

URBAN SYSTEMS, INC.**400 N PETERS STREET, SUITE 206, NEW ORLEANS, LA 70130**

September 30, 2009

Mr. Randy Clement, AICP
Slidell Planning Director
P.O. Box 828
Slidell, LA 70459-0828

Re: Traffic Letter of No Significant Impact
Proposed Retail Center, West Gause Boulevard – Slidell, LA
USI Project # 09-063

Dear Mr. Clement:

K.B. Kaufmann and Co., Inc. has retained our services to issue this letter to your office regarding traffic impacts for the above referenced project. Based on the project site plan, the developer is proposing a 9,000 square foot strip retail center on the south side of West Gause Boulevard immediately west of S. Carnation Street. The subject site is currently vacant.

Trip generation estimates were obtained from the Institute of Transportation Engineers, Trip Generation Manual, 8th Edition to determine peak hour trip generation estimates. Land Use 820 (Shopping Center) has been identified as the most appropriate land use description for the development. *A shopping center is an integrated group of commercial establishments that is planned, developed, owned and managed as a unit. A shopping center's composition is related to its market area in terms of size, location, and type of stores. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands.* The anticipated trip generation is nine (9) additional vehicles during the AM peak period and thirty-four (34) vehicles during the PM peak period. As stated in the City of Slidell ordinance 2941, the minimum trip generation threshold that would require a limited traffic impact analysis is fifty (50) peak hour trips.

An assessment of the site was undertaken to determine any potential adverse impacts that may affect the adjacent roadway network. The proposed site plan indicates a single driveway onto West Gause Boulevard, which is a three-lane arterial in the vicinity of the subject site. No driveways were observed directly across from the site entrance that may present turning movement conflicts.

The minimum trip generation threshold for traffic impact studies is not expected to be exceeded by the proposed development and impacts to the adjacent roadway network are anticipated to be insignificant. Should you have any questions or require additional information, please call me.

Respectfully,
URBAN SYSTEMS ASSOCIATES, INC.



Jeffrey M. Messina, AICP
Senior Transportation Planner

Cc: Mr. Dave Kaufmann