Minutes of the Broussard Planning and Zoning Commission Meeting

Held on Thursday, March 10, 2022

**Member Present**

Russell Trahan, David Forbes, Brad Hammans, Teddy Eastin, Charles Sharma-Alternate

**Members Absent**

Craig Kimball

**Others Present**

Sarah Hebert, BPC Clerk

Trad Trahan, Engineer -Camelot Cove

Walter Comeaux, LLC- City Engineer-Comeaux Engineering LLC

Mayor Ray Bourque

Steve Oubre – Architect -Camelot Cove

Callie Laviolette –Chief Administrative Officer

Brad Hammans Called the meeting to order

Brad Hammans opened the meeting with the Pledge of Allegiance followed by a moment of Silent Prayer.

David Forbes moved to adopt the minutes of the Thursday, February 10, 2022, meeting

Second by Teddy Eastin

Question – Brad Hammans

**Camelot Cove**

Recommendations and requirements as Per Review by Walter Comeaux, III of Comeaux Engineering.

General Comments (Not Subject to Waiver)

1. This proposed subdivision is to divide a 25.124-acre tract into forty-eight residential lots, 3 commercial lots and one multi-family lot.
2. Provide a legal description of the property being subdivided.
3. Portions of the property are located within Special Flood Hazard Area, Zone AE. Federal regulations require that all structures, enclosed on three or more sides must have a Finished Floor Elevation at or greater than the Base Flood Elevation. City of Broussard ordinances require that the Finished Floor Elevation be a minimum of 12” above the Base Flood Elevation.
4. Driveway permits will be required for the connections to Ambassador Caffery Parkway. This permit is issued through the LDOTD.
5. Please be advised that LDOTD may have drainage analysis requirements that differ from the City of Broussard.
6. The developer shall be required to submit street names for Streets A, B, C & That are acceptable to the Lafayette Parish Communications District. Further, the developer shall assign municipal numbers, acceptable to the City of Broussard, for each lot.
7. This development is subject to the current Stormwater Management Ordinance.
8. Construction plans, Specifications & Drainage Impact Analysis shall be submitted to the City for review. The proposed development shall be required to be constructed to City of Broussard Requirements.
9. Place a note on the plat that City Ordinances do not permit fences to be placed within or across City servitudes.
10. Sidewalks are required within residential subdivisions and may be constructed at the time that the residence is constructed. Certificates of Occupancy will not be issued until such time that the sidewalks are constructed.
11. Provide a 15 foot Sidewalk, Drainage, & Utility Easement along Ambassador Caffery South.
12. No public utilities or drainage are to be placed within Rights-of-Passage.
13. Drainage within Rights-of-Passage shall be designed such that they convey de minimis runoff and will be considered to be private drains.
14. The Private Streets fronting Lots 37-44 and 45-48 shall have a minimum unobstructed width of 28’.

**STREET AND ACCESS COMMENTS**

1. Of paramount importance when considering the geometric layout of the street system is emergency access primarily of Fire Trucks. The review of street geometry primarily focuses on this issue.
2. The city standard for residential streets is a 27’ back of curb to back of curb asphalt (or concrete) street have 2-2’ curbs and 23’ of paved road surface within a 50’ right-of-way. It is typical for the road right-of-way to have 10’ utility easements on either side of the street.

The Lafayette Parish Utility allocation plan is based on this cross-sectional geometry and has been found to provide adequate clearance from the various underground utilizes such that maintenance and repair activities are unimpeded. City of Broussard Subdivision Regulations allow 40’ width rights-of-way under certain conditions which can be evaluated during construction plan review.

This proposed development does not contain a single typical street and it is proposed that the streets be dedicated to the city. Further, the developer proposed to construct street parking in conjunction with the proposed streets. In order to evaluate the city’s long term maintenance obligation and to ensure that adequate geometry exists for emergency access the developer will be required to provide the following so that a proper evaluation can be conducted by the City Engineer and Public Works Director.

1. Provide detailed typical sections for each street section to include utility allocations, sidewalk placement and proposed plantings within the Public R/W.
2. Provide a detailed street parking plan to include an auto turn analysis. This analysis shall be performed to the satisfaction of the City Traffic Engineer.

WATER & SEWER

1. A Louisiana Department of Health permit is required prior to commencement of construction.
2. The developer is solely responsible to provide water and sewer service to the point of service of each lot.
3. No determination has been made at this time as to the downstream capacity of the City sewer system. The developer may be required to participate in infrastructure improvements with regard to the city’s ability to accept sewer flows from the proposed development.
4. Hydrant placement within the development shall be acceptable to the Broussard Fire Department.
5. Provide a 10’ utility easement along the frontage of all public streets and along the frontage of all lots serviced by private access. Based on my review of the Requested setbacks these easements will not impact the buildable envelope of the proposed lots.
6. In no instance shall public utilities be placed under public roads unless crossing.
7. Public watermains shall in no instance be situated within 10’ of a structure foundation.
8. Sanitary sewer mains shall in no instance e situated within 6’ of a structure foundation.

The 6’ clearance cited may be increased depending on the depth of the sewer main so as to address trench stability issues on proximity to structures.

Due to the unique nature of this proposed development and the obligations of the City Engineer and Public Works Director to determine if the issues noted above are addressed adequately (which cannot be accomplished based on the information submitted) it is recommended that the plat be granted conditional approval (with no waivers) subject to Engineering and Public Works review.

Please note, this review is to determine general conformance with City of Broussard requirements and does not constitute a certification by myself. This review in no way relieves the Surveyor of Record/Engineer of Record from his professional responsibilities.

To Number 10 under general comments – Walter would like to add - Any sidewalks in common areas need to be done upfront.

Walter Comeaux III – Essentially, we can’t- it’s not possible or fair to them or us, to try to address all of these things in this format. We feel like we have a good place to start from, and we have met multiple times with the architect and the engineer. They do have more submissions that will come to us that will address these issues. We feel like we are getting to a point that we can be successful. The city can be successful, and they can be successful. So, we are asking you to approve it on that basis. I do want to add one more comment. He has a table of requested setbacks, there are a couple of things in there that we need to address – zero in a bit more. Put that the setbacks requested are approved conditionally upon further review, if y’all don’t mind. I don’t believe it is anything serious, there are some questions that I have when going through it. I will be happy to answer any questions. The architect and the engineer are here also.

Brad Hammans – Walter, have you worked with these people before?

Walter Comeaux III – Yes, a long, long time.

Brad Hammans – Have we built a subdivision similar to this in Broussard?

Walter Comeaux III – Not in Broussard- Steve is actually the architect that designed River Ranch

 I know what Steve wants he is an architect, but Trad and I are on the same wavelength- he understands that these concerns, we think that we can work through them, but we have to do that, but its just not possible in the format of the public meeting. Let me say this, this happens on every subdivision, this is just the tip of the iceberg on. The vast majority of the work of getting a subdivision approved is the between the consultant that the developers use, public works and myself. This just has more of it; it is a little different.

Brad Hammans – With the streets will be roughly what River Ranch is now? Wider? What are your thoughts.

Walter Comeaux III- I don’t know what River Ranch is and I don’t know and I don’t know what LCG required them to do, but, we are doing – I referenced in my notes, an auto turn analysis, what that is- It is a computer model, we can put a fire truck in the model and run it through the whole subdivision and make sure that we have enough clearance to make turns and that they get in out.

Brad Hammans – and If cars are parked in the street?

Walter Comeaux III – We can look at that, yes. Where they are doing parking, I think in some case y’all have parallel parking and in some cases y’all have some 45-degree parking. That is going to be taken into account. And we can run a school bus - I think a school bus is worse than a fire truck. We get them to do that. We will put it in front of our traffic engineer and make sure it works. None of this is insurmountable, it just takes more work.

Steve Oubre- Just for information purposes – River Ranch has 18 different streets -we only have 2. Walter requested that the streets can’t go narrower than 28 feet. River Ranch has 18, 22, 24. We have 28-foot-wide streets, that is a luxury to us. That is what we are doing here, 28

Walter Comeaux III- Let me say this, we are kind of open – if the auto-turn would show something, we will work with them. But the engineering has to be there to show it. The thing is, we know what works for a cookie cutter subdivision, the typical thing we always see, it’s when you want to start doing special things and they want this to be public so that adds another layer to it. We have had some subdivisions that have come before y’all where they were private streets and wanted to put the water under the streets and we signed an agreement, saying that if we break the streets to fix a water line, you will sign a hold harmless agreement. In this case we don’t have that protection, so we have more work to make sure this will all work out. And that down the line, Mel is not breaking streets to get to a leaky water service.

Russell Trahan – So just to be clear, the plat currently has 5ft utility services, so that will be increased to ten?

Walter Comeaux III- Well I am kind of leaving that as an open question. I put it in there, and I am saying that we can leave that as an open question. What Trad will have to do is give me some real detailed utility allocations. I don’t have that, so we can’t evaluate that type of thing. I am just telling you that we have got homework.

Brad Hammans – Sarah, do we have any public comments?

Sarah Hebert – No sir.

Brad Hammans – Regarding the requested setbacks, how would you prefer?

Walter Comeaux III – I would put we need further clarification on the setbacks and that some of these may be subject to change. They may not, I don’t know, I have questions on a few of them.

I want that put in the records, so further down the line if we change something, it cannot be said that Is not what the Commission approved.

Brad Hammans- Any questions Commission?

Teddy Eastin Moved to conditionally approve this plat Subject to the Engineers and Public Works approval.

Second – Russell Trahan

Question Brad Hammans

Roll Call:

Russell Trahan, Yea- David Forbes, Yea - Brad Hammans, Yea -Teddy Eastin, Yea –

Charles Sharma-Alternate

**Adjourn**

Russell Trahan moved to adjourn

Second by David Forbes

Question: Brad Hammans

Roll Call:

Russell Trahan, Yes- David Forbes, Yea- Brad Hammans, Yea- Teddy Eastin, Yea-

Charles Sharma-Alternate - yea