

Chapter 79
Traditional Neighborhood Subdivision Development Regulations
City of New Iberia

ARTICLE I. IN GENERAL

Sec. 79-1. Introduction.

A Traditional Neighborhood Development Subdivision (TND) provides for alternative land development opportunities in the City of New Iberia. The regulations provided in this Article are intended to act in concert with, and in addition to the existing subdivision regulations and further, allow for the developer to achieve the goals and design potential of a Traditional Neighborhood Designed Community. A developer must choose to either follow the standard subdivision regulations as indicated in Chapter 78 - Subdivisions, or the regulations as stated in this Chapter 79 Traditional Neighborhood Subdivision Development Regulations.

Sec. 79-2. Purpose.

The purpose of a Traditional Neighborhood Development Subdivision (TND) is to encourage mixed-use, compact development that facilitates the efficient use of services. A TND Subdivision diversifies and integrates land uses within close proximity to each other, and it provides for the daily recreational and shopping needs for the residents. A TND Subdivision is a sustainable, long-term community that provides economic opportunity and environmental and social equity for the residents. A TND is designed to:

- a. Provide for a mix of uses, including residential, commercial, civic, and open space uses in close proximity to one another within the neighborhood;
- b. Provide for a variety of housing types, and sizes to accommodate households of all ages, sizes and incomes;
- c. Provide for residences, shops, workplaces and civic buildings interwoven within the neighborhood, all within close proximity;
- d. Incorporate a system of relatively narrower, interconnected streets with sidewalks and bikeways, that offer multiple routes for motorists, pedestrians, and bicyclists and provide for the connections of those streets to existing and future developments;
- e. Include compatibility of buildings and other improvements as determined by their arrangement, bulk, form, character and landscaping to establish a livable, harmonious and diverse environment;
- f. Incorporate environmental features into the design;
- g. Provide for well-configured squares, plazas, greens, landscaped streets, preserves, greenbelts and parks woven into the pattern of the neighborhood; and
- h. Incorporate architecture and landscape that responds to the unique character of the region.

Sec. 79-3. Authority.

The Traditional Neighborhood Development (TND) regulations and minimum standards for development of land are adopted by the Board of Trustees, City of New Iberia, Iberia Parish, Louisiana.

Sec. 79-4. Overview.

- a. A TND Subdivision consists of an area of not less than ten (10) contiguous acres. In this Article, property is considered contiguous if separated by a public roadway.
- b. A TND Subdivision must be divided into a minimum of at least two types of areas, and each type of area has different land use and site development regulations. A TND Subdivision must have one Neighborhood Center area (also sometimes referred to as Town Center or Village Center) and at least one Mixed Residential Area. A TND Subdivision may also have a Neighborhood Edge Area, Civic Spaces and Green Spaces. This will be noted in the subdivision design and subdivision covenants.

- c. A Neighborhood Center area serves as the focal point of a TND Subdivision, containing commercial, civic, and/or public services to meet the daily needs of community residents. The Neighborhood Center is pedestrian-oriented, and it is designed to encourage pedestrian movement. A square or public green is generally required in a Neighborhood Center area and the commercial uses should generally be located adjacent to a square. The land uses allowed and their proper mix in the Neighborhood Center are outlined in the subdivision covenants.
- d. A Mixed Residential Area includes a variety of residential land uses, including single-family residential, duplex, townhouse, condominiums and multi-family. Residential and commercial uses are permitted within a Mixed Residential Area with strict architectural and land use controls, as provided for in the subdivision covenants. The subdivision covenants will require that the commercial uses in a Mixed Residential Area blend into the residential character of the neighborhood and that open spaces including small squares, pocket parks, community parks, and greenbelts be provided for. A Mixed Residential Area promotes pedestrian activity through well designed and varied streetscapes that also provide for the safe and efficient movement of vehicular traffic.
- e. A Neighborhood Edge Area is the least dense portion of a TND Subdivision, with larger lots and greater setbacks than the rest of the neighborhood. Alleys may be utilized but are not required, and direct vehicular access to the street is permitted. The subdivision covenants restrict land use in a Neighborhood Edge Area to single-family dwellings. A Neighborhood Edge Area is appropriate along the perimeter of the subdivision.
- f. Office, low-impact manufacturing uses and industrial uses that are not appropriate for a Neighborhood Center Area or a Mixed Residential Area but which serve the local residents may be located in a specified district, as allowed by the subdivision covenants.
- g. The subdivision covenants permit civic uses that are oriented to the general public in a Neighborhood Center Area and a Mixed Residential Area. These uses are essential components of the social and physical fabric of a TND Subdivision. Special attention should be paid to the location of government offices, libraries, museums, schools, churches, and other prominent public buildings to create focal points and landmarks for the community.
- h. Open space is a significant part of a TND Subdivision design. Formal and informal open spaces are required in the subdivision covenants. These serve as areas for community gatherings, landmarks, and as organizing elements for the neighborhood. Open space includes squares, plazas, greens, preserves, parks and greenbelts.
- i. A TND Subdivision is designed to be pedestrian oriented. To accomplish this goal, street pattern and design is used to reduce vehicle travel speeds and encourage pedestrian activity. An interconnected network of streets is required. Streets may be smaller, as approved by the New Iberia Fire Department than in conventional development and more varied in size and form to control traffic and give character to the neighborhood.

Sec. 79-5. Fees.

The New Iberia Board of Trustees may, by resolution, establish a separate fee schedule for the administration of this ordinance.

Sec. 79-6. Other Code and Ordinances Applicability.

- a. The City of New Iberia Subdivision Regulations and any other applicable Codes and Ordinances for the city applies to a TND Subdivision unless:
 - (1) This Article expressly provides otherwise; and
 - (2) Only as long as such other Codes and Ordinances do not impede the accomplishment of the stated purpose of the TND Subdivision as described in this Article.

Sec. 79-7. Unified Control.

All land included in any TND Subdivision shall be under the complete, unified and legal control of the applicant, whether the applicant be an individual, partnership, limited liability company, corporation and/or other person. Upon request by the City of New Iberia, the applicant shall furnish the city sufficient evidence to the satisfaction of the city that the applicant is in the complete, legal and unified control of the entire area of the proposed traditional neighborhood development. Upon request by the City of New Iberia, the applicant shall provide the city all agreements, contracts, guarantees and other necessary documents and information that may be required by the city to assure the city that the development project may be lawfully completed according to the plans sought to be approved.

Sec. 79-8 Penalty for sale or transfer of lots prior to final approval and recording of plat and further, Transfer of lots prior to final approval and recording of plat and penalty for violations of this section” and further,

- a. It shall be the duty of the Planning Commission to enforce these regulations and to bring to the attention of the New Iberia Board of Trustees any violation of lack of compliance herewith:
 - (1) No owner, or agent of the owner of any parcel of land located in a proposed subdivision shall transfer or sell any such parcel before a plat of such subdivision has been approved by the Planning Commission, in accordance with the provisions of these regulations, and filed with the Parish Clerk of Court.
 - (2) An offer or agreement to purchase a specified parcel of land designated by lot and block by reference to a proposed plat of subdivision to be presented for final approval shall not be deemed a violation of this section. However in no event shall a plat or partial plat of survey of the proposed subdivision be attached to said instrument to be recorded unless the same contains the stamp of final approval by the Planning Commission.
- b. The description of any lot or any parcel of land, by the use of metes and bounds, for the purpose of sale, transfer, or lease with the intent of evading these regulations shall not be permitted. All such described subdivisions shall be subject to all of the requirements contained in these regulations.
- c. No permit shall be issued for the construction of any building or structure located on a lot or plat subdivided or sold in violation of the provisions of these regulations.
- d. Nothing in this section shall prohibit the advertisement for sale of lots in a proposed subdivision by reference to any schematic design of the development. However, any instrument of “offer to sell” or buy-sell agreement” presented for recordation to the Clerk of Court must meet the conditions as set forth above.
- e. Any person, firm, or corporation who fails to comply with, or violates, any of these regulations shall be subject to penalty pursuant to the provisions of L.R.S. 33:114, et seq. and an injunction may be brought in The 16th Judicial District, Parish of Iberia, Louisiana and a civil action for penalties and costs may be brought in the 16th Judicial District, Parish of Iberia, Louisiana.

**ARTICLE II.
PLATS AND PLAT APPROVAL**

Sec. 79-9. Generally.

- a. Any owner of land within the limits of the subdivision jurisdiction of the city wishing to subdivide land shall submit to the Department of Planning eight (8) copies, and one electronic submission, of a preliminary plat of the subdivision, which shall conform to the minimum requirements set forth in Article III of this chapter and the policy manual for the Planning and Zoning Department. It is recommended, that the developer and his engineer or architect meet with the Planning Director prior to submission of a preliminary plat, if the developer and/or his engineer or architect are unfamiliar with these subdivision regulations. Further meetings, if deemed necessary by the Planning Director, may be scheduled with the appropriate city officials representing the Wastewater, Public Works, Fire Departments and the Building Official prior to the preparation

of a preliminary plat.

- b. Upon receipt of the preliminary plats, the planning commission will issue a recommendation and report to the Board of Trustees. Failure of the planning commission to report within 60 days shall be deemed an approval of the plat unless the preliminary plat has been tabbed for additional information.
- c. No plat of a subdivision lying within such territory or part thereof shall be filed or recorded in the office of the clerk of court and recorded in the parish, and no sub-divider may proceed with improvement or sale of lots in a subdivision, until such subdivision plat has been approved by the Board of Trustees and such approval entered in writing on the plat by the Board of Trustees as outlined in this chapter.

Sec. 79-10 Preliminary plat.

- a. Required contents. Eight hard copies of a preliminary plat, and an electronic submission of such plat, at a scale not smaller than 200 feet to the inch, shall be submitted to the Department of Planning according to the procedure outlined in the "Application and Policy Manual" of the Department of Planning and shall contain the following information.
- (1) The TND development name, and the names and addresses of the owners and of the designer of the plat, who shall be an engineer, architect, landscape architect or land surveyor licensed by the State of Louisiana.
 - (2) The date, approximate north point and a graphic scale.
 - (3) The location of existing and platted property lines, streets, buildings, watercourses, railroads, sewers, bridges, culverts, drainpipes, water mains, hydrants within 1,000 feet of the subject property and any public utility easements, both on the land subdivided and on the adjoining land, and the names and addresses or recorded owners of adjoining parcels of land as they appear on the current tax records.
 - (4) The names, locations, widths and other dimensions of proposed streets, alleys, easements, parks and other open spaces, reservations, lot lines and building lines.
 - (5) A statement of proposed street improvements, including a contour map where terrain might affect the location of streets, and profiles of all streets showing natural and finished grades, drawn to a scale of not less than one inch equals 100 feet horizontal and one inch equals 20 feet vertical, when required by the Board of Trustees.
 - (6) The designer of the TND development plat is responsible for coordinating the location of the proposed utility layouts for wastewater, water, electricity, natural gas, cable, telephones and internet within the proposed easements. The agreed upon locations will be shown on/or as an attachment to the preliminary plat and on final plans.
 - (7) A sanitary sewage and drainage plan with a statement concerning the development's impact on existing city services over the stamp of a properly certified engineer, unless the requirement is waived by the Director of Wastewater.
 - (8) A drainage analysis, plan and statement of impact concerning the development's impact relative to runoff and the ability of existing waterways, ditches and structures to adequately manage the runoff and stamped by a properly registered engineer, unless the requirement is waived by the Director of Public Works.
- b. Review and Approval. Upon receipt of the preliminary plat, the Planning Director will provide copies of the plat for review to the appropriate City Directors (Public Works, Wastewater, Permits & Inspections, Fire Department), the Parish Health Unit, Floodplain Administrator, City Consulting Engineer, utility companies and anyone else the Planning Director deems appropriate. Their comments shall be forwarded to the Planning Director and a public hearing shall be held by the Planning Commission within sixty (60) working days. The recommendation of the Planning Commission to approve, or deny,

- shall be presented to the Board of Trustees for their approval or rejection.
- c. Engineering plans. As part of the preliminary plat, the developer shall submit to the Planning Director complete and detailed engineering plans which shall identify all improvements and details necessary to serve the development. These shall include drainage, grading, utilities and utility easements, location and type of connections to existing City of New Iberia facilities, valving, supporting hydraulic and other technical reports including investor and utilities designs. The engineer shall be responsible for coordination of all infrastructure and utilities. These plans shall be prepared following the policies and procedures of the various city departments.
- (1) The developer, or his engineer, shall confer with the Departments of Fire, Public Works, and Wastewater prior to submission of the preliminary plat to determine the standards and specifications governing the design of the proposed improvements. At the discretion of the directors of these departments and the utility owners, certain requirements may be waived based on variable factors such as the size of the development.
- (2) Requirements. All plans must be prepared according to the established policy and procedures of each department:
- a. Five (5) sets of storm water drainage plans to the Director of Public Works.
 - b. Two (2) sets of sewerage plans to the Director of Wastewater Department.
 - c. One (1) set of the fire protection plan to the Fire Department.
- (3) Approval of Engineering Plans. Written approval of the storm water drainage, sewerage and fire protection plan shall be provided to the Planning Commission Director prior to the recommended approval of the preliminary plat by the Planning Commission. Such approval shall be valid for one (1) year from the date of recommended approval by the Board of Trustees.
- a. After the preliminary plat receives approval by the Board of Trustees, the developer may install all required improvements, or guarantee installation of all required improvements as outlined elsewhere in the regulations. (Code 1976 23-4) State Law References R.S. 33:112.

Sec. 79-11. Final plat.

- a. Submission. Eight copies, and one electronic submission, shall be submitted to the Department of Planning of which one copy shall be the original drawing, and unless this is done within one year to the city council's approval of the preliminary plat, such approval shall lapse.
- b. It is the intent of this chapter that the sale of building lots, or the issuance of building permits for the purposes of building speculative building of any type, should be contingent upon all public and/or private utility improvements being made and all these improvements should be installed to the size and quality acceptable to the city department, or agency or company, having jurisdiction.
- c. Certification of installation of improvements, bond required or approval granted for development in phases. With the provision of subsection (b) of this section in mind, the Board of Trustees will consider approval of the final plat only after receipt of:
 - (1) Certification by the Board of Trustees that all improvements have been installed in accord with the regulations of this chapter, and with the action of the Board of Trustees giving conditional approval of the preliminary plat; or
 - (2) Certification by the Clerk to the Board of Trustees that a bond has been posted, available to the city and in sufficient amount to ensure the completion of the required improvements; or
 - (3) Development by phases has been approved by the Board of Trustees. No phase shall receive final approval until all improvements have been installed and approved, or a bond has been posted in sufficient amount to ensure the completion of the requirements improvements.
 - (4) The bond to be posted herein shall be written by a surety or insurance company currently on the U.S. Department of Treasury Financial Management Service list of approved bonding companies which is published

- annually in the Federal Register, or by a Louisiana domiciled insurance company with at least an A- rating in the latest printing of the A.M. Best's Key Rating Guide to write individual bonds up to ten percent of the policy holders' surplus as shown in the A.M. Best's Key Rating Guide, or by an insurance company that is either domiciled in Louisiana or owned by Louisiana residents and is licensed to write surety bonds.
- d. Form and content. The final plat shall be drawn on tracing cloth, paper or vellum on sheets not larger than 36 inches by 42 inches and shall be at a scale of 200 feet to one inch or larger. Where necessary the plat may be on several sheets accompanied by an index sheet showing the entire subdivision. The final plat shall show the following:
- (1) The township, range and section in which the subdivision is located. If a section corner, township line or range line falls within the subdivision, it shall be shown.
 - (2) Primary control points, or descriptions and ties to such control points, to which all dimensions, angles, bearings and similar data on the plat shall be referred.
 - (3) Tract boundary lines, right-of-way lines of streets, easements and other rights-of-way, and property lines of residential lots and other sites, with accurate dimensions, bearings or deflection angles, and radii, arcs and central angles of all curves.
 - (4) The name and right-of-way width of each street or other right-of-way.
 - (5) The location, dimensions and purpose of any easements.
 - (6) A number and municipal address to identify each lot or site.
 - (7) The purpose for which sites, other than residential lots, are dedicated or reserved.
 - (8) The minimum building setback line on all lots and residential sites.
 - (9) Any areas which have been flooded within a period of ten years prior to the date of the final plat.
 - (10) Location and description of monuments.
 - (11) The names of record owners of adjoining unplatted land. Reference to recorded subdivision plats of adjoining platted land by record name, date and number.
 - (12) Certification by a surveyor or engineer certifying to the accuracy of the survey and plat.
 - (13) A statement by the owner dedicating streets, rights-of-way and any sites for public uses.
 - (14) Title, scale, north point and date.
 - (15) Certification of approval by the Board of Trustees.
- e. Record Drawings. Notwithstanding any additional submittal requirements of any city department or franchised private utility, at a minimum, the applicant's engineer and/or contractor shall submit five (5) revised full-size sets of paper drawings upon completion of a project or a particular job. The drawings will reflect all deviations and changes made in the specifications and construction/working drawings during the construction process and show the exact dimensions, geometry and location of all elements of the work referenced to a reproducible benchmark as completed under the contract. The electronic copy of the record (as-built) drawings submitted shall be on a properly labeled CD, or DVD, and shall be in .pdf format.
- f. Disposition of copies following approval. Upon approval of the plat, the original drawings shall be returned to the subdivider, and one copy shall be retained in the files of the Board of Trustees and one copy shall be filed in the Office of the Clerk of Court.
- g. Effect of failure of Board to take action; notice of disapproval. Failure of the Board of Trustees to approve or disapprove the final plat within thirty (30) days after receipt of the recommendation and report from the Planning Commission shall be deemed to be concurrence with the recommendation of the Planning Commission, be it for approval or disapproval of the plat. If the plat is disapproved, the grounds for disapproval shall be stated upon the records of the

Board of Trustees and a letter transmitted to the subdivider stating the reasons for such disapproval. (Code 1976, §23-43).

Sec. 79-12. Application Procedure and Approval Process.

Prior to the sale of any lots, or the issuance of any permits for development, the following process shall be followed:

- a. Initial conference. It is recommended that prior to submitting an application for a TND Subdivision; the developer shall schedule an initial conference with a staff representative of the Planning Commission to discuss the development regulations for this type of subdivision.

**ARTICLE III.
DESIGN STANDARDS AND REQUIREMENTS**

Sec. 79-13 TND Subdivision Design.

- a. Property Owners Association.
 - (1) Conditions, Covenants and Restrictions for all the property within the TND Subdivision must be filed in the Parish records by the owner before a lot is sold and/or a building permit is issued.
 - (2) In addition to other terms and conditions acceptable to the applicant, the Conditions, Covenants, and Restrictions must:
 - (a) Create a Property Owners Association with mandatory membership for each property owner;
 - (b) Establish architectural standards that are in conformity with the requirements of this Article;
 - (c) Create an Architectural Control Committee to review development for compliance with the architectural standards and issue certificates of approval;
 - (d) Provide for the ownership, development, management, and maintenance of private open space (except plazas owned by individual property owners), community parking facilities, community meeting hall, and other common areas;
 - (e) Provide for the maintenance of the landscaping and trees within the streetscape;
 - (f) Provide for the transfer of authority and administration from the founder/developer to an elected Board of Directors comprised of residents of the community.
 - (g) Require the collection of assessments from members in an amount sufficient to pay for its functions; and
 - (h) Be effective for a term of not less than 50 years.
- b. Neighborhood Uses. In order to achieve the proximity necessary to make neighborhoods walkable, it is important to mix land uses. A TND Subdivision should consist of a mix of residential uses, a mixed use area, and open spaces as provided for in the subdivision covenants.
- c. Open Space. At least 5% percent of the gross acreage of the TND Subdivision must be open space. Open space may include undevelopable area such as steep slopes and wetlands, and stormwater detention and retention basins.

Sec. 79-14. Monuments and markers.

- (1) All subdivision boundary corners, all lot corners and the four corners of all street intersections shall be marked with permanent monuments. A permanent marker shall be deemed to be a steel pipe with a minimum of ½" outside diameter which extends a minimum of two (2) feet below the ground line. Should conditions prohibit the placing of monuments on-line, offset marking will be permitted provided that exact offset courses and distances are shown on the subdivision plat. Other monuments meeting the minimum standards of the Professional Engineering and Land Surveying Board may also be used.
- (2) For all subdivisions larger than five (5) lots, a permanent benchmark shall be accessibly placed, the elevation of which shall be on the North

American Vertical Datum of 1988 (NAVD 88) as determined by the U.S. Geodetic Survey (NGS), and accurately noted on the subdivision plat. Such permanent benchmark shall be of concrete with a minimum dimension of four (4) inches and shall extend a minimum of two (2) feet below the ground line. (Code 1976, § 23-42(b))

Sec. 79-15 Lot and Block Standards

- (1) Block and lot size diversity. Street layouts should provide for perimeter blocks that are generally in the range of 200-400 feet width by 400-800 feet long. A variety of lot sizes should be provided to facilitate housing diversity and choice and meet the projected requirements of people with different housing needs.
- (2) Lot widths should create a relatively symmetrical street cross section that reinforces the public space of the street as a simple, unified public space.
- (3) Setbacks. All setbacks will be according to the standards contained in the subdivision covenants.

Sec. 79-16 Architectural Standards. A variety of architectural features and building materials is encouraged to give each building or group of buildings a distinct character. These standards will be developed by the Architectural Control Committee.

- (1) Guidelines for existing structures.
 - (a) Existing structures, if determined to be historic or architecturally significant, shall be protected from demolition or encroachment by incompatible structures or landscape development.
 - (b) The U.S. Secretary of the Interior's Standards for Rehabilitation of Historic Properties shall be used as the criteria for renovating historic or architecturally significant structures.
- (2) Guidelines for new structures shall be included in and administrated by the architectural review committee for the Home Owner's Association.

Sec. 79-17 Guidelines for exterior signage. A comprehensive sign program is required for the entire TND Subdivision which establishes a uniform sign theme. Signs shall share a common style, as to size, shape, and material. In the mixed-use area, all signs shall be wall signs or cantilever signs.

Sec. 79-18 Landscaping and Screening Standards.

- (1) Overall composition and location of landscaping shall complement the scale of the development and its surroundings. In general, larger, well-placed contiguous planting areas shall be preferred to smaller, disconnected areas.
- (2) All yards are to be landscaped.

**ARTICLE IV.
REQUIRED IMPROVEMENTS
Division 1. Generally**

Sec. 79-19 TND Subdivision Required Improvements

- a. Installation of improvements or other options, prior to approval of the final plat. The improvements listed in this article shall be installed prior to approval of the final plat and construction permits shall not be issued until the installation is complete and accepted by the city, unless the Planning Commission and Board of Trustees approve the following option:
 - (1) The developer obtains a bond guaranteeing the installation of all required improvements. The amount of the bond which shall cover 100% of the cost of construction is to be determined by the developer's engineer, subject to approval by the appropriate city department heads and private utility companies. The developer's engineer shall stamp with his seal a copy of his cost estimates used to obtain the recommended amount of the bond.

Sec. 79-20 Guidelines for lighting

- (1) Street lighting shall be provided along all streets. Generally more, smaller lights, as opposed to fewer, high-intensity lights, should be used. Streets lights shall be installed on both sides of the street at intervals and lighting intensity designed in cooperative planning by the licensed architectural land planner, licensed landscape architect, licensed electrical engineer with a lighting specialty and the electrical service provider.
- (2) Exterior lighting shall be directed downward in order to reduce glare onto adjacent properties.

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Sec. 79-21 Utility Infrastructure

- (1) Where 10' minimum distance is maintained between any supporting structural member or foundation and any water, sewer, electrical or natural gas utility infrastructure.

Sec. 79-22 Public use areas; easements.

- (1) *Reservation of land for public use.* Where a park, neighborhood recreational open space, school site or other area for public use shown on a plan which has been officially adopted by the planning commission is located in whole or in part in a proposed subdivision, the board of trustees shall seek to secure the reservation of the necessary land for such use. Special consideration shall be given to schools and parks in subdivisions larger than 25 acres or 100 lots.
- (2) Utility easements, except where alleys are provided for the purpose, the Board of Trustees will require minimum easements ten (10) feet in width for poles, wires and conduits, or where feasible for storm and sanitary sewers and gas, water or other utility lines on each side of the common rear lot lines.
- (3) *Dedication of right-of-way along drainage courses.* Whenever any stream or improved surface drainage course is located in an area that is being subdivided, the subdivider shall dedicate an adequate right-of-way along each side of the stream for the purpose of widening, deepening, sloping, improving or protecting the stream, or for drainage maintenance. For all drainage courses having a bottom width of five feet or more, the subdivider shall dedicate a right-of-way having a width of five feet for every one foot of bottom width. For example, a 25-foot right-of-way shall be dedicated for all drainage courses having a bottom width of five feet, a 50-foot right-of-way shall be dedicated for all drainage courses having a bottom width of ten feet, etc.
- (4) *Dedication of reserve strips.* There shall be no reserve strips except those which are conveyed to the government having jurisdiction.

Sec. 79-23 Sewage disposal system.

- (1) If the subdivision is located where a public sanitary sewer is accessible, the subdivider shall connect with such sanitary sewer and provide adequate sewer lines accessible to each lot. Sewer connections and subdivision sewer systems shall comply with the regulations of the state board of health, and shall be constructed under the supervision of and approved by the parish health unit and engineer for the city.
- (2) If no sanitary sewer is accessible, sewage disposal facilities shall be approved by and constructed under the supervision of the parish health unit. If sewage disposal is to be by septic tank or other similar individual means, the plat shall carry the notation that such individual means of sewage disposal shall be constructed according to the specifications of and under the supervision of the parish health unit. (Code 1976, § 23-42(d))

Sec. 79-24 Water supply; fire hydrants

The owner shall connect with a water supply as approved by the Parish Health Unit and the engineer for the city, and make it available for each lot within the subdivided area. The subdivider shall be responsible for all costs associated with

the installation of fire hydrants and water infrastructure for the entire development to meet the Property Insurance Association of Louisiana fire suppression rating schedule. The developer of any property in the City of New Iberia must have the subdivision plans reviewed by and receive approval from the City Fire Department.

(Code 1976, § 23-42(e); Ord. No. 466-94, § 1, 4-19-94)

DIVISION 2. STREETS

Sec. 79-25 Street and Alleys

- (1) The circulation system shall allow for different modes of transportation.
- (2) The circulation system shall provide functional and visual links within the residential areas, mixed use area, and open space of the TND Subdivision and shall be connected to existing and proposed external development. The circulation system shall provide adequate traffic capacity, provide connected pedestrian and bicycle routes, especially off street bicycle or multi-use paths or bicycle lanes on the streets where required, control through traffic, limit lot access to streets of lower traffic volumes, and promote safe and efficient mobility through the TND Subdivision.
- (3) The general requirements of this Section shall apply to all road and thoroughfare design & construction.

Sec. 79-26 Parking requirements. Parking areas for shared or community use should be encouraged.

Sec. 79-27 Traffic Circulation & Roadway Design Standards

- a. Road construction design shall be accomplished through a cooperative effort that will include a licensed civil engineer.
- b. The Specific Implementation Plan with all road design for the Planned Community shall be completed and submitted to the city for project approval. The developer shall cause the current emergency response vehicles and city service vehicles to be studied and updated with design parameters created to address changes over time. Such design studies and resulting design parameters shall be created in a manner similar to the examples attached as Addendum No. 1. These examples are not to be construed as finite or minimum standards but as examples that are to be subjected to current study and updated for all General and Specific Implementation Plan submittals.
 - (1) All roadways and intersections on designated truck routes shall be designed and constructed to accommodate the WB-50 tractor trailer truck as defined by AASHTO.
 - i. Truck routes shall be designated by the owner and shall be made available as an attachment to these standards.
 - ii. Truck turning design standards shall be based on a travel speed not to exceed five (5) miles per hour.
 - iii. It is the intention that most, but not all lots, shall be accessible by a WB- 50 tractor trailer truck for the delivery of materials, household moves, etc. Those lots which are not accessible by a WB-50 truck shall be identified by the owner and made available as an attachment to these standards.
 - (2) All alleys and intersections involving alleys shall be designed and constructed to accommodate a garbage truck using the criteria provided by the auto-turn study and the alley flare and turning details provided in illustration 10a.
- c. Accommodation of design vehicles as listed above shall be made through the use of the regular asphalt or concrete paved street, the gutter pan, or flattened/ hardened sections of the curb radius areas.
- d. The standard curb radius in primarily residential areas shall be at the discretion of the engineers, when based on truck and school bus routing requirements, street design and intended speed limits.

- (1) Areas outside of the standard curb radius that are determined to be impacted by traffic loads, as shown by the auto-turn study, are called “rollover corners.” Rollover corners shall be treated as part of the roadway with sub-grade improvements and surfacing designed and detailed by the engineer and as a minimum shall be constructed to the same structural bearing capacity as the roadway.
- e. The curb radius at intersections with state highways shall meet the requirements of the Louisiana Department of Transportation and Development.
- f. There shall be no parking permitted within 25 feet of the curb radius return points at intersections unless indicated otherwise by line of sight requirements. Signs and/or striping and/or bulb-outs shall be constructed enforcing this no parking area and may be posted by the owner if problems persist at particular locations.
- g. Roadways are to be constructed of asphalt or concrete as determined from the minimum engineering design standards. Gutter and gutter pan shall be constructed of concrete and shall be rollover curbs unless necessary design parameters (as an example, in commercial or civic areas) require otherwise. The gutter plan is to be 12” wide only on the sidewalk side. There shall be no gutter plan on the median side of the roadway and medians shall be standing or barrier curbs.
 - (1) Minimum traffic loading shall be based on AASHTO HS15-44 loadings with trip generation report provided by the developer and approved by the city.
 - (2) The owner or developer shall employ the services of a Geotechnical Engineering firm to perform a sub-surface investigation for the purposes of obtaining information needed to design proper pavement sections. The Geotechnical Engineering firm must have on staff a civil engineer registered in the State of Louisiana who is qualified and experienced in the field of Geotechnical Engineering and who is actively engaged in the practice of soils mechanics, foundation engineering, and pavement design.
 - (3) The subsurface investigation and accompanying geotechnical analysis shall be performed to determine existing sub-soil conditions and accompanying requirement for base course and/or sub-base preparation in order to determine the final lift thickness and composition of the street or roadway structural section to be used.
 - i. Borings for roadway pavement design shall be performed at a minimum frequency of 1 boring per 500 linear feet of roadway. The borings shall extend to a minimum depth of 7 feet below existing grade or a minimum of 5 feet below final grade where cut sections are anticipated.
 - ii. Samples of the sub-surface soils shall be collected continuously from the surface to the termination depth of the boring.
 - iii. Sufficient laboratory testing shall be performed on the collected soil samples from each encountered stratum in the individual borings. Laboratory testing should include a minimum moisture content determinations, Atterberg Limits determinations, grain size analyses and unconfined compressive strength testing.
 - iv. A log of each boring shall be provided and include, minimum, the following information:
 1. Name of street (if known)
 2. Location of boring (station and offset. Surface elevation.

3. Date boring was performed.
 4. Depth and thickness of each encountered soil stratum. Depth to water during drilling (if encountered) and delayed water level readings after 24 hours.
 5. Laboratory test results.
 6. Classification of the soil stratum in accordance with ASTM D2487 (USCS)
- (4) One copy of the geotechnical analysis together with layout maps showing location of all roadway borings shall be provided to the City's Public Works Department for review and approval. A typical cross-section showing proposed pavement thickness together with lift thickness and composition of proposed base, sub-base and/or shoulder course materials and applicable compaction requirements shall be submitted for approval in conjunction with analysis. A qualified testing laboratory furnished by the developer and approved by the Public Works Department shall be responsible for all phases of subsequent field and laboratory testing during construction. The testing laboratory shall have on staff an engineer registered in the State of Louisiana. Following completion of construction, a report from the testing laboratory shall be submitted to the parish certifying that all construction complies with the requirements set forth within the initial geotechnical analysis and/or any specific and acceptable deviation there from.
- (5) Roadways with medians shall be designed in such a manner to allow for street trees to be planted in the median. The median noses can receive special treatments (such as bullet-noses, pavers, etc.) to accommodate vehicle movements by way of rollover design standards identified as necessary by the auto-turn analysis.
- h. There shall be no curb extensions either at corners of intersections or in mid-block locations that are not of rollover design unless used as a planter for landscape purposes and determined to be acceptable in the auto-turn analysis.
 - i. The following design standards apply specifically to alleys. The entrance into alleys from roadways shall be constructed in compliance with the alley entrance detail per illustration. Alleys paved width shall be a minimum of 11 feet total width, constructed of asphalt or concrete with suitable base as recommended by the geotechnical engineer. Sidewalks, where they intersect alleys, shall have a continuous crossing on a grade and cross-slope consistent with the grade of the sidewalk on either side of the alley intersection or if required for drainage purposes, shall ramp down to finished pavement height under ADA design guidelines. The apron serving as the intersection between the alleys and public roads shall be of a width and rollover strength capable of allowing proper transit of a 20 ft. fully loaded garbage truck without damage to the concrete or adjacent grassed areas. Garbage truck axle capacities shall be as follows, though it shall be the responsibility of the developer or the designer to confirm axle capacities of garbage trucks currently in use. Front axle capacity - 12,000 lbs. Tandem rear axle capacity - 38,000 lbs.
 - j. The standard setback of any object taller than six inches (6") shall be a minimum of two feet (2') from the back of curb or from the edge of any hardened area.
 - k. All engineering designs of roadways shall be subjected to a back check by traffic engineering using truck analysis prior to release for construction based on specific design speeds.

DIVISION 3. DRAINAGE

Sec. 79-28 Drainage & Drainage Plan

- a. Storm sewer design may be considered to consist of two separate phases. The first deals with the entire upstream area and involves the determination of the watershed and the amount of runoff it produces. The second phase deals with the development, its internal drainage facilities

- and its effects on the areas downstream.
- b. The design engineer shall submit these two phases combined in the subdivision drainage plan, detailing the runoff flowing into, through and exiting the subdivision. The primary purpose of this map is to indicate the size, shape and direction of flow of all drainage areas which will affect drainage in regard to the development of the proposed subdivision. This drainage map shall be plotted at a scale no smaller than one inch equals 100 feet. The information shall extend a sufficient distance downstream on all drainage courses and easements to determine the adequacy of all proposed outlets on downstream areas.
 - c. Hydraulic calculations and drainage area maps (example quad sheets) shall be submitted to clarify these two phases of the storm sewer design. The calculations will show how any runoff resulting from construction will affect downstream areas. The calculations must answer the following questions, showing computations in each case:
 - (1) How much will runoff increase?
 - (2) Will existing waterways and road ditches and existing structures handle this increased flow?
 - d. The size of all existing drainage structures under all existing roadways and railroads in the vicinity should be included, along with any other pertinent drainage information such as information on areas where flooding is actually occurring. (Code 1976, § 23-42(f)(1))

Sec. 79-29 Discharge determination

The design engineer shall use the Rational Method ($Q=ciA$) for determining runoff rates in the subdivision and outside the subdivision. This method applies for drainage areas less than 400 acres in size. Although highly unlikely, should an area greater than 400 acres be proposed for development, the city may require an alternative method more suitable for larger developments. The Rational Method is as follows:

Q	=	Peak runoff rates, CFS
C	=	Runoff coefficient
I	=	Average rainfall intensity in inches per hour at the time of concentration
A	=	Drainage area in acres

(Code 1976, § 23-42(f)(2))

Sec. 79-30 Design criteria.

- a. Storm sewer systems for subdivisions less than 50 acres in size shall be designed for a minimum storm of five-year recurrence interval. Storm sewers for main collectors for subdivisions between 50 and 200 acres in size shall be designed for a ten-year storm minimum. Outfall channels and major collector systems for subdivisions between 200 and 400 acres in size shall be designed for a 25-year recurrence interval.
- b. Pipes shall be designed for surcharged full flow conditions and sized to carry 100 percent of the runoff. The following general rules apply to the design of all storm sewer systems:
 - (1) Pipes or pipe arches should be sized to operate full with a minimum self-cleansing velocity of three feet per second with the exception of initial pipes in the system. Initial pipes in the system may be designed with full flow velocities of two feet per second. However, in actuality these pipes will flow part full with velocities higher than their full flow velocities. Velocities higher than 20 feet

per second should also be avoided. Outlet protection will possibly be required for velocities above ten feet per second and may be required for lesser velocities in highly erodible soils.

- (2) In progressing downstream, pipes sizes should never decrease.
 - (3) Acute turns should be avoided between the inflow line or the lateral line and the outflow line. When necessary to do so, the box will be built with a brick diversion that will channelize the waters into the outflow line.
 - (4) Unless it is not possible due to lack of cover, flow line elevations should be set so that pipe centerlines in a manhole or box will be approximately in the same plane.
 - (5) The most desirable location of the trunk lines is outside the pavement area, to facilitate future repairs. The next choice will be under the curb, and the last choice would be under the driving lane.
 - (6) Inlet boxes may be constructed of the same material as the culverts. The size of the box shall be dictated by the drainage design.
 - (7) A minimum diameter, or round equivalent diameter for pipe arches, of 15 inches should be used for trunk lines and principal laterals. Crossings should not be less than 12 inches.
 - (8) Culverts shall be of reinforced concrete and meet the requirements of the Louisiana Department of Transportation and Development (LADOTD).
 - (9) Joint material for culverts shall meet the requirements of both the culvert manufacturer and the LA DOTD.
- c. Values of Manning's Roughness Coefficient used in design of pipe conduits are:

Reinforced concrete pipe or pipe arch, all sizes	N=0.012
Reinforced concrete box, all sizes	N=0.012
Corrugated metal pipe or pipe arch, all sizes:	
2 2/3" × 1/2" corrugation	N=0.024
3" × 1" corrugation	N=0.027
6" × 2" corrugation	N=0.031
Smooth lined	N=0.012

- d. Pipe lengths for storm sewers shall be rounded off to the whole foot.
- e. In order to be able to maintain the system properly, the maximum length of pipe without a manhole or other structure with access shall be regulated by the following table 1:

TABLE 1

Pipe Diameter (inches)	3--7 feet per second	8--12 feet per second	13--20 feet per second
15	150	250	300
18	250	350	400
24--36	350	450	500
42 and larger	500	600	700

- f. Except as otherwise provided, locations which will require a manhole, assuming a catch basin is not appropriate, are:
 - (1) Wherever necessary to keep maximum lengths in agreement with the table in subsection (e) of this section.
 - (2) At points of conflict with utility lines which cannot be moved.
 - (3) At all angles in sewers.
 - (4) At points where the grade of a sewer changes.
 - (5) At points where the size of a sewer changes.

- (6) At junctions of sewer lines.
- g. Locations which will not require a manhole at the junction of sewer lines are as follows:
- (1) When grate inlets outside the pavement are used, 15-inch reinforced concrete pipe may be connected to the trunk line by a wye fitting if the trunk size does not exceed 24 inches and the length of the 15-inch reinforced concrete pipe between the grate inlet and the wye fitting does not exceed 20 feet. Fabricated conduit wye fittings will be noted on the plan-profile sheets.
 - (2) When a yard drain is used, eight-inch concrete sewer pipe may be stubbed into the trunk line, with the length limitation described in subsection (1) of this subsection. Such stubbing of conduits will be noted on the plan-profile sheets.
- h. A minimum clearance of six inches shall be maintained between the top of the pipe and the lowest part of the subgrade. Minimum clearance should be increased to 12 inches for pipes 90 inches and greater in diameter. If this minimum cannot be met, the entire trench shall be backfilled with fillcrete with two bags of cement for every cubic yard of sand and with a water-cement ratio of 32:1 to the top of the pipe. Approximately one foot of clearance should be maintained between storm sewers and underground utilities. Where it is necessary for a sanitary sewer line to pass through a manhole, at least one foot of clearance should be maintained between the bottom of the sanitary sewer line and the flow line of the manhole. Cast iron sewer pipe of sufficient length to ensure approximately two feet of bearing on compacted soil beyond the walls of the manhole should be required in such cases. Figure 1 may be referred to for guidance in dealing with conflicts between storm and sanitary sewer lines.
- (Code 1976, § 23-42(f)(3); Ord. No. 473-94, §§ 1--3, 7-19-94)

Sec. 79-31. Design calculations.

- a. Generally, the design engineer shall use the applicable method given in Section 78-117 in determining the discharge rate according to the procedures outlined in the State Department of Transportation and Development (LA DOTD) Hydraulics Manual (always refer to the most recent edition).
- b. *Runoff coefficients.* The allowable runoff coefficients to be used in the Rational Method are as follows:

Description of Area	Runoff Coefficient
Business:	
Downtown areas	0.70--0.95
Neighborhood areas	0.50--0.70
Residential:	
Single-family areas	0.30--0.50
Multiunit dwellings, detached	0.40--0.60
Multiunit dwellings, attached	0.60--0.75
Residential (suburban)	0.25--0.40
Apartment dwelling areas	0.50--0.70
Industrial:	
Light areas	0.50--0.80
Heavy areas	0.60--0.90
Parks and cemeteries	0.10--0.25
Playgrounds	0.20--0.35
Railroad yard areas	0.20--0.40
Unimproved areas	0.10--0.30

- c. *Time of concentration.* Time of concentration is defined as the flow time from the most remote point in the drainage area to the point under

consideration. Usually it is considered to be composed of time of concentration to drainage inlets plus time of flow in pipes. Figure 2 (adapted from Elwyn E. Seelye, Databook for Civil Engineers, volume 1, Design, second edition, New York, John Wiley and Sons, Inc., 1951) is provided to assist in estimating the overland flow time, which will be considered the time of concentration to the drainage inlets. Time of concentration for drainage inlets shall not be less than five minutes.

- d. *Rainfall intensity and duration.* Frequency tables for storm durations of five minutes to 60 minutes have been prepared for storms with return periods of two, five, ten, 25, 50 and 100 years. Table 2, showing return periods of two, five, ten and 25 years, was prepared from data presented in National Oceanic and Atmospheric Administration (NOAA) Technical Memorandum NWS Hydro-35 (Five- To 60-Minute Precipitation Frequency for the Eastern and Central United States, June 1977).

TABLE 2. RAINFALL INTENSITY
(INCHES PER HOUR)

Duration (minutes)	Return Period			
	2 years	5 years	10 years	25 years
5	6.6	7.5	8.1	9.2
6	6.4	7.2	7.9	8.9
7	6.2	7.0	7.6	8.6
8	6.0	6.8	7.4	8.4
9	5.9	6.6	7.2	8.1
10	5.7	6.4	7.0	7.9
11	5.5	6.2	6.8	7.7
12	5.4	6.0	6.7	7.5
13	5.3	5.9	6.5	7.3
14	5.1	5.8	6.4	7.2
15	5.0	5.7	6.2	7.0
16	4.9	5.6	6.1	6.9
17	4.8	5.5	6.0	6.8
18	4.7	5.4	5.9	6.6
19	4.6	5.3	5.8	6.5
20	4.5	5.2	5.7	6.4
21	4.4	5.1	5.6	6.3
22	4.3	5.0	5.5	6.2
23	4.3	4.9	5.4	6.1
24	4.2	4.8	5.3	6.0
25	4.1	4.7	5.2	5.9
26	4.0	4.7	5.1	5.8
27	3.9	4.6	5.0	5.7
28	3.9	4.5	5.0	5.6
29	3.8	4.4	4.9	5.6
30	3.8	4.4	4.8	5.5
31	3.7	4.3	4.7	5.4
32	3.6	4.2	4.7	5.4
33	3.6	4.2	4.6	5.3
34	3.5	4.1	4.6	5.3
35	3.5	4.1	4.5	5.2
36	3.4	4.0	4.4	5.1
37	3.4	4.0	4.4	5.1
38	3.3	3.9	4.3	5.0
39	3.3	3.9	4.3	4.9
40	3.2	3.8	4.2	4.9
41	3.2	3.8	4.2	4.9
42	3.1	3.7	4.1	4.8
43	3.1	3.7	4.1	4.7
44	3.0	3.6	4.0	4.7
45	3.0	3.6	4.0	4.6
46	2.9	3.5	3.9	4.5
47	2.9	3.5	3.9	4.5
48	2.9	3.4	3.8	4.4
49	2.8	3.4	3.8	4.4
50	2.8	3.4	3.7	4.3

51	2.8	3.3	3.7	4.3	
52	2.7	3.3	3.7	4.3	17
53	2.7	3.3	3.6	4.2	
54	2.7	3.2	3.6	4.2	
55	2.6	3.2	3.5	4.1	
56	2.6	3.1	3.5	4.1	
57	2.6	3.1	3.5	4.1	
58	2.5	3.1	3.4	4.0	
59	2.5	3.0	3.4	4.0	
60	2.5	3.0	3.4	3.9	

- e. *Computation of design flow.* Having determined the drainage area in acres, the runoff coefficient C , and the rainfall intensity in inches per hour, the design flow for a given drainage area is equal to the product of the three factors. In computing pipe flows, however, it must be noted that, even though a given pipe is collecting flow from several individual drainage areas, the pipe flow is not equal to the sum of the peak discharges of the respective drainage areas. For every inlet or junction box, the new drainage area, the runoff coefficient C , and the rainfall intensity will have to be computed.
(Code 1976, § 23-42(f)(4))

Sec. 79-32. Inlets.

- a. Construction of inlets. Inlets may be constructed of the same material as the culverts providing that the inlets, including the grates and frames, are structurally capable of HS-20 loadings.
- b. Spacing controls. A maximum spacing of 200 feet is to be used between a high point in grade and an inlet.
- c. Other areas that will require inlets are:
- (1) At all points in gutter grade.
 - (2) Upstream of street intersections.
 - (3) Upstream of driveways, where practical.
 - (4) On both sides of street intersections where water would flow towards the project (water will not be carried across intersections in valley gutters).
 - (5) Behind curb, shoulder or sidewalk to drain low spots.
- d. Design. For all aspects of design regarding inlets, one must follow the current edition of the State Department of Transportation and Development (LA DOTD) Manual for Design Criteria.
(Code 1976, § 23-42(f)(5); Ord. No. 473-94, §§ 4, 5, 7-19-94)

Sec. 79-33. Roadway slopes.

- a. Roadway slopes should have a minimum longitudinal grade of 0.0025 feet per foot, and preferably a grade of 0.003 feet per foot, but not to exceed a maximum of 0.04 feet per foot.
- b. The cross slope shall be the standard 0.025 feet per foot.
- c. As long as it is possible, low points shall not be at street intersections.
(Code 1976, § 23-42(f)(6))

Sec. 79-34. Detention areas.

Detention areas must be located a minimum distance from any current, or planned, water/wastewater infrastructure in accordance with the most recent version of the Louisiana Sanitary Code Regulations.

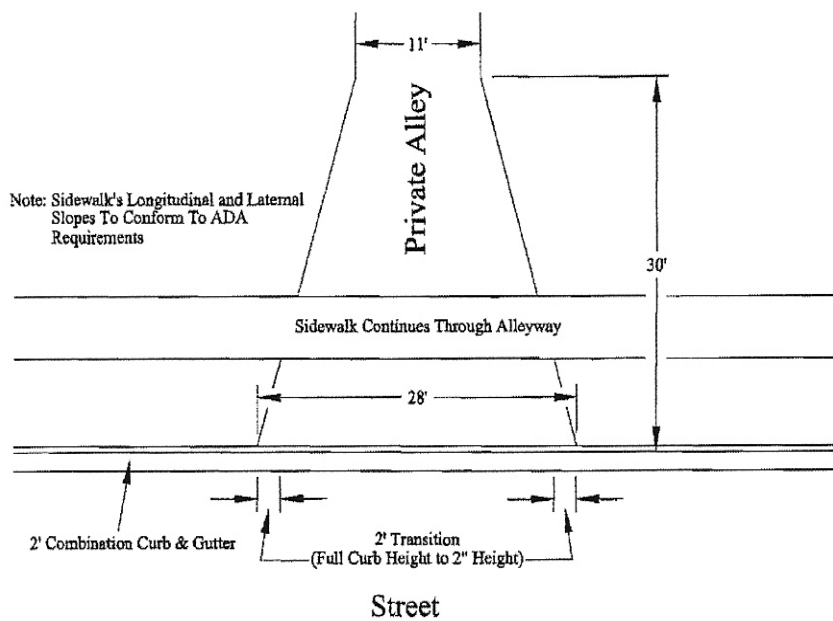
- a. When green areas are involved in the design of subdivisions or any other private or public facility, the use of detention areas is encouraged. This technique is also encouraged for large parking areas in new commercial developments. Properly designed, these areas could serve as amenities providing small ponds or recreation areas that will improve the aesthetic value of the development. In many instances this alternative will reduce the developer's costs by allowing the use of smaller size pipes. This practice of using detention areas will also benefit the city by reducing the need to constantly improve existing drainage systems in order to accommodate increases in runoff. The design, including proper fencing for safety reasons, must be approved by the Planning Commission.

- b. Although this practice is highly desirable, a written explanation and calculations must be submitted to the city of its approval. The explanation shall include but not limited to the following areas:

The drainage area to be involved in the detention area.

- (1) The predicted runoff for the area involved.
 - (2) The size of pipes required if no detention were involved in the design.
 - (3) The size of the detention area and the anticipated capacity.
 - (4) The size of the pipes that are recommended for the proposed detention area.
 - (5) What will happen to the overflow once the design storm is exceeded?
- c. Detention area must be located a minimum distance from any current or planned wastewater infrastructure and in accordance with the most recent version of the Louisiana Sanitary Code. (Code 1976, § 23-42(f)(7))

Illustration 10a: Typical Alleyway Detail

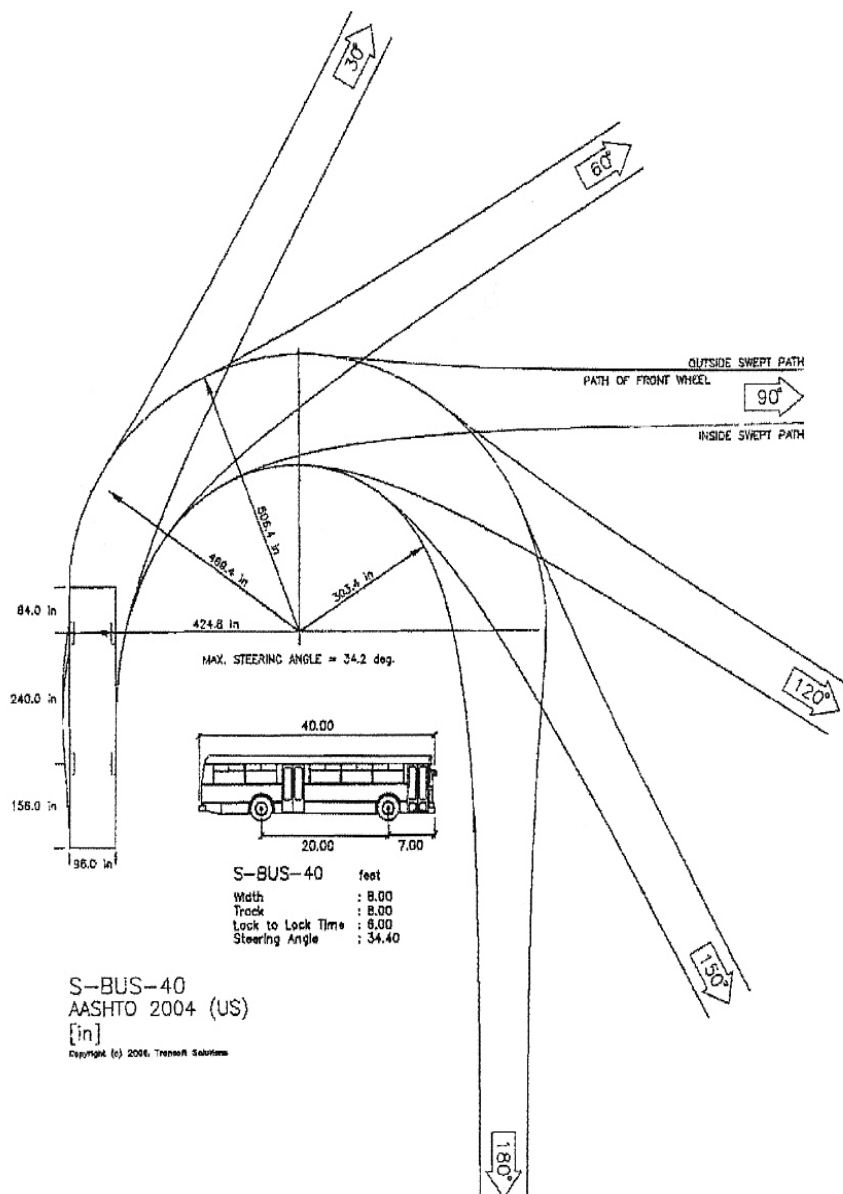


APPENDIX A

SAMPLE TRUCK ACCESS DESIGN STANDARDS

1. Roadways and intersections shall be designed and constructed to accommodate the SU-30 vehicle as defined by AASHTO, (American Association of State Highway and Transportation Officials) of a minimum 240" wheel base which shall include the following vehicles and turn radii in it's design parameters:
2. Sample Parish Emergency and Service Vehicles.
 - 2-1 School Bus: AASHTO 2004 (US) S-BUS-40.

Illustration 2-1: Minimum Turning Paths for a School Bus



- 2-2. Fire Truck: Inferno Ladder Truck of no less than 240" wheel

Illustration 2-2: Minimum Turning Paths for a Fire Truck

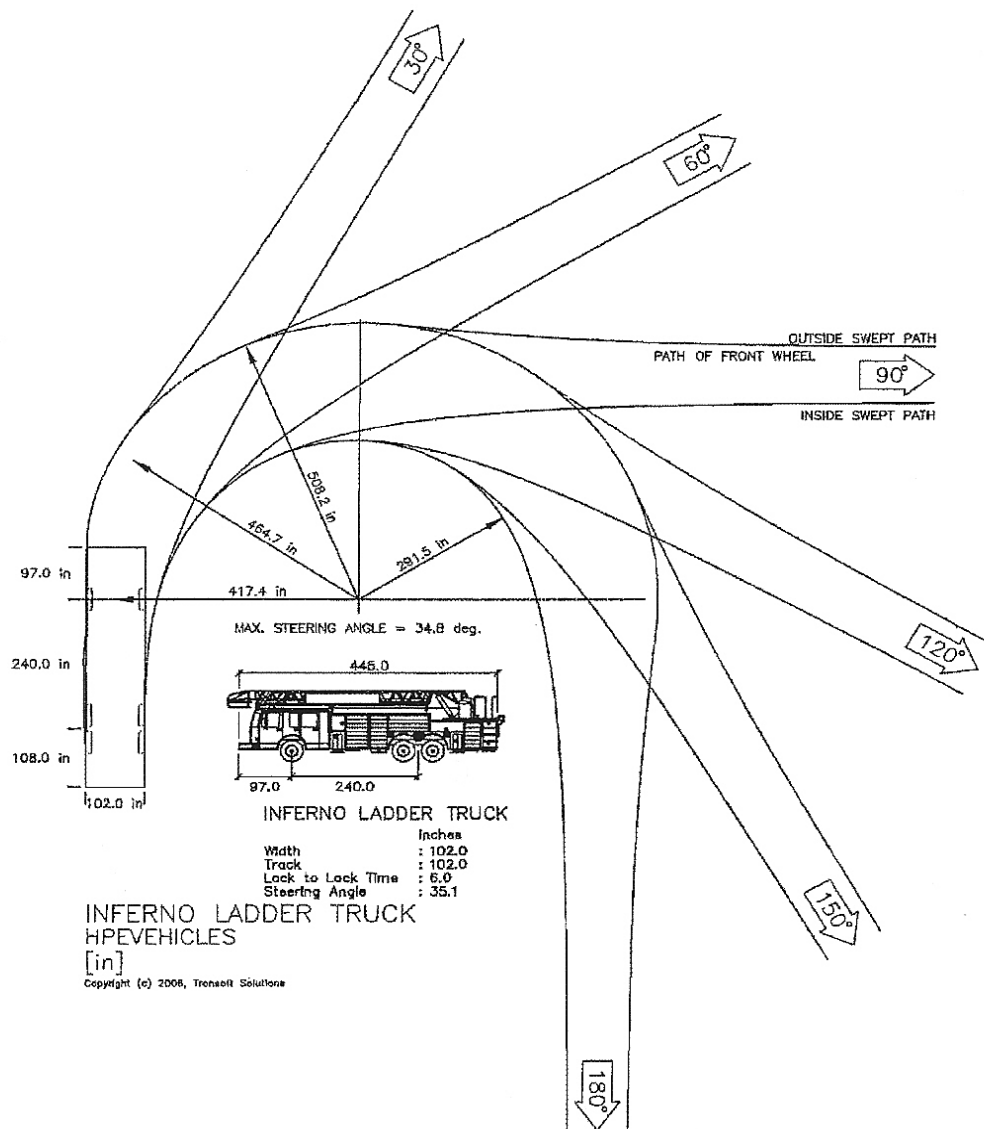


Illustration 2-3: Minimum Turning Paths for a Refuse Collection Vehicle

