

Commissioner Booth: Next item on the agenda PZS-2017-07 requested by Destrehan Plantation Development, LLC, on behalf of P & L Investments IX, LLC, for preliminary plat approval for Destrehan Plantation Estates Subdivision, 30 residential lots and a median parcel, to be located approximately 200 ft. west of E. Campus Drive, Destrehan. Zoning District M-1 (proposed R-1B). Council District 2.

Mr. Romano: You have a packet for that one too, there's a map on the last page, it is a draft of the preliminary plat with all the revisions on it, those are forthcoming I believe, we don't have the set with us this evening, but this is what they are going to look like when they come full size. So this analysis being read in to the record is an addendum to the published land use report and it's based on that revised plat. It's a request for a preliminary plat approval for a major subdivision of 30 residential lots. Parcel A is no longer part of that, I'll get to that in a second. Staff advised the applicant because of the deficiencies in the submitted preliminary plat and the lack of supporting documents required to be submitted, we couldn't recommend approval of the application. Staff worked with the applicant and listed the following elements needed on the revised plat and all of these elements that are listed are on the revised plat. I'll read a few of them – contour lines at 1 ft. intervals using mean sea level datum and ground slope of subdivision, there's a composite road plan, the written statement of dedication, there's also a cul de sac that meets the geometric standards of the subdivision ordinance which I believe will allow busses to easily turn around and make turn movements, signature block of the Chairman of the Parish Council because of the waiver to the geometric standards, there is an existing ditch drainage system on the plat it wasn't listed before, the location of the C-2 and M-1 zoning district line. Parcel A didn't meet the minimum 10,000 sq. ft. size for the lot, but what they are doing, there will still be a median in the middle, it's just not indicated on the revised plat as a parcel, so that's probably how the median is going to be configured approximately. So all listed elements were added, the only thing that is not on the plat are side lot lines that are radial or perpendicular because the road is not straight it's kind of a gentle curve, so they are requesting a waiver to the requirement to the geometric standards. They also submitted the Drainage Impact Analysis and the MS-4, the preliminary stormwater pollution prevention plan, at the time of writing the report those were not all submitted but has since been submitted. The last point that I would like to make is that the two road connections to River Road were designed it looked to be that they were close together and there was no indication that there was going to be one way in and one way out or a two way. The type of servitudes between Lots 9 and 10, we asked that it be identified and the revised plat shows it identified as a 15 ft. sewer servitude, so that's taken care of. The department recommends preliminary plat approval contingent upon approvals of the requested waivers or a correction to the plat that brings the lot lines into compliance with the subdivision ordinance.

Commissioner Booth: Thank you sir. This is a public hearing for PZS-2017-07 Destrehan Plantation preliminary plat approval for the Destrehan Plantation Estates, 30 residential lots with a waiver to the geometric standard as just described. Is there anyone here to speak for or against this issue? Mr. Murray state your name and address for the record please.

Joey Murray, Murray Architects, 13760 River Road, Destrehan. Again, I'm not the applicant, I'm representing the applicant. Just a couple of notes, the sewer servitude between 9 & 10 there's an existing sewer man hole and in consultation with the Sewer Department that's where they

foresee us putting the sewer line so the sewer from the rear of the subdivision and from the River Road will collect to that point and into the existing man hole. The Parcel A is a specific request that was made by the St. Charles Parish Waterworks. When we met with them on this particular subdivision, right to the left of the "P" on Parcel at LA 48 there is a big box 4 ft. x 4 ft. with 4 poles around it, that is the connection between the under the river water connection from the east bank to the west bank, so if one plant goes out and they said whatever you do Joey, don't put a street over that box because if we have to get to it and work on it, it's going to be disastrous, please do something. So we studied what could be done and we would like to have a grand, nice entrance to this, so we came up with this divided entryway. The exit would exit to the River Road where 2 lanes would be available, one that could turn to the right to go upriver, the one to the left would go downriver. The entry into the subdivision would be a single lane and the width of it in keeping with the requirements of the parish, but we would control the lane usage with striping of the entryway there. With that, if there are any other questions, I would be happy to help you with that.

Commissioner Booth: Any other questions or comments from the Commission?

Commissioner Frangella: I guess my question will be at the end of the cul de sac, the way it's drawn, it looks like it's made for a street to continue on?

Mr. Murray: Yes.

Commissioner Frangella: So that street to continue on, if I'm looking at both maps correctly, that continues on to the area of AOI7 which is according to this limited to industrial use only.

Mr. Murray: That's correct and what we want to do is, we want to be able to still have access to that property even though that is not contemplated to being a subdivision in the near future, but as additional testing was done on the other site, we're going to look to see how these will somehow be connected together but at this point we cannot do so.

Commissioner Frangella: There is no intent to go industrial back there?

Mr. Murray: No. Absolutely no.

Commissioner Frangella: People will be upset if you start driving back to an industrial site through a subdivision.

Mr. Murray: It won't happen.

Commissioner Booth: Any other questions or comments?

Commissioner Richard: What is the benchmark and how much fill do you have to put on each lot?

Mr. Murray: I don't have a drawing with me but we're in an X zone, the streets are being designed if anybody has driven down East Campus Drive off of the River Road, you'll notice the street goes down, the land is high, we expect to do the exact same configuration for the street

elevations going back. So the street is going to be lower than the land, it's going to be with the rear of the land sloping to the front, very little fill will be placed on these lots. There's no pilings that are required for these lots. In an X zone there are no flood issues whatsoever. I also want to point out in case somebody wonders, can this affect Ormond or can this affect Red Church, this drainage watershed is completely outside all of those, this will be one of the subdivisions on the east bank that relies on no pumping station other than the hurricane protection pumping station at Cross Bayou. This land collects at the railroad track, at 2 crossings, it crosses the railroad tracks, it goes into Cross Bayou which is the beginning point right near the power line right of way that travels to the north to Airline Hwy. underneath and to the Cross Bayou pumping station.

Commissioner Booth: Any other comments or questions? Call for the vote

YEAS: Gordon, Granier, Richard, Booth, Frangella, Galliano

NAYS: None

ABSENT: Loupe

Commissioner Booth: That passes unanimously.

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