

Commissioner Frangella: Next up 2020-04-ORD Matthew Jewell, Parish President/Dept. of Planning and Zoning for an ordinance to amend the St. Charles Parish Code of Ordinances, Chapter 6 Buildings and Building Regulations, Article II, Section 6-14 Permit Application to establish a process for analyzing the impact of traffic generated by new development by adding part (n) Traffic Impact Analysis.

Mr. Albert: Thank you Mr. Chair. I'm going to speak on this one but it basically applies to the next one. What we are implementing in code is a process to formally have traffic reviewed and brought to you and the Planning Department to inform the process. There are many occasions when we get questions from the public regarding traffic safety, how many vehicles is this going to add to daily trips and neighborhoods and our ability to do this right now is limited and completely dependent upon coordination with the state DOTD which good faith effort occasionally is difficult to get. The ordinance, the first one you're looking at is one that would set up a process for doing this with commercial development, so any commercial activity and some multi-family residential activity, apartments and stuff, we would be able to get traffic numbers and recommend remedies to those projects if there is a traffic related problem. Mr. Palamone is here to speak on the regional impacts and how other jurisdictions have dealt with this from his own experience.

Mr. Palamone: Thanks Michael. So we just went through a big discussion about measuring the impact of drainage on our residents in the parish and then parish properties. What this traffic impact analysis will do, it will add to the evaluation of our infrastructure just like drainage, just like wastewater now we want to look at traffic, those are all elements of the parish infrastructure that are important to the current residents in the parish. It will also, as Michael mentioned, safety, part of the traffic impact will look at things like sight distances on corner and so on and so forth. Geometry of the roadways that are being proposed, so there is a safety component that is tied to this as well. This also as Michael mentioned the DOTD, this traffic impact puts a tie between the parish and the DOTD, in other words the developer #1 has to come to us 14 days before the pre-application meeting, at that point we will determine what the scope of services is for the area of influence that the development will have on our roads and network. At that point if it is within ¼ mile of a state route then Title 70 part 1 of the state code kicks in which then ties it to the DOTD access map policy, they have to go and visit the DOTD and we have the option to go with them or not, so again the DOTD and the parish are going to be tied together in evaluating the traffic. Page 7 of the policy will give you some of the mitigating impacts that could happen as well as what could be threshold, the threshold review is on page 4. Review process, I sent out, I gave Michael a copy of other areas around that state that have traffic impact analysis including the DOTD and you'll find similar evaluations of thresholds of how many trips are being generated by the development, the review process, study requirements, which we also have in here, what the study is supposed to look like. It will give you the evaluation and the mitigations based on those evaluations and then also it will give you the mitigating strategies to mitigate whatever impacts that are being presented. Again this is not uncommon in other areas in the state as you can see, I think we have Lafayette on there, Ascension Parish, Jefferson Parish, St. Tammany Parish so it's very commonly done in all parts of the state. Additionally, I also gave you the number of PTOE's registered in the state. There are 80 of them. There's not like a limited number where there's only a few firms I can do this, it was somehow broadcasted that there was a limited number of PTOE's, 80 is a lot. There are a lot of firms that have PTOE's on board that can handle these studies for different developers.

Mr. Albert: Just to say the one you're looking at here for 2020-04 is related to building permit and construction. The next one is for subdivisions. I know there is not a lot of experience but a lot of development we see will be below a threshold so don't think that small business is going to get trapped up in this, they're going to get pre-cleared, they're going to be small enough to not generate the traffic count numbers to trigger the more intense requirements of this section.

Mr. Palamone: Right and threshold #1, it almost boils down to just a couple of simple things, a letter of no impact which is not a significant amount of money when you're going through the process. It looks at things like safety and sight distances, but it's not a lot done when it's below 40, when you get above 40 then depending on the area of influence,

the scope of the study it would definitely get bigger and larger but on a typical subdivision, I mean you're not talking a lot of money, 100 and something homes, we're talking in the neighborhood of maybe 10, 7,000 to 10,000 to 12,000 and you divide that by 100 homes, there's some argument that it's going to drive up the cost. I don't think it's a significant amount considering the residents in that area are going to have to live with whatever this development is and the traffic impact that's going to be presented by the developer. As Mr. Jewell mentioned the latter part of the drainage analysis and many times I see there's always some level of a cost sharing of the improvements that are necessary with the municipality, the parish and / or the developer.

Commissioner Frangella: Ok any other questions? Alright thank you. Open public hearing for 2020-04-ORD anyone here to speak for or against? Please come forward.

Ms. Stein: Our understanding is that no one signed up to speak for this matter.

Commissioner Frangella: Alright we'll close the public hearing for 2020-04-ORD. Any questions or comments from the Commission? Ok we'll call for the vote.

YEAS: Ross, Petit, Keen, Dunn, Frangella, Galliano
NAYS: None
ABSENT: Granier

Commissioner Frangella: That passes unanimously.
