

PZS-2016-25 requested by JCJR Enterprises, LLC for preliminary plat approval of Lots 1-66 Ashton Oaks Subdivision being a resubdivision of Robert Elmore and Ella Gassen Tract and the Irby Baudoin Tract in Luling, St. Charles Parish, La. Zoning District R-1AM. Council District 7

Mr. Romano: The applicant requests approval of a Preliminary Plat for Ashton Oaks Subdivision, 66- single-family residential lots in an R-1A(M) zoning district. The property lies between Hidden Oaks Subdivision and property that is vacant, but cleared, and expected to be developed with Ashton Plantation Estates Phase 3. All proposed lots exceed the required 5,000 square foot area and 50 foot width for the R-1AM zoning district. The property owner has indicated an interest in changing the land use zone on the property to R-1A; all lots meet or exceed the required 6,000 square foot area and 60 foot width for the R-1A zoning district.

The applicant has submitted the required drainage impact study and documents for MS4 (Storm Water Pollution Prevention Plan) compliance. Approval of these reports is not required for Preliminary Plat Approval.

Sole access to the subdivision is indicated on the plat as Meg Lane and Caesar Court, which are stub outs extending east to west across Allie Lane in Hidden Oaks Subdivision. Allie Lane is the sole access to Hidden Oaks and originates at Hackberry Lane. The subdivision has 81 single-family residential lots. According to the Institute of Transportation Engineers (ITE) Trip Generation Manual (9<sup>th</sup> Edition, 2012), each residential lot generates and an average of nearly 10 vehicular trips per day. This means as many as 810 vehicles traverse Allie Lane, all of which crosses the intersection of Hackberry Lane. With 66 lots planned for Ashton Oaks, this adds 660 vehicular trips per day to Allie Lane and the Hackberry Lane intersection. Total trip generation for this intersection will be 1,470.

Without street stubs to the west from Ashton Oaks, the Geometric Standards in the Subdivision Ordinance will not be met. Block lengths between 500–1,500 feet with a minimum of two (2) access points for accommodation of future access are required. The applicants have submitted a letter requesting a waiver from the required street stub to the west. The applicant has not stated a hardship for this request. Based on the potential added pressure to Allie Lane and the intersection with Hackberry Lane, the Department recommends that a minimum of one street stub to the west be required.

Per the Subdivision Ordinance, a cul-du-sac is also required at the end of dead end streets that exceeds the width of two (2) lots. There is a cul-du-sac indicated between Lots 32 and 33 on the northern side of the development but not at the southern end between Lots 1 and 66. The applicant has requested for a waiver to this requirement. The waiver request has not stated a hardship related to the proposed design. The Department recommends that this cul-du-sac be required because no alternative for vehicular turning movements, particularly with consideration to school buses, garbage trucks, and other large vehicles, is being proposed.

The Subdivision Ordinance requires side lot lines to be perpendicular to front lot lines, including cul-du-sacs. The side lot lines between Lots 33 & 34, and 31 & 32 are not perpendicular. The applicants have requested a waiver to this requirement through email. The waiver request has not stated a hardship related to the proposed design. If the applicant can demonstrate a practical reason for this configuration, the Department has no objection to the waiver request.

A typical roadway plan (composite road plan with graphic alignment and street lights) has not been included on the Preliminary Plat submission and must be added prior to approval.

Without the approval of the three waiver requests put forth by the applicant, the plat will need to be revised to meet the geometric standards for subdivisions. Without waivers, the plan does not currently meet the requirements of the Subdivision Ordinance. The following items are dependent upon waiver requests:

Cul du sacs at both ends of the street (the southern end of the roadway is shown as a flat dead end terminating at the Boutte Canal).

Additional street “stubs” to create blocks that are 500 - 1500 feet long (the east side of the street complies with two street segments designed to extend Meg Lane and Caesar Court. The west side of the subdivision, abutting Ashton Plantation, **does not** comply. That block is 2,204.67 feet long.

Perpendicular or radial side lines for all lots (Lots 32 and 33).

The Department recommends approval but it should be contingent upon approval of requested waivers or corrections on the plat that would bring the proposed development into compliance with the subdivision ordinance. If the Commission determines that any of the waiver requests are not suitable for the proposed development the Department recommends tabling the application in order for the developer to have to time to correct the plat and meet the subdivision ordinance requirement.

Mr. Booth: Thank you Sir. This is a public hearing for PZS-2016-25 any one here to speak for or against?

My name is Joey Murray with Murray Architects and I stand here to represent JCJR Enterprises, the developer of the subdivision. The owner of that company is here, Joel Chaisson if you have questions for him to answer. First of all we are aware of the 3 waiver requirements that will be sought and we've already began speaking to Councilmembers about it. If we could put the photograph back up of the street layout, I'd like to point out that the subdivision ordinances allows 2 lots at the end of the street and this has 3 instead of 2 and because it's so close to that cross street at Meg Lane it just makes a whole lot of sense to do that. To put a cul-de-sac there it would actually be worse for the development itself and it think this would be a much nicer configuration. As far as school busses, we've talked to school transportation and the children being picked up there and the configuration is not a hardship and it's not difficult. The second thing, as far as the waiver is concerned, by lots 32 and 33 in order to meet the geometrical layout that's required by the subdivision, it really makes the 2 lots in the cul-de-sac not buildable and it makes a very funny layout for any kind of house that goes there and it would not be in keeping what the subdivision houses would look like. So we prefer to ask for those waivers to keep those 2 lot lines at 31 and 34 be perpendicular to the rear lot line and make both of those lots much easier to build on. Then lastly, there was a lot of debate about tying into Ashton when other subdivisions was done and when Ashton was done and the Council at that time voted to have an emergency exit out of Ashton if it was required and there's a gate there. So it's been decided on by previous Council's that there would not be a tie in to that area and we would like to keep that in mind and not have a tie in. We have met with Public Works concerning the drainage canal there and again Snookie Faucheux the Director says that he never sees that there would be a tie in point to Ashton in any future developments. So with that in mind, we've asked for those 3 waivers and we ask that you approve this tonight contingent upon the Council approving these waivers.

Mr. Booth: Any questions? Thank you Sir. This is a public for JCJR Enterprises, the 66 lots for Ashton Oaks anyone else here to speak for or against this issue? Seeing none, I guess we'll cast our vote.

YEAS: Pierre, Loupe, Granier, Booth, Galliano

NAYS: None

ABSENT: Richard, Frangella

Mr. Booth: That goes to the Council with our recommendation.