Convenience Store had a license (Was Circle K, to become Kobe Japanese takeout restaurant) 3530 N Causeway Boulevard still has license (One with license on other side of Veterans & Causeway both)
  23. Salvatore's was rest with a bar that had separate entrance (now closed, becoming Japanese restaurant), street tree planting (green on map) (Still on licensed list as caterer)
- C. New uses (in green)
1. Uniforms by Bayou (was snowball store long ago) (Action Printers on 18<sup>th</sup> no longer permitted use)
  2. (blue) sculpture sites at 18<sup>th</sup> and Severn
- D. Six potential redevelopment sites 1 acre or larger (Jedco): See list "Urban Park Site Selection"—four remain, want to be like a Jackson Square
1. Small
  2. Best for potential park, largest
- E. Fat City Cat graphic (logo) from 1970's – majority like it and want it back.
- F. Entergy parcel at West Esplanade near McDonalds is underused, could be opportunity to plant trees on perimeter in 15' wide buffer.
- G. Sheriff's existing substation. They need 5,300 s.f. for substations, and parking for 35 cars (1.66 acres). Could elevate and put parking underneath. Kenny Vincent Key West club site on 18<sup>th</sup> looks the right size for a purchase.
- H. Council member Lee-Sheng has picked new site furniture for 17<sup>th</sup>, 18<sup>th</sup>, 19<sup>th</sup> "hip and contemporary": new sidewalks, street trees (Mark Drewes brought construction plans to our kickoff meeting, sidewalks narrow because street width only 30' wide. Cable, phone to be underground. No room for street trees in 30' ROW beyond N. Arnoult.
- I. Required setback on Severn for new projects is 10'. Can place outdoor seating there (no parking), street trees (want shade, color, rejected Crepe Myrtle, could be Chinese Pistachio, Savannah Holly)
- J. Parade Committee: Bonnabel people complaining, met last night, considered Metairie Rd, problematic. Parish may have GIS layer of parade route.
- K. Bike routes. On master plan, Severn is shown as potential bike route. Consulting team to deal with bike route options. Walter wants to extend south of Veterans to I-10 Service Road. 31' of pavement both sides of neutral ground both N and S of Veterans.
- L. Driveway cuts limit crossing points. (Map curb cuts) Juliette: Could curb cuts be reduced on Severn since businesses on the side street face the side street? Terri: Severn should become a complete street. See Causeway bus route to East Jefferson Hospital, then on W Esplanade to Causeway to Jeff Highway to bus hub and on Veterans to cemeteries—would prefer to move this route to Severn (perhaps on return loop).
- M. Economic Development District is bounded by Causeway, Esplanade, Division and Veterans. (\$625 k now of the \$800+K in Macy's TIF fund) The Parish Council is the current Board.

- N. Dialysis clinic: new use, only medical use. Interest in having a pediatric clinic. There are three vet clinics. Dentists at 12<sup>th</sup> and Arnoult. No urgent care.
- O. Office condos at Division and West Esplanade, 3<sup>rd</sup> building in, also 16<sup>th</sup> and N Arnoult.
- P. Between 15<sup>th</sup> and 1th (large green bldg.) Bank building—interested in reuse for court building—judges don't want to move. Bldg and parking there appear underused. State office building use possible? 12<sup>th</sup> St Office of DMV (admin functions)—could state locate more uses here not, current focus is the Benson Tower. Previous review of agencies with revenue.
- Q. Advisory Board discussion regarding multi-use public bldg. to adjoin a new park. Parsons Brinkerhoff is studying street cars on Veterans. Maggie to find out more about this study. (street car analysis??—Severn??) Also study of rail on Airline between NO and Baton Rouge.
- R. Need for gateways—Cap suggested at 4 corners of Fat City, perhaps expand to Veterans.
- S. Lakeside: Is H&M going to Lakeside, and if so, would there be a new garage by Dillard's?
- T. Coffee shops: French Press is new, (Panera across Veterans), Morning Call, Puccinos.
- U. The scope calls for meeting with a Project Management Committee. Maggie to get back with us. Meyer to coordinate.
- V. Advisory Board (Michael Hecht) talked about Fat is Back campaign, advocated that the grittiness attracts young people who don't have offices, and work out of coffee shops. Might be need for shared workspace for incubator spaces. (Kate has photos of this type of use.)
- W. Severn floods and needs drainage improvements.
- X. Refer to Chapter 33 municode for Severn setbacks (10' building setback) and streetscape requirements.
- Y. Edenborn is in Jefferson Parish top 5 Capital Outlay Requests so it is a priority for Jefferson Parish.

DISTRIBUTION: CEM  
RCM  
DHD



# SIGN-IN SHEET

A/E PROJECT NO.: 20-1304  
 DATE: 4-10-13

PROJECT NAME: Severn Ave. Corridor  
 LOCATION: Jefferson Parish Planning

	NAME	COMPANY	PHONE	FAX	EMAIL
1	Ann Theriot	Meyer Engineers	885-9892	887-5056	atheriot@meyer-e-l.com
2	Dan Lafres	RPL	483-8505		dlafrs@norpc.org
3	Juliette Cassagne	JP Planning	736-6354		jcassagne@jettparish.net
4	Maggie Woodroff	RPL	483-8502		mwoodr@norpc.org
5	Kate Gillespie	Perez APC	584-5100x5125		kgillespie@e-perez.com
6	Bill Spivey	JP Planning	736-6320		bspivey@jettparish.net
7	Terei Wilkinson	JP Planning			twilkinson@jettparish.net
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**MEYER ENGINEERS, LTD.**

**MEMORANDUM**

**PROJECT NO:** 20-1304

**PROJECT NAME:** Severn Avenue Corridor Study

**DATE:** 05/21/2013 **BY:** Ann M. Theriot

**PHONE CALL:** ☐ **MEETING:** ☒

**NUMBER:** \_\_\_\_\_ **LOCATION:** Regional Planning Commission

**FROM:** \_\_\_\_\_ **ATTENDING:** See Attached

**COMMENTS:** We met to discuss the preliminary design. The following items were discussed:

1. Lane widths recommended are 11' wide. Gillespie recommends 8' wide sidewalks. Brooks agreed.
2. Fat City Streetscape: Jefferson Parish plans have 5' wide sidewalks on Severn, 17<sup>th</sup> and 19<sup>th</sup>. DOTD is reviewing funding prior to conducting a plan review.
3. Power poles are recommended to possibly be cleaned up, and lines raised like 18<sup>th</sup> Street. Meyer has contacted Entergy but has not gotten a reply yet.
4. West Esplanade & Veterans are concerns so Drewes suggested to RPC possibly bringing the bike path up N. Arnoult Street one block before getting to the intersection to cross Veterans at an easier intersection.
5. East side of Severn has 10' more right-of-way so we could look at different designs for each side.
6. Veterans to 17<sup>th</sup>: Wider sidewalk and landscaping may be good ideas on Lakeside Mall side because they were agreeable to these concepts in initial meeting with RPC. Possibly add sharrows instead of reducing lanes and having a bike lane.
7. It was suggested to provide bike parking in Fat City and in Lakeside possibly in the under utilized parking garage.
8. Parade fencing may be an issue with landscaping.
9. Woodruff put together committee and previously provided to Meyer by email.
10. Wilkinson can provide the report from the Fat City Advisory Board.
11. Meyer will provide typical sections to Gillespie with Perez and cc Gutierrez.
12. RPC would like to meet with Lee-Sheng prior to committee to show her the options.

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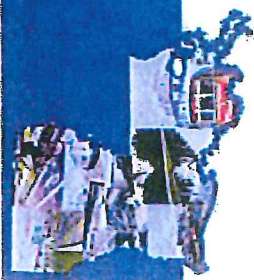


13. Traffic flow model will be done by Gutierrez.
14. Wilkinson stated that planting palette should provide shade and color but may be limited by utilities. This was previously agreed to with the Fat City Advisory Board.
15. Stamped concrete look from 18<sup>th</sup> Street should be used for Severn with a contemporary look for street furniture similar to light fixtures used on 18<sup>th</sup> Street.
16. Enhancement funds for 17<sup>th</sup> and 19<sup>th</sup> are available for street furniture such as benches, planters, trash cans, etc. but have not been selected. Benches may be an issue with people hanging out in front of businesses but it has never been discussed with any businesses.
17. Woodruff will draft welcoming memo to committee and forward to Meyer.
18. Meyer will send aerial drawing to Gutierrez.
19. Perez to show sketches: typical section and plan view. Possibly three (3) different options:
  - A. Lake to West Esplanade
  - B. West Esplanade to 17<sup>th</sup>/18<sup>th</sup> Street
  - C. 17<sup>th</sup>/18<sup>th</sup> Street to Vets

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Attendees

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# Regional Planning Commission

Jefferson, Orleans, Plaquemines, St. Bernard & St. Tammany Parishes

Metairie CBD (Fat City) – Severn Avenue Corridor  
Bike, Pedestrian and Parking Study

RPC Task A-1.13

May 21, 2013

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KATE - via phone	PEREZ		



**MEYER ENGINEERS, LTD.**

**MEMORANDUM**

**PROJECT NO:** 20-1304

**PROJECT NAME:** Severn Avenue Corridor

**DATE:** 06-27-2013 **BY:** Ann Theriot

**PHONE CALL:** ☐ **MEETING:** ☒

**NUMBER:**                      **LOCATION:** RPC

**FROM:**                      **ATTENDING:** See Attached

---

**COMMENTS:** We met to discuss the project prior to meeting with committee. The following items were discussed:

1. Carmelo presented the Traffic Analysis – existing and proposed taking out one lane and leaving turn lanes. Traffic Analysis showed it would be ok to take out a lane. There are only two thru lanes at the intersection.
2. Meyer presented the Options. Option A – 2 lanes with a bike lane and shared lane with turn lanes. There may be JP Ordinance that bikes can't ride on sidewalks unless < 12 years old. Option B – shared use lane entire length; this is more for experienced riders not families. Option C – Another scenario would be to have a bike route northbound on Edenborn and southbound on Division.
3. Perez presented the attached presentation. See the attachment for comments.
4. Bike routes are controversial so present at end. Need 2 projectors with existing and proposed. Need better examples to relate to this area. W. Esplanade to Lake – show bike lane and pictures of houses. W. Esplanade intersection – recommend shared lane. Tell story starting at lake or vice versa. Show image of sharrow.
5. If no parades, landscaping could be increased.
6. Need patron and taxing authority.

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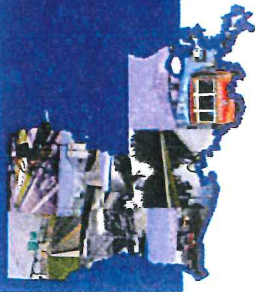
7. Drainage needs to be improved.
8. Severn is federal route. Brooks may ask DOTD if they can fund a stand alone project for drainage and sidewalk. JP already has lots of RPC projects – Harvey Boulevard high priority. RPC does not have money to do drainage.
9. JP may issue a new bond issue.
10. No crepe myrtle trees.
11. Terri – don't present too many options.
12. Need to reconvene with Drewes, Sheng, Young, RPC and Lakeside on July 25<sup>th</sup> at 10:00 A.M. at RPC.

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# Regional Planning Commission

Jefferson, Orleans Parishes, St. Bernard & St. Tammany Parishes

## Metairie CBD (Fat City) – Severn Avenue Corridor Bike, Pedestrian and Parking Study

RPC Task A-1.13

June 27, 2013

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Walter Brooks	RPC	483-8525	
L.			



# Regional Planning Commission

Jefferson, Orleans, Plaquemines, St. Bernard & St. Tammany Parishes

Metairie CBD (Fat City) – Severn Avenue Corridor

Bike, Pedestrian and Parking Study

RPC Task A-1.13

June 27, 2013

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Representing

Name

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GianGrosso	DIST. S	736-66674	GianGrosso@jffp.net
Susan Treadway	J.P. Traffic Engineering	736-6530	STreadway@jeffparish.net



MEYER ENGINEERS, LTD.

MEMORANDUM

PROJECT NO: 20-1304

PROJECT NAME: Severn Avenue Corridor

DATE: 07/02/2013 BY: Ann Theriot

PHONE CALL: ☐ MEETING: ☒

NUMBER: LOCATION: Yenni Bldg.; Engineering Dept.

FROM: ATTENDING: See Attached

**COMMENTS:** We met to discuss the alternative bike routes. The following was discussed:

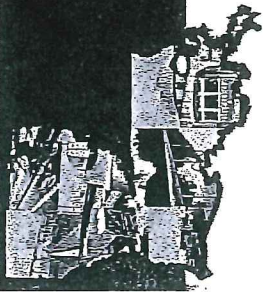
1. We recommend widening the pavement at W. Esplanade to add a right turn lane and we would be left with 14.5' behind the curb (see Section 3). Drewes approved.
2. Vets intersection is designed to clear a vehicle if it enters the intersection during a yellow signal. Drewes does not want to change signal times to clear bikes in the intersection. Drewes concurs it may be dangerous at this intersection.
3. Drewes and Savoie said there is heavy traffic at Severn and Vets, and it gets worse at Christmas.
4. Savoie does not want to "encourage" cyclists to go down Severn between 17<sup>th</sup> and Vets.
5. Dupre said if a bike lane was added near Vets, the median would become narrower. Drewes said this was a safety concern because it reduces the car refuge area.
6. An option for the narrower median might be to close off the median crossing at Kenneth. Drewes suspects Lakeside would be opposed to this option.

7. If bike demand increases and Lakeside is on board, then a bike lane could “evolve” in a few years.
8. Jatres understands the issue with the mall and it could possibly be a future phase. He does not think the Vets intersection is such a major issue to cross. Vets intersection should be improved with an 8’ wide crossing. A signal head could be added on the west side of Severn for pedestrians and bikes. The Lakeside Assistant General Manager will be onboard with bike parking if there is a demand for more bikes.
9. We will meet on August 1<sup>st</sup> with Sheng, Young, Jefferson Parish, RPC and Lakeside.
10. Savoie will find out how far back the turn lane backs up at Vets turning to the west.
11. All agreed sharrows from W. Esplanade to the Lake, 5’ bike lanes from W. Esplanade to 17<sup>th</sup> (westbound) and 18<sup>th</sup> (eastbound) and then continuing down those streets to Edenborn and Division to cross Vets with those one way crossings across Vets.

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# Regional Planning Commission

Jefferson, Orleans Parishes, St. Bernard & St. Tammany Parishes

Metairie CBD (Fat City) – Severn Avenue Corridor

Bike, Pedestrian and Parking Study

RPC Task A-1.13

July 2, 2013

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Name	Representing	Phone	E-mail
DAVID DUPRE	MEYER ENGINEERS		
Ann Theriot	Meyer Engineers		
Uday Maripalli	JTS REGIONAL		
TERREY WILKINSON	JP PLANNING		
SUSAN TREADWAY	JP TRAFFIC ENGINEERING		
Dan Saltes	RPC		
Maggie Woodruff	RPC		
Jody Savoie	J.P. TRAFFIC ENGINEERING		
MARK DREWES	JEFF PARISH ENGINEERING		

**MEYER ENGINEERS, LTD.**

**MEMORANDUM**

**PROJECT NO:** 20-1304

**PROJECT NAME:** Severn Avenue Corridor Study

**DATE:** 07/30/2013 **BY:** Ann Theriot

**PHONE CALL:** ☐ **MEETING:** ☒

**NUMBER:** \_\_\_\_\_ **LOCATION:** Regional Planning Commission

**FROM:** \_\_\_\_\_ **ATTENDING:** Walter Brooks, Maggie

Woodruff, Jeff Roesel, Lynn Dupont, Meredith, Dan Jatres, Cap Caplinger, Kevin Franklin, Uday Maripalli, David Dupre' and Ann Theriot

**COMMENTS:** We met for dress rehearsal of the presentation and discussed the following:

1. Move bike lane to bottom of bullets.
2. Walter wants to make sure we make it known that right-of-way and parking will not be taken away from adjacent businesses.
3. Walter suggested clarifying curb cuts as driveways.
4. Walter suggested labeling N. Arnoult Street.
5. Uday suggested adding the one way directional arrows for Division & Edenborn on Veterans.
6. Add Section 5 at end to show bike lanes on cross section.
7. Walter suggested the traffic video should be slowed down. Traffic study should be emphasized as having no adverse effect taking out one (1) lane of traffic and emphasize two (2) thru lanes at the intersections of W. Esplanade & Veterans.
8. Walter suggested putting power pole cost separate.
9. Valerie Horton or Steve Meeks with DOTD will be invited for another meeting to discuss direction and eligibility of items along with lighting, enhancement and urban divisions.

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10. Federal job could be set up as Severn Avenue Sidewalk, Utility and Landscape Improvements. Set up as an urban job.
11. "Friends of Fat City" has been formed and their first meeting will be August 12th. Maggie will attend.
12. Meyer handed out the attached SPC. Design may be 20% in addition to the \$6 million and DOTD inspection would be needed also.
13. Jefferson Parish will probably not put up any money unless RPC gets federal funds. Next September the Federal Transportation Bill runs out unless extended or a new bill is passed.
14. Cap will add \$100,000 for irrigation system down both sides and medians.
15. Maggie will introduce RPC project in coordination with Jefferson Parish and introduce Young and Sheng.
16. Theriot will coordinate the State 0 check list with Lynn Dupont. She will send a sample one regarding bike projects that they are very happy with.
17. Kevin will add a slide showing existing and proposed power poles.

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# Regional Planning Commission

Jefferson, Orleans, Plaquemines, St. Bernard & St. Tammany Parishes

Metairie CBD (Fat City) – Severn Avenue Corridor

Bike, Pedestrian and Parking Study

RPC Task A-1.13

July 30, 2013

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**MEYER ENGINEERS, LTD.**

**MEMORANDUM**

**PROJECT NO:** 20-1304

**PROJECT NAME:** Severn Avenue Corridor Study

**DATE:** 08/02/2013 **BY:** Ann Theriot

**PHONE CALL:** ☐ **MEETING:** ☒

**NUMBER:** \_\_\_\_\_ **LOCATION:** Regional Planning Commission

**FROM:** \_\_\_\_\_ **ATTENDING:** See Attached

---

**COMMENTS:**

1. The attached presentation was given to get input for the project.
2. There was concern about a section from 17<sup>th</sup> Street to Veterans as to why the bike lane was not proposed through this section. The traffic analysis showed that a lane could be taken out with minimal impact to the level of service. The reasons the bike lane was not proposed from 17<sup>th</sup> Street to Veterans is because of safety, the sweeping left turn from Veterans onto Severn and the high traffic volume of right turns from Severn onto Veterans where the cars and cyclist would be merging. Taking out a lane could also have an impact on Lakeside's traffic. Extending bike lanes from 17<sup>th</sup> Street to Veterans could possibly be done as a future phase if bike demand dictates it.
3. Mike Stack commented that if there were only 2 thru lanes the possibility of cars stacking to turn left could block 1 lane thereby making only 1 thru lane. This could possibly have an adverse effect on traffic.
4. The attached SPC was presented. Brooks stated all items on SPC may not be able to be included in the RPC Program. Power poles could not be included. Drainage could possibly be included. Both of these items should be included with the project instead of alternate items.

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5. Severn was not included in the Parish's Master Drainage Plan.
6. Removing curb curbs may affect parking because businesses may lose spots. An analysis would have to be done for each business affected to determine if extra spots could be taken away or issue a parking variance.
7. 17<sup>th</sup>, 18<sup>th</sup> and 19<sup>th</sup> Streets are under review by Jefferson Parish and should have comments soon. Drewes will review to see what can be done to possibly modify the sidewalks.
8. "Friends of Fat City" and Barry Breaux should be included in future meetings as major stakeholders. Woodruff will discuss Severn with "Friends of Fat City" on August 12<sup>th</sup> at their first meeting.
9. Stack suggested submitting Stage 0 Report now to start the ball rolling. Cross sections with drainage should be added to the report.

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# Regional Planning Commission

Jefferson, Orleans, Plaquemines, St. Bernard & St. Tammany Parishes

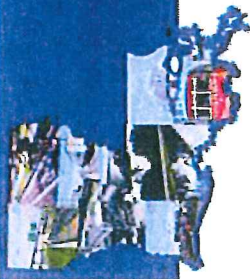
Metairie CBD (Fat City) – Severn Avenue Corridor  
Bike, Pedestrian and Parking Study

RPC Task A-1.13

August 2, 2013

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# Regional Planning Commission

Jefferson, Orleans Parishes, St. Bernard & St. Tammany Parishes

## Metairie CBD (Fat City) – Severn Avenue Corridor

### Bike, Pedestrian and Parking Study

RPC Task A-1.13

August 2, 2013

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**MEYER ENGINEERS, LTD.**

**MEMORANDUM**

**PROJECT NO:** 20-1304

**PROJECT NAME:** Severn Avenue Corridor Study

**DATE:** 08/20/2013 **BY:** Ann Theriot

**PHONE CALL:** ☐ **MEETING:** ☒

**NUMBER:** \_\_\_\_\_ **LOCATION:** Yenni Building – Ste. 904

**FROM:** \_\_\_\_\_ **ATTENDING:** Kazem Alikhani, Mark  
Drewes, Mitch Theriot,  
Clinton Hotard, David  
Dupre & Ann Theriot

---

**COMMENTS:** We met to discuss Severn Avenue drainage. The following was discussed:

1. Mitch stated that Walter Brooks will pay for drainage associated with Severn roadway work if it ties into outfall.
2. Jefferson Parish agreed with Meyer's drainage area basin assumptions and using the Rational Method.
3. The attached SPC is based on taking out 8' of roadway to put in improved drainage.
4. Jefferson Parish confirmed no waterline issues to be replaced or upgraded along Severn Avenue from Vets to W. Esplanade.
5. Edenborn may be funded next year with Jefferson Parish Community Development and Drainage.
6. Drainage calculations will be submitted by Meyer and Walter Brooks will submit to DOTD.
7. Federal aid funding would take 4 years. Environmental would be quick within three (3) months possibly with FONSI.

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8. RPC may select an engineer for design with a Jefferson Parish person on committee.
9. There is an Entergy duct bank that runs along W. Esplanade that will be a conflict at Severn. It will have to be pot holed during design to go underneath it.
10. Edenborn plans should be updated with new front end and confirm what section of road will have to be removed to put in drainage. Drewes does not like taking out ½ of the road because of having to work next to the edge of the road and get compaction when putting in such a large 60" pipe. Meyer will update cost to do Edenborn. If we need to change something, we need to call Drewes. Drewes will send Jefferson Parish surveyor to get W. Esplanade and 18<sup>th</sup> Street centerline, gutters, pipes and inverts. We should get back within one (1) month to confirm Edenborn cost and scope to repackage Edenborn plans.
11. We reviewed the Edenborn plans, and Drewes is concerned with the profile since half the street is being replaced. Matching the centerline of the side of the street to remain may not work out in the profile. Drewes would like a minimum 0.3% slope in the profile, but 0.4% may not tie in to the existing structures at the gutter. Sheet 8 matches pretty close. Sheet 10 is not too close because the profile is being changed by 6 inches.
12. Meyer needs to do estimate replacing the entire road. The attached Edenborn SPC was reviewed. The estimate items for pavement need to be doubled and sidewalk and driveway replacement should be added. The estimate should increase by \$1 Million for a total of \$4 Million. Drainage asked for \$3.75 Million for construction from Jefferson Parish Community Development.

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**MEYER ENGINEERS, LTD.**

**MEMORANDUM**

**PROJECT NO:** 20-1304

**PROJECT NAME:** Severn Avenue Corridor Study

**DATE:** 08/26/2013 **BY:** Ann Theriot

**PHONE CALL:** ☐ **MEETING:** ☒

**NUMBER:** \_\_\_\_\_ **LOCATION:** Yenni Building – Young's Office

**FROM:** \_\_\_\_\_ **ATTENDING:** See Attached

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**COMMENTS:** We met and gave the attached presentation to the stakeholders to show them the recommended project. The following items were discussed:

1. Everyone in attendance liked the proposed plan. Since there was a consensus, RPC & JP will present to DOTD for potential urban project with an 80-20% cost share. DOTD may not fund power pole replacement and possibly not gateways or street lighting.
2. Glenn Wilson (Lakeside) is anxious to beautify Severn like Veterans. Wilson spent \$300,000 putting in underground pads and transformers on Veterans in 2008 next to the new parking garage when it was built. He would like some help with electrical along Severn adjacent to Lakeside.
3. Brooks asked if Lakeside could help maintain landscaping especially adjacent to Lakeside.
4. Stephenson asked if consideration was given to add a water feature at W. Esplanade and if lighting could be coordinated for holidays.
5. Murphy asked about bike route from W. Esplanade to Lake. It is proposed to be a shared use roadway because one travel lane is already being used for parking in front of the residences.

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6. Next step would be a meeting with Laura Riggs. Brooks will set it up.
7. Final step is to submit Stage 0 Feasibility Study Report to DOTD.
8. Young suggested discussing poles with the Parish's contacts with Entergy for some help with the power pole improvements.
9. JP, RPC & Meyer will meet with project team after Labor Day to discuss setting up the design contract.

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# Regional Planning Commission

Jefferson, Orleans, Plaquemines, St. Bernard & St. Tammany Parishes

Metairie CBD (Fat City) – Severn Avenue Corridor  
Bike, Pedestrian and Parking Study; RPC Task A-1.13  
Stakeholder Meeting  
August 26, 2013

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Uday Mauripalli	ITS Regional		umauripalli@itsregional.com



**Metairie CBD (Fat City) – Severn Avenue Corridor  
Bike, Pedestrian and Parking Study; RPC Task A-1.13**

## Stakeholder Meeting

**August 26, 2013**

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# Regional Planning Commission

Jefferson, Orleans Parishes, St. Bernard & St. Tammany Parishes

Metairie CBD (Fat City) – Severn Avenue Corridor  
 Bike, Pedestrian and Parking Study; RPC Task A-1.13  
 Stakeholder Meeting  
 August 26, 2013

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Jim LeBlanc	St. Charles Media	828-100	jleblanc@StCharlesMedia.com



## APPENDIX E





# SEVERN AVENUE CORRIDOR STUDY

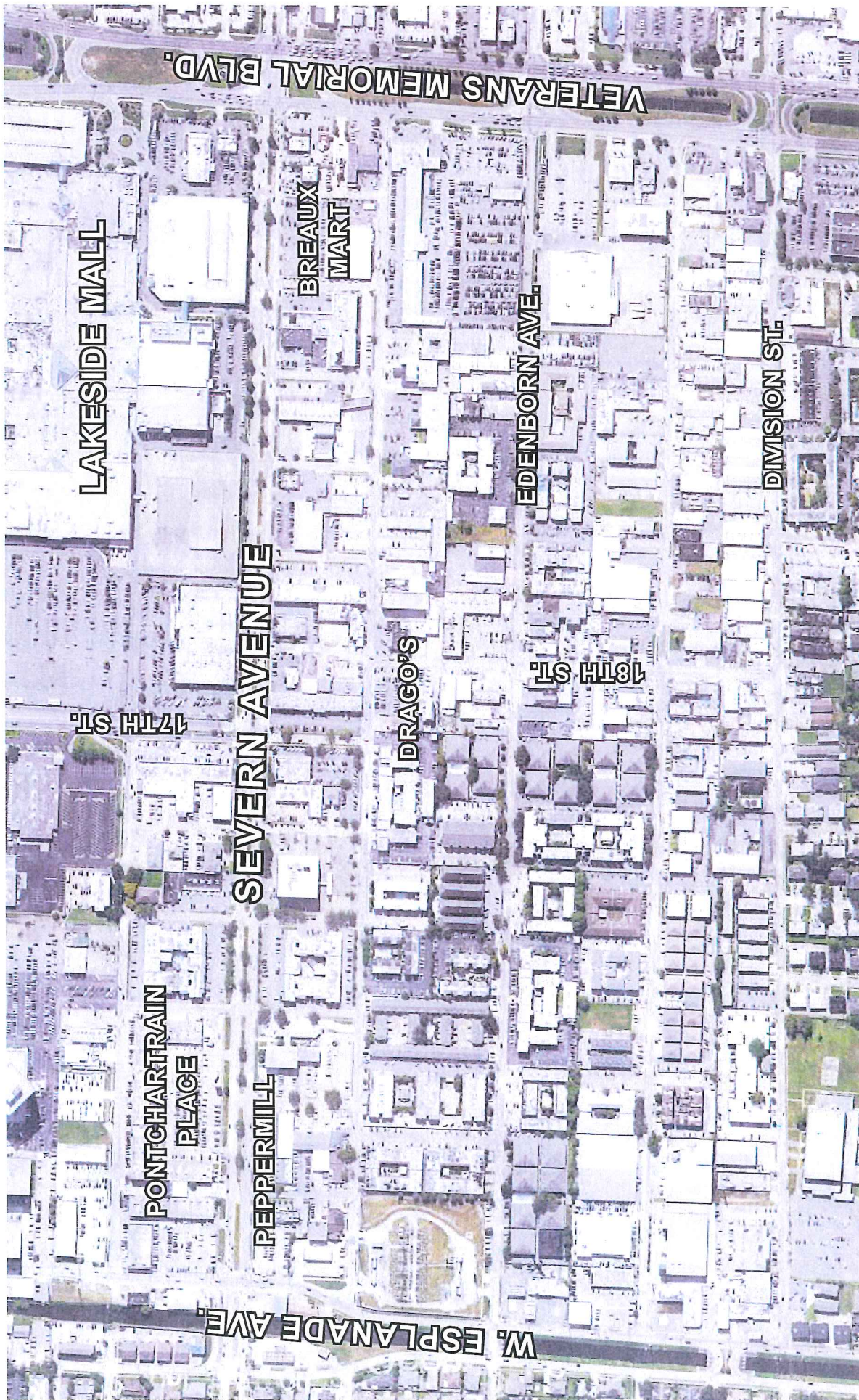
## Bicycle, Pedestrian, & Landscape Improvements

August 26th, 2013



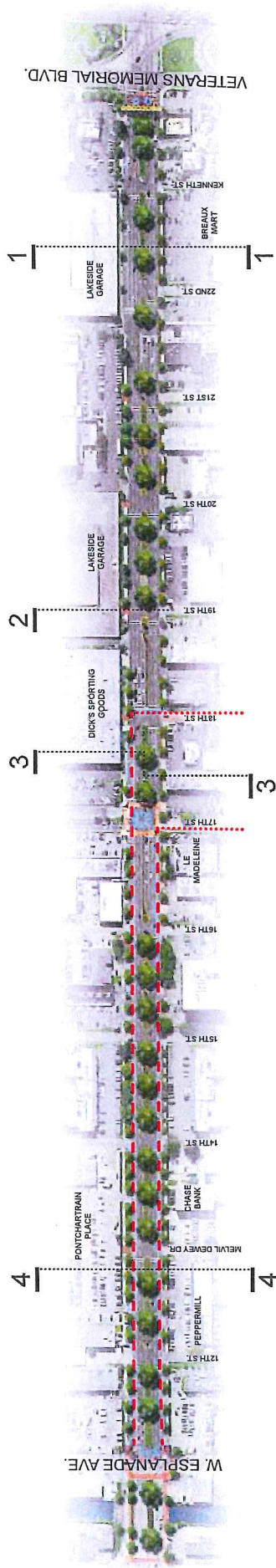
ENGINEERS: MEYER ENGINEERS, LTD.  
CONSULTANT ARCHITECTS: PEREZ, APC  
TRAFFIC MODELING: ITS REGIONAL, LLC.





EXISTING SEVERN AVENUE CORRIDOR & CONTEXT PLAN





## PROPOSED SEVERN AVENUE CORRIDOR PLAN

A greening of Severn Avenue – through the addition of the following elements – will create a more bike and pedestrian friendly environment:

- Widened sidewalks
- Street trees for shading
- Shrubs & hedges
- Parklets with street furniture
- Upgraded street & pedestrian lighting
- Gateways marking the entrances to the corridor
- Bike lanes (between 17th/18th St. & W. Esplanade Ave.)
- Drainage Improvements

As such, Severn can become a multi-modal corridor reflective of its role at the center of Metarie’s commercial and business district.

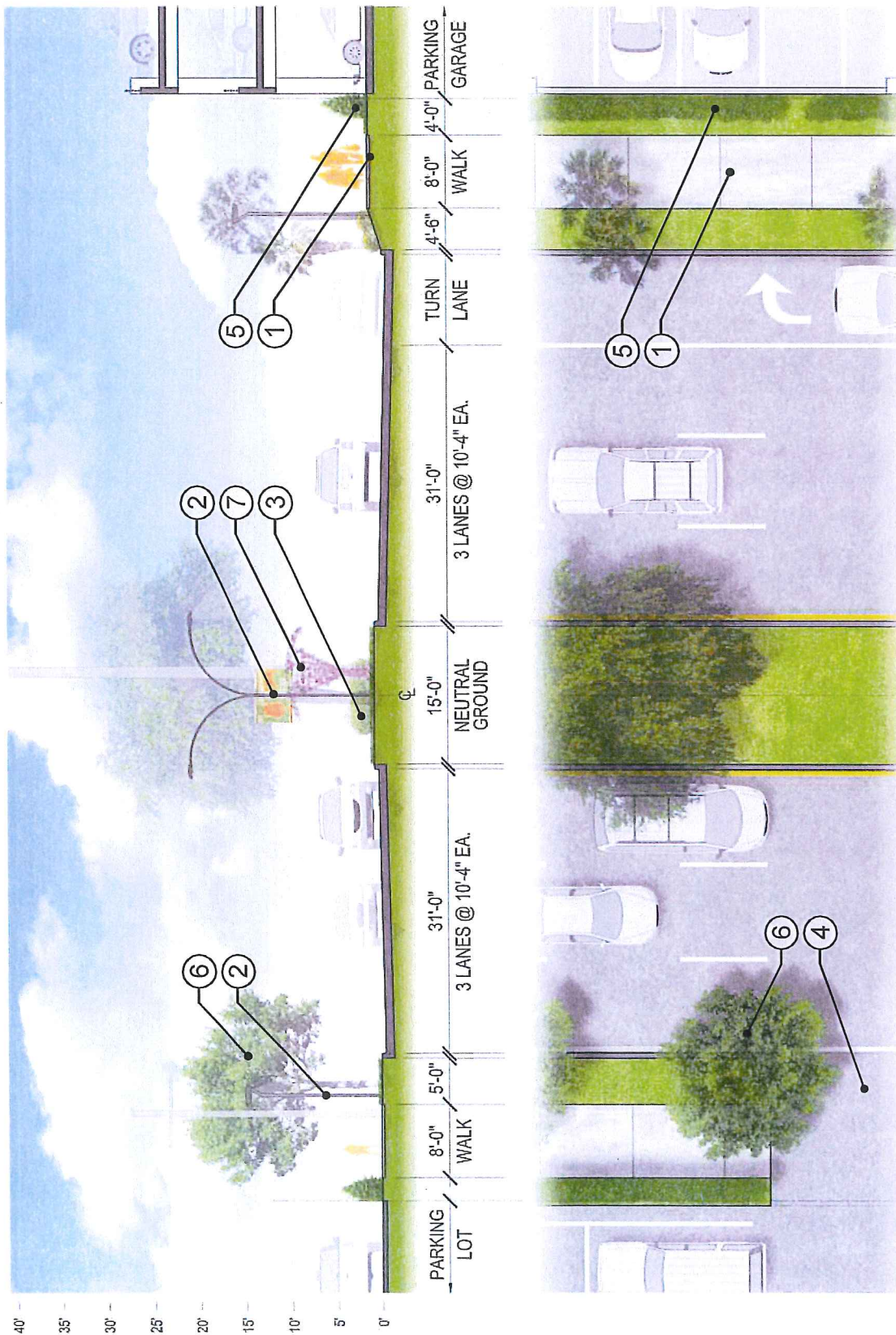
*Dedicated Bike Lane* ———

*Shared Use Road* .....



**SECTION 1 – EXISTING**  
Parking lot at Breaux Mart (left) — Lakeside Mall parking garage at turn lane (right)



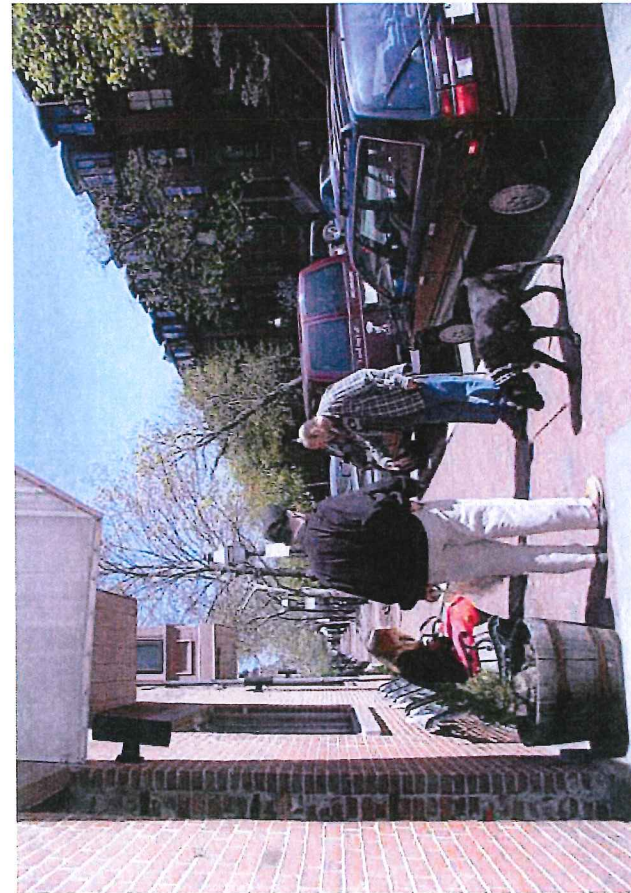


## SECTION 1 – PROPOSED

Parking lot at Breaux Mart (left) — Lakeside Mall parking garage at turn lane (right)

- ① Increase walk to 8'-0" in width (*Typical along corridor*)
- ② Add new road & pedestrian lighting (*Typical along corridor*)
- ③ Add shrubs in neutral ground (*Typical along corridor*)
- ④ Potentially remove select curb cuts to create a more continuous walking path
- ⑤ Add hedges to screen parking lot / garage
- ⑥ Add shade trees to landscape strip as additional buffer
- ⑦ Add Bougainvillea trellis at high-voltage power lines





**8' SIDEWALK EXAMPLE**

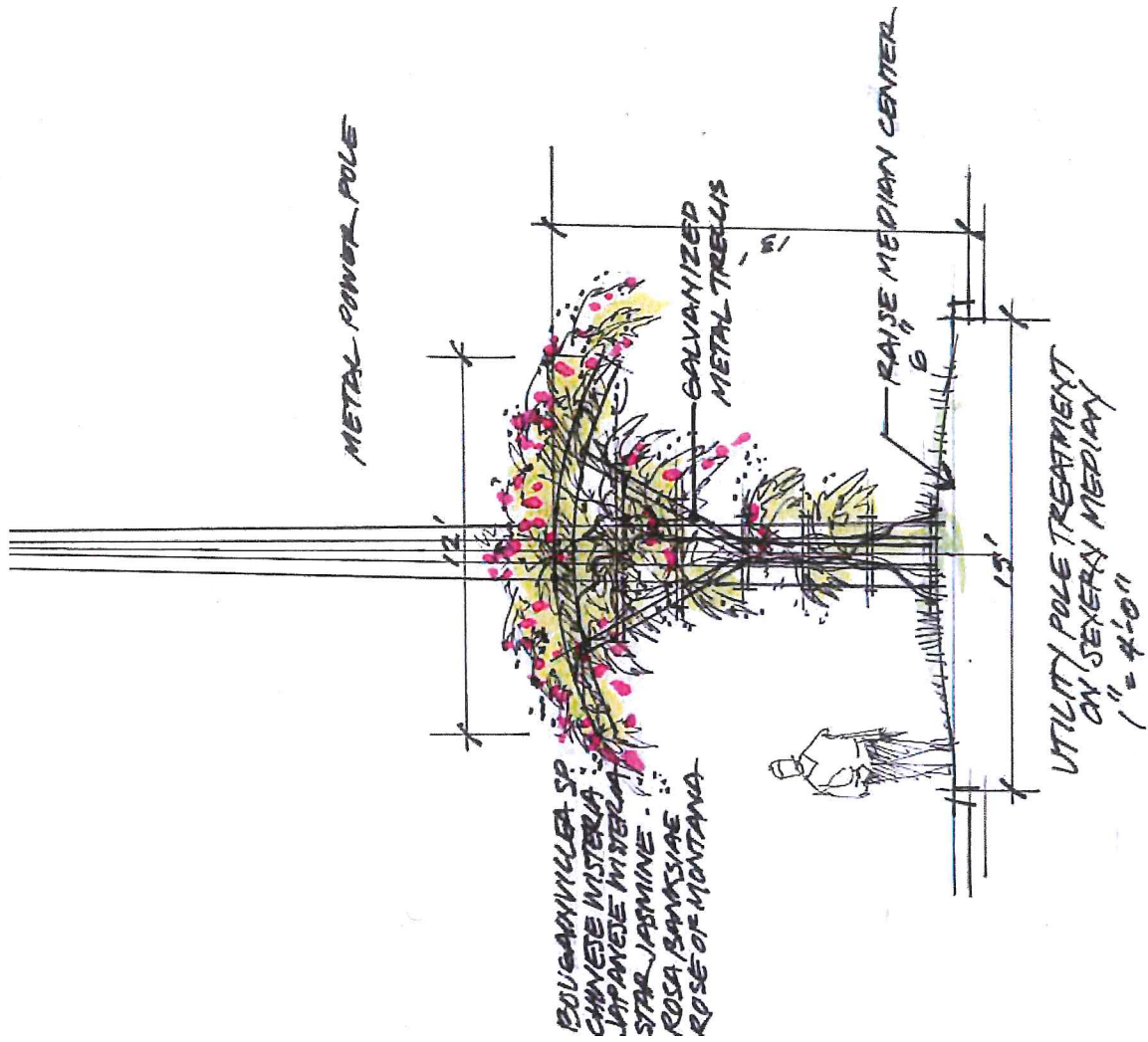


**8' SIDEWALK EXAMPLE**  
Oak Street, New Orleans, LA





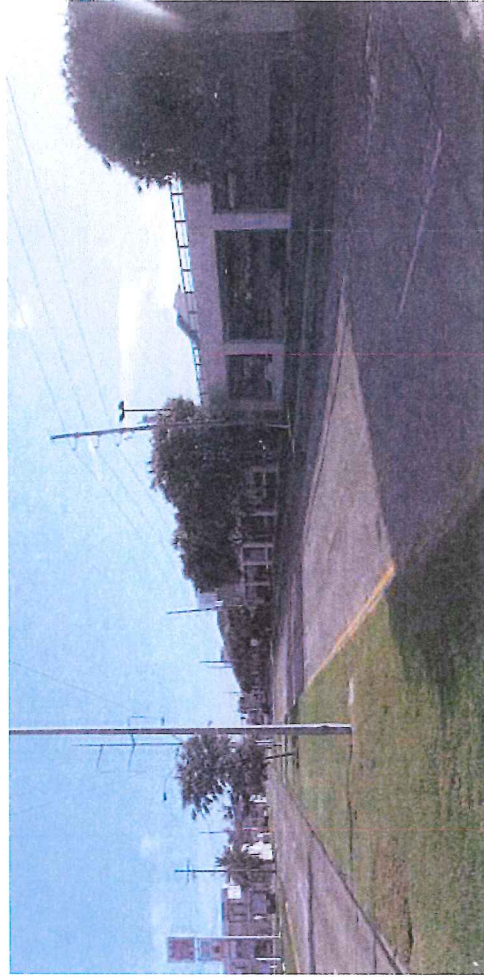
**SCREENED PARKING EXAMPLE**  
Piazza d'Italia, New Orleans, LA





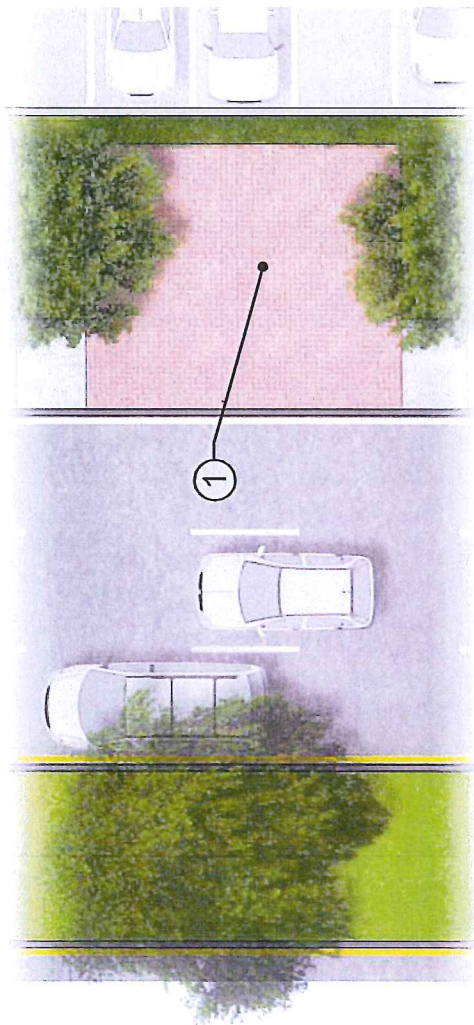
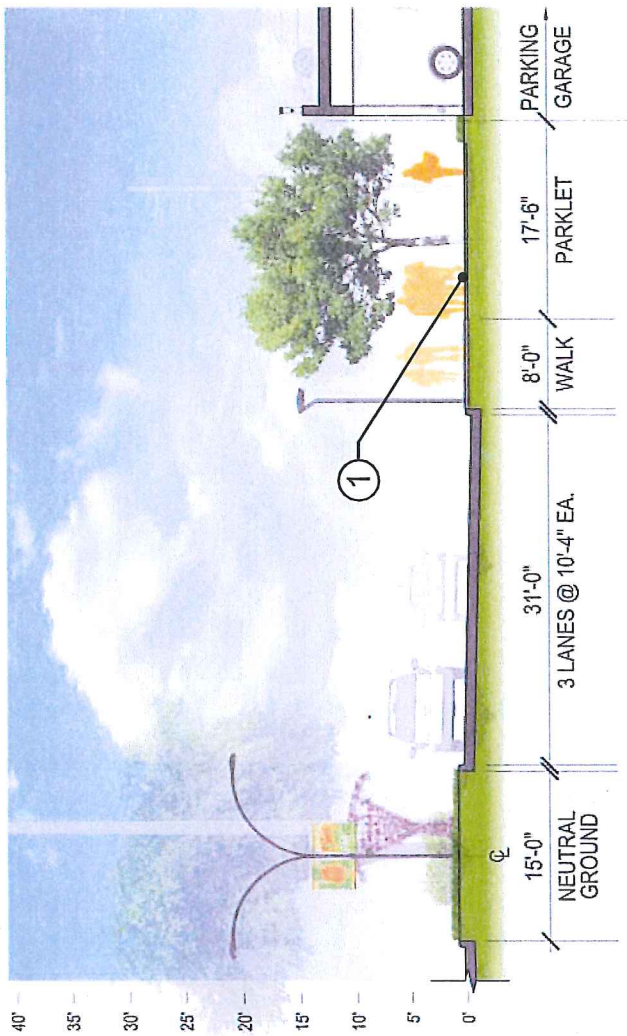


**BREAUX MART PARKING LOT**  
Consolidation of curb cuts



**SECTION 2 – EXISTING**  
Parklet at Lakeside Mall parking garage





**SECTION 2 – PROPOSED**  
Parklet at Lakeside Mall parking garage

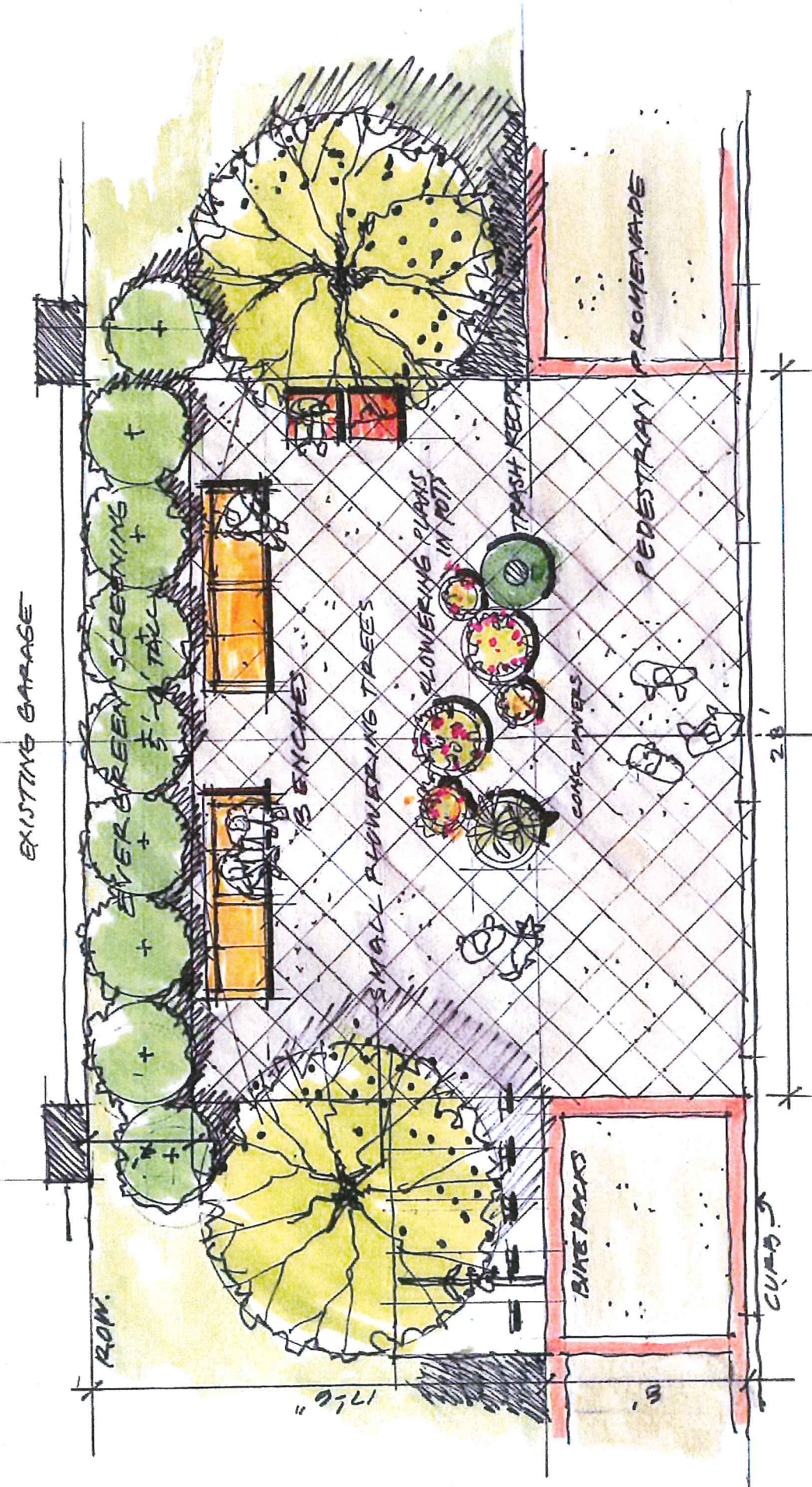
① Parklet



# SEVERN "PARKLET" PLAN

1" = 4' 0"

EXISTING GARAGE



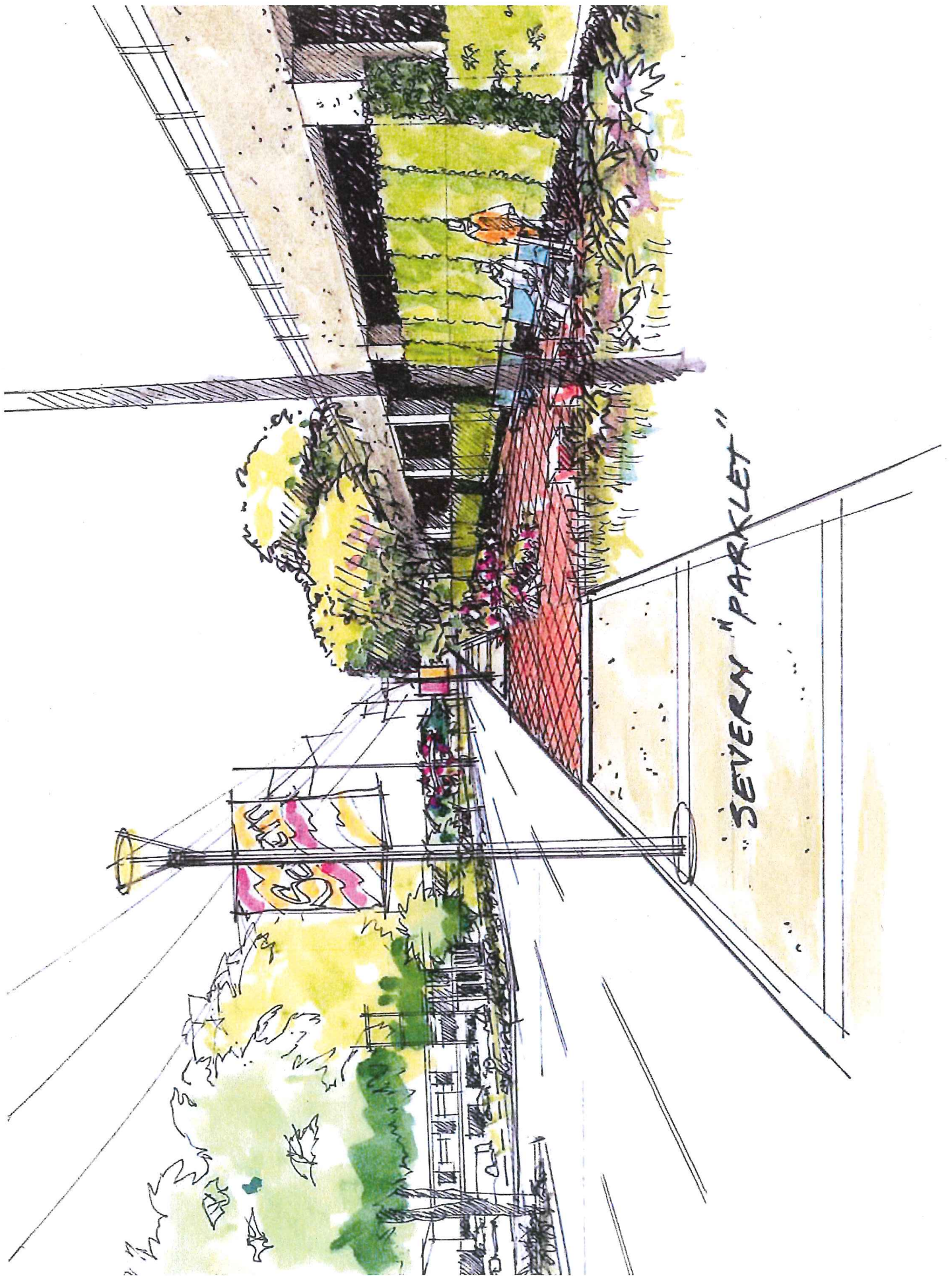
SEVERN  
E. OF CROSS STREET





**PARKLET EXAMPLE**  
San Francisco, CA

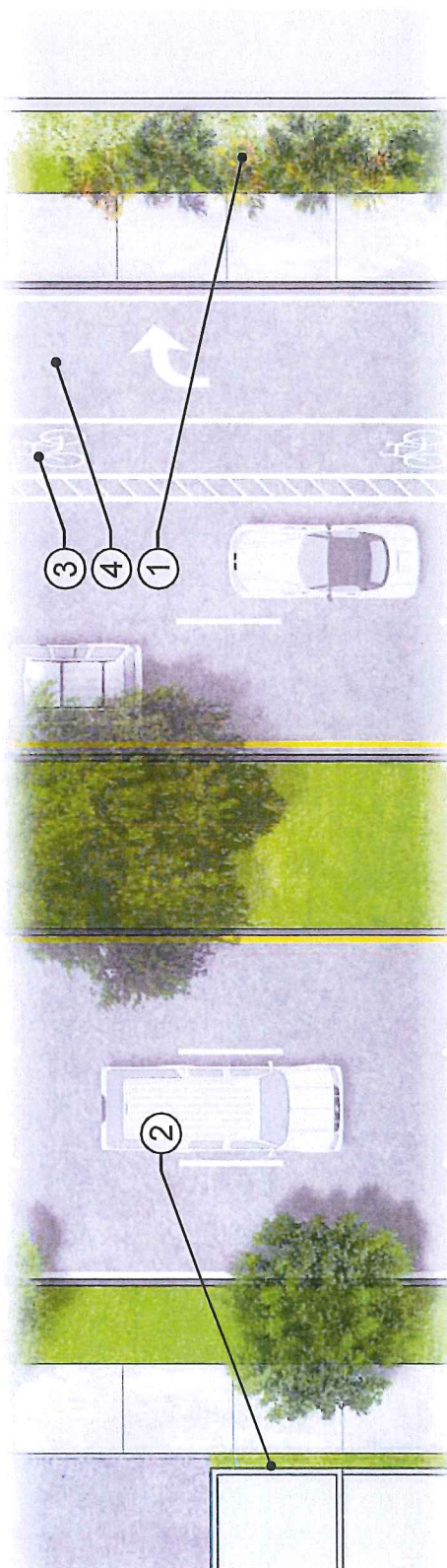
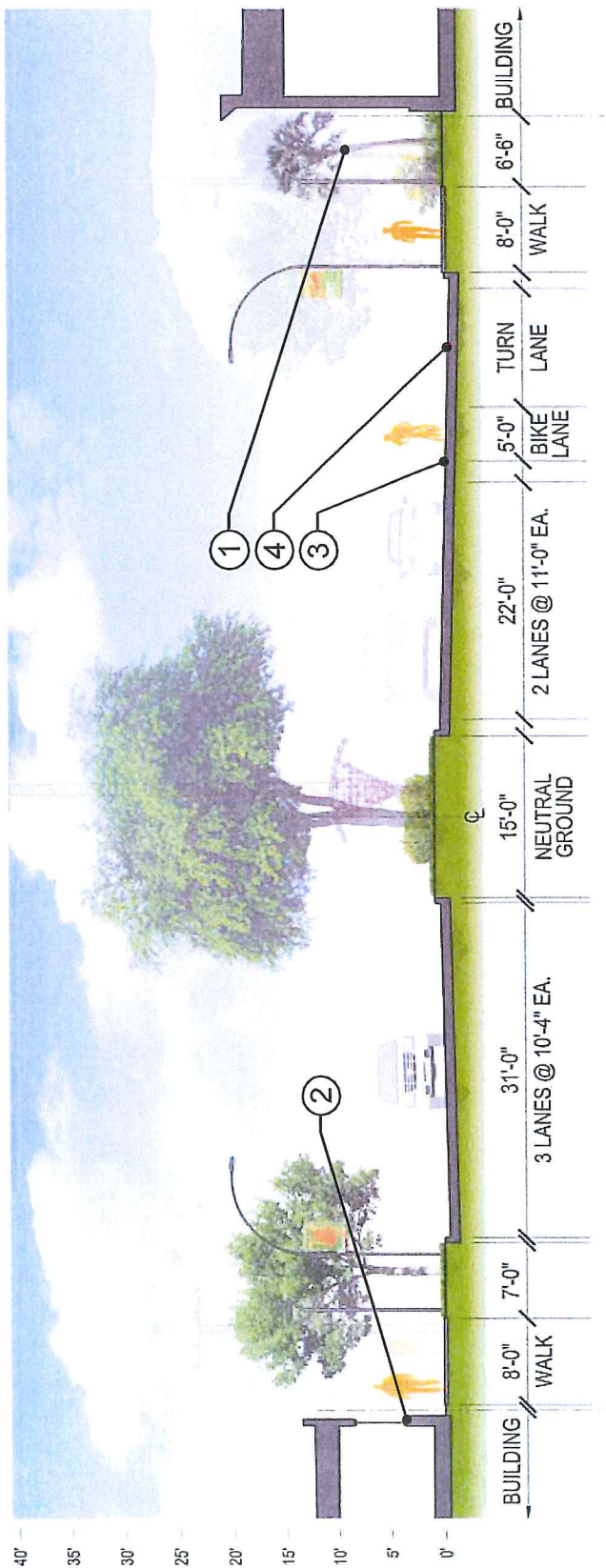








**SECTION 3 – EXISTING**  
Shopping center (left) — Dick's Sporting Goods (right)



### SECTION 3 – PROPOSED

Shopping center (left) — Dick's Sporting Goods (right)

- ① Enhance plantings along blank wall through layering
- ② Enhance blank building wall through an increased connection with sidewalk
- ③ Add 5 ft. bicycle lane with 2 ft. buffer
- ④ Add turn lane





**LAYERED PLANTING EXAMPLE**  
Harrah's Casino, New Orleans, LA



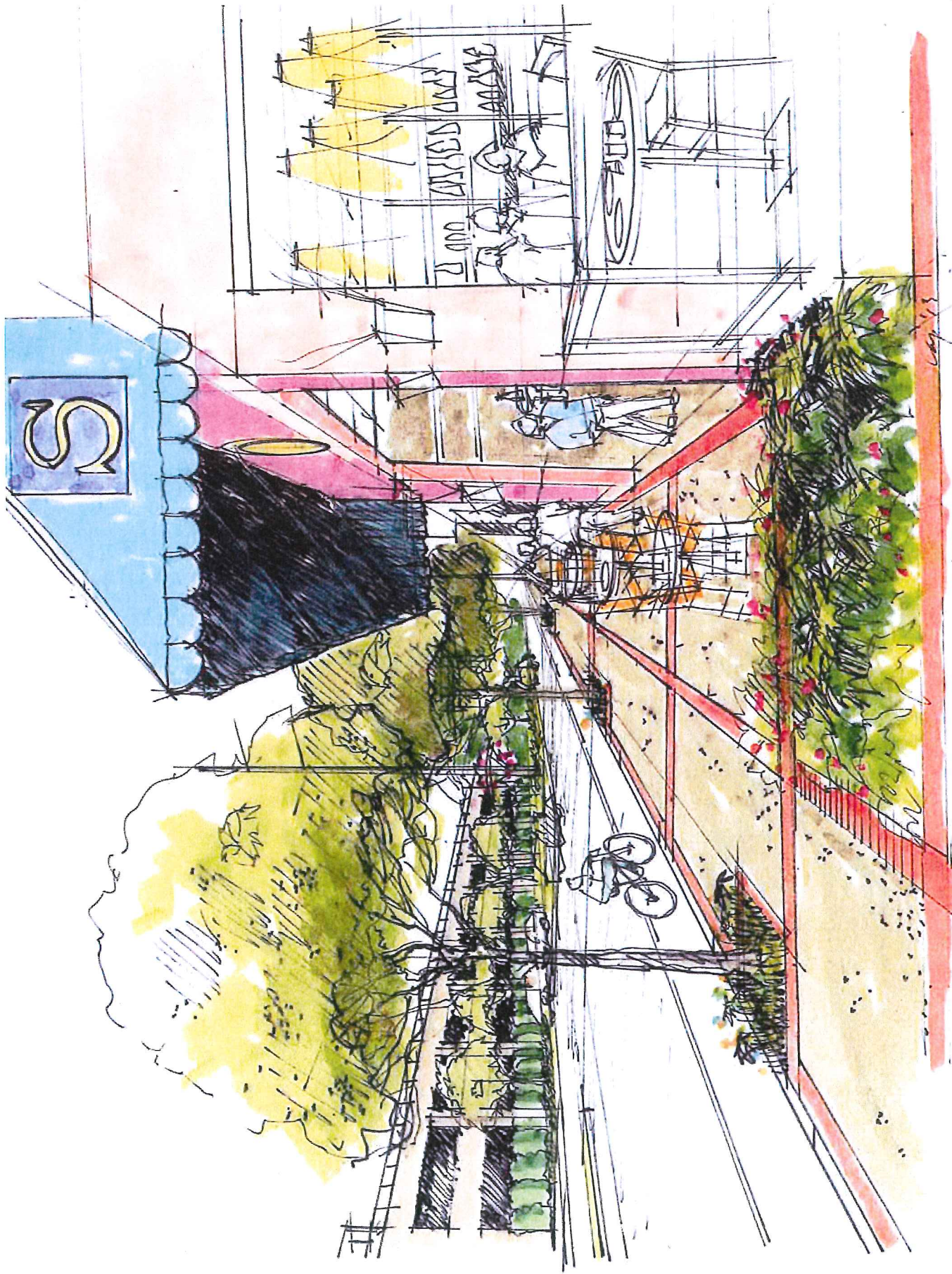


**SIDEWALK EXAMPLE**  
Magazine Street, New Orleans, LA



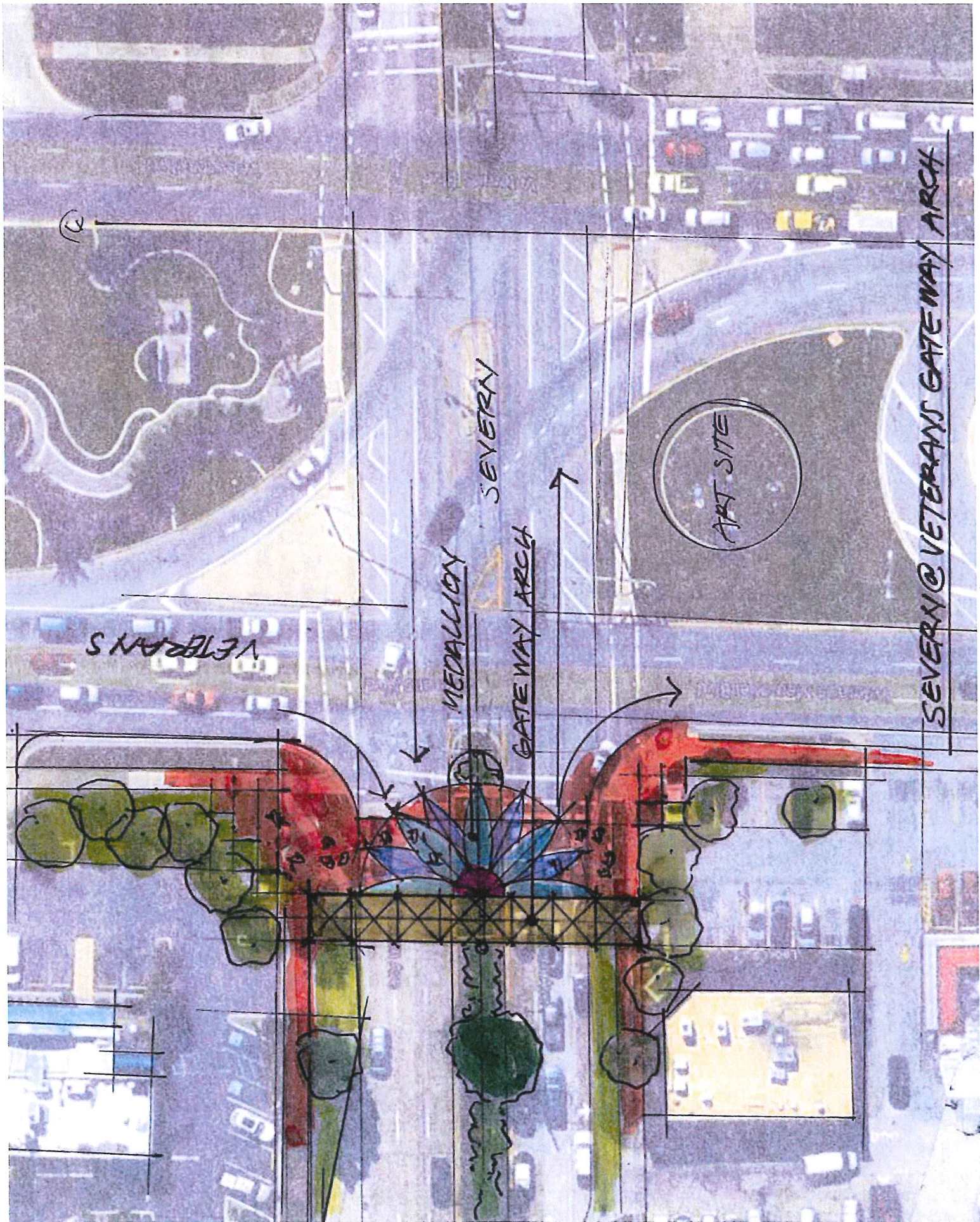
**SIDEWALK EXAMPLE**  
Fulton Street, New Orleans, LA





"Cape Severn  
opens to the street!"



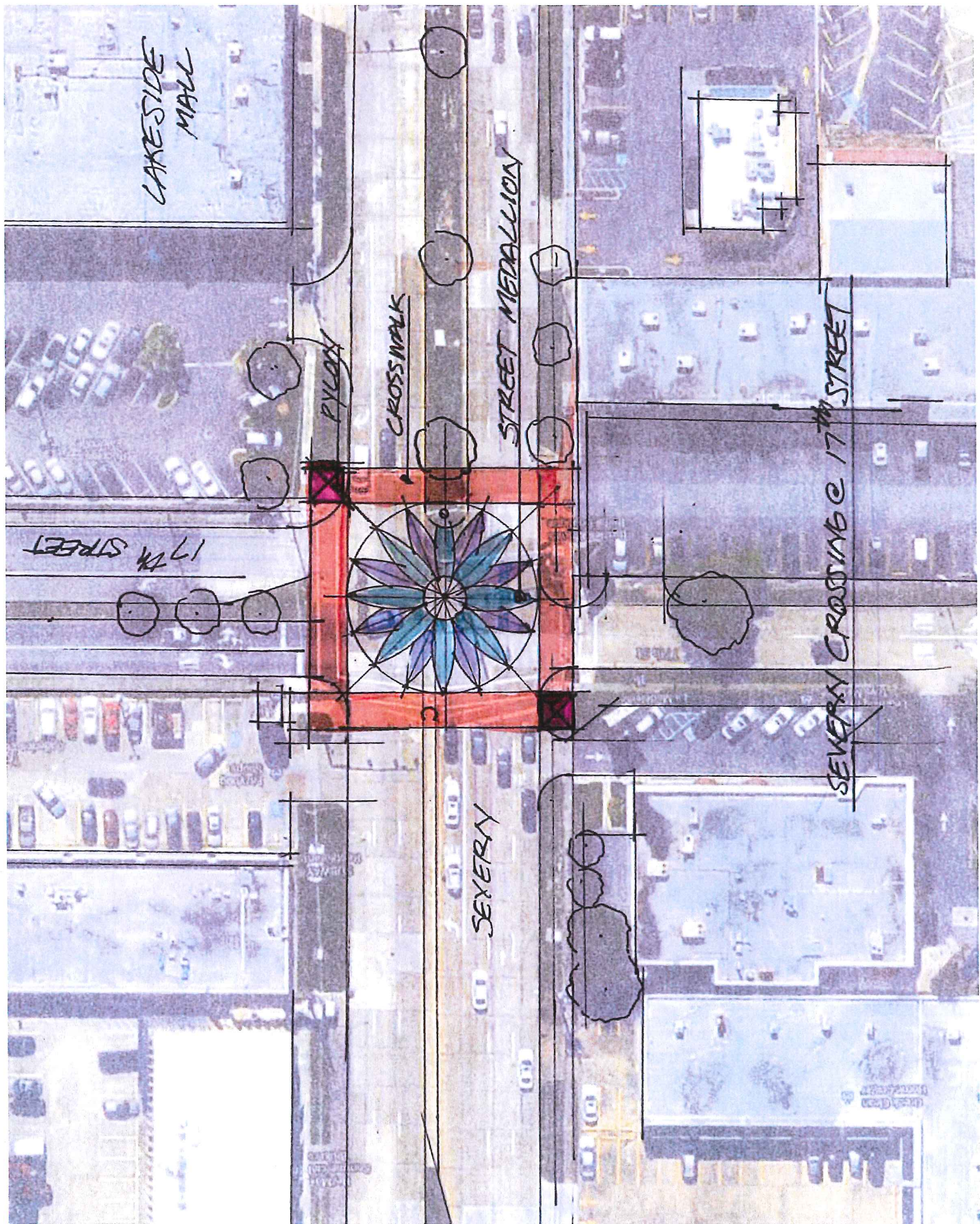




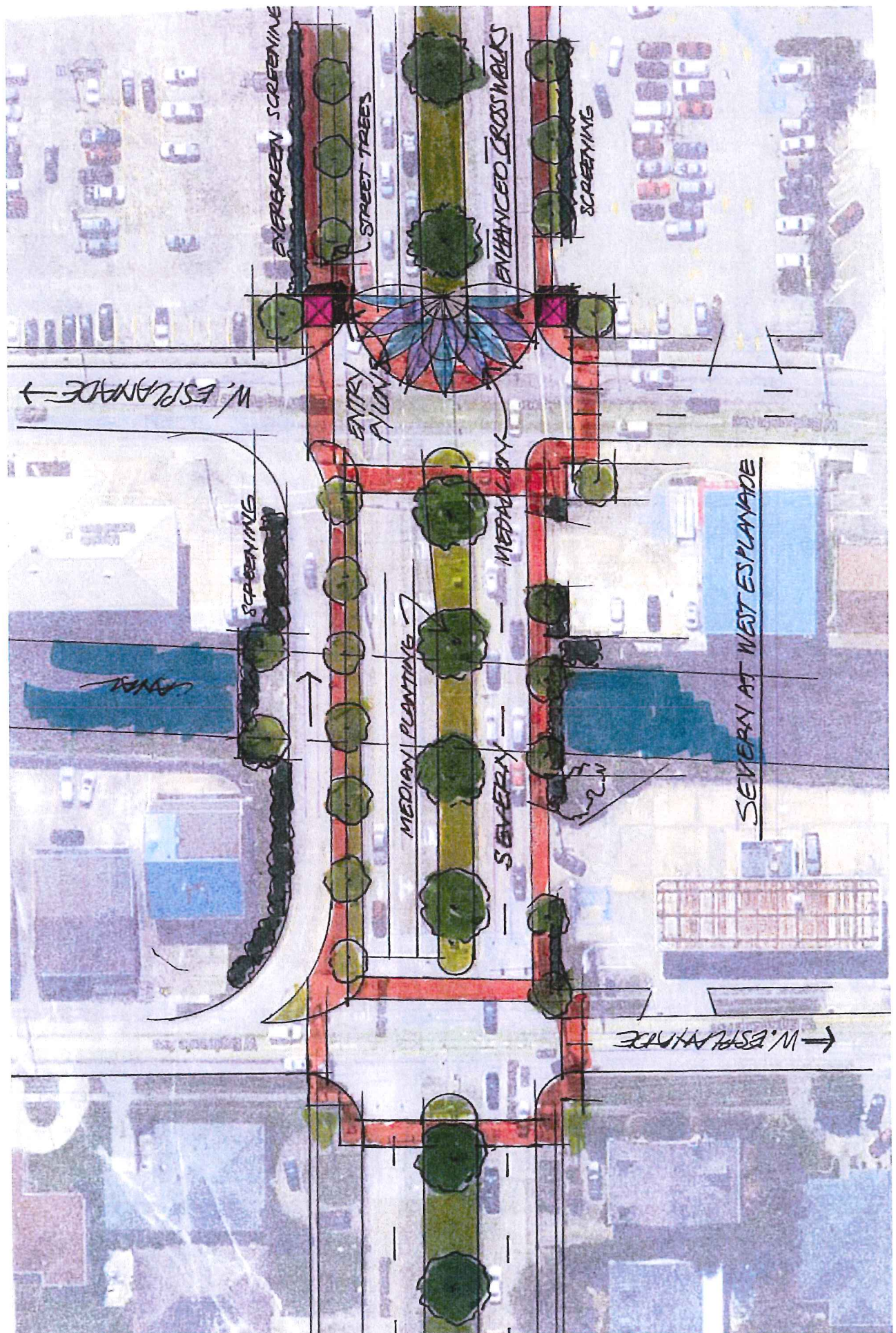


GATEWAY ARCH

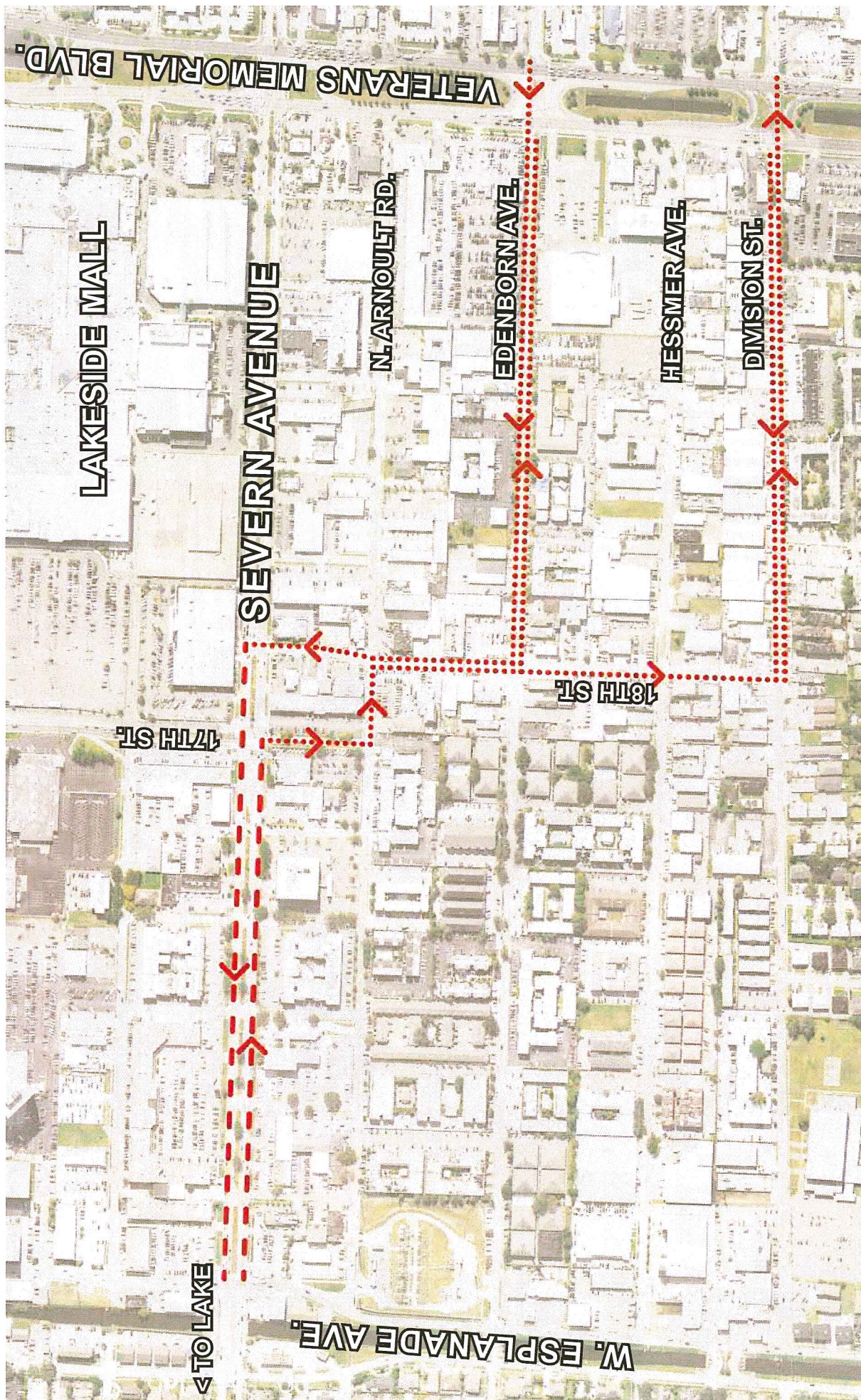














**BIKE LANE PLAN**

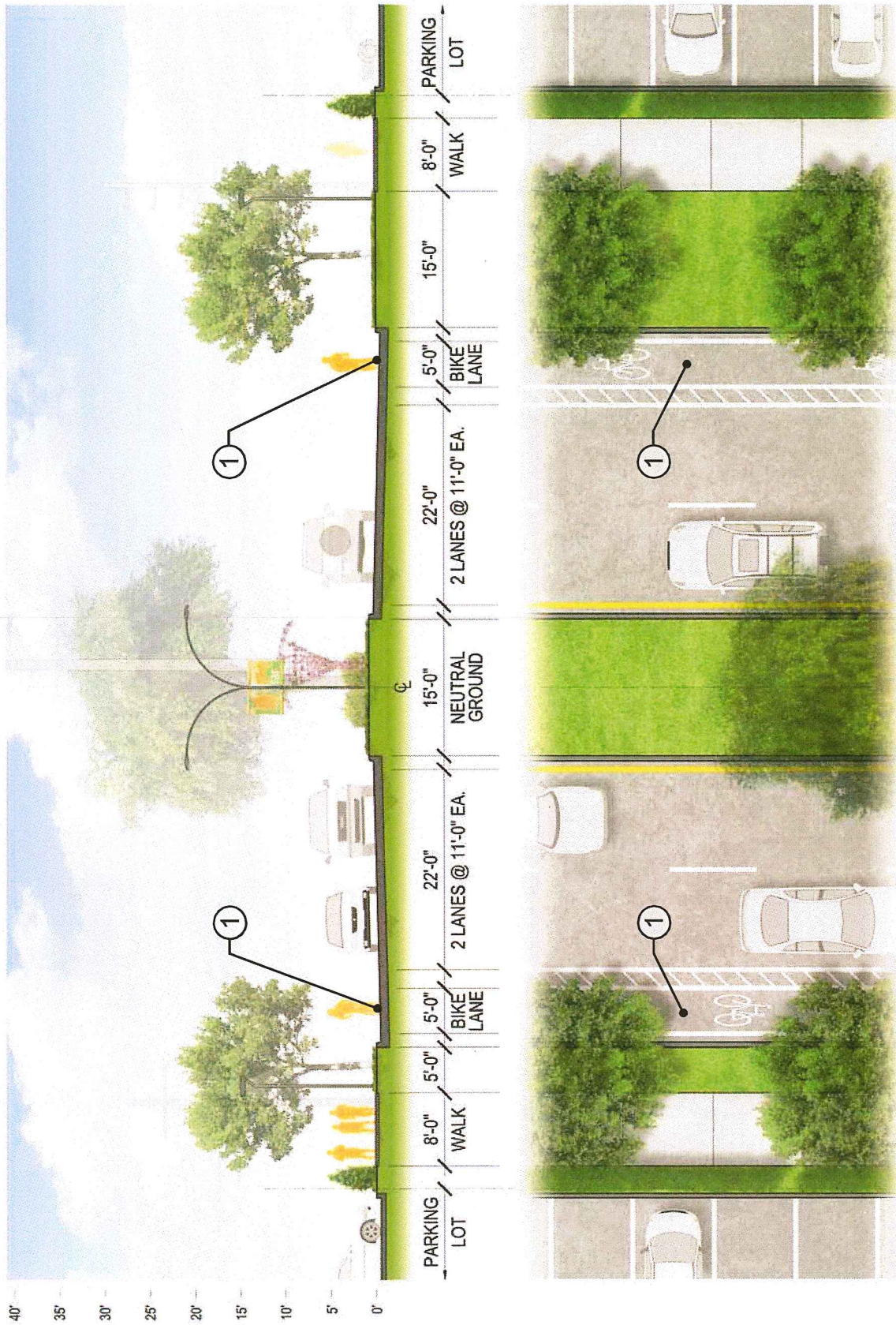
-  Dedicated Bike Lane
-  Shared Lane





**SECTION 4 – EXISTING**  
Parking lot near Peppermill (left) — Parking lot at Pontchartrain Place shopping center (right)





#### SECTION 4 – PROPOSED

Parking lot near Peppermill (left) — Parking lot at Pontchartrain Place shopping center (right)

- ① Repurpose a motor vehicular lane for a 5 ft. bike lane with a 2 ft. buffer





**SECTION 4 – CONCEPTUAL IMAGE**  
Add 5 ft. bike lane with 2 ft. buffer





OLD-STYLE POWER POLE



NEW-STYLE POWER POLE



# PRELIMINARY STATEMENT OF PROBABLE COST

Description	Amount	Unit	Unit Price	Cost
Mobilization, Insurance, Etc.	1	LS	\$350,000	\$350,000
Sidewalk and Driveway Replacement	9,500	SY	\$120	\$1,140,000
Striping	1	LS	\$170,000	\$170,000
Replace Street Lights (Includes Wiring)	30	EA	\$11,000	\$330,000
Pedestrian Lighting (Includes Wiring)	100	EA	\$5,000	\$500,000
Landscaping and Irrigation	1	LS	\$400,000	\$400,000
Pedestrian Signal Heads	1	LS	\$130,000	\$130,000
Parklets	10	EA	\$22,000	\$220,000
Right Turn Lane Additions	700	SY	\$160	\$112,000
Veterans Entry Gateway	1	LS	\$500,000	\$500,000
17th Street Gateway	1	LS	\$310,000	\$310,000
W. Esplanade Gateway	1	LS	\$300,000	\$300,000
Drainage Improvements	1	LS	\$2,900,000	\$2,900,000
Replace Power Poles	50	EA	\$5,000	\$250,000*
<b>Total Construction Cost</b>				<b>\$7,612,000</b>

\* Parish to coordinate with Utility Companies on cost.

NOTE: All prices include 20% construction contingency. Engineering, surveying, etc. is not included.