

**Traffic Impact Analysis (TIA)
POLICY**

Ascension Parish Planning Commission

This policy establishes requirements for studies that provide information on traffic projected to be generated by all proposed developments. The purpose and intent of these requirements is to protect the health, safety, and welfare of the citizens and visitors of Ascension Parish “PARISH” by ensuring the provision of safe and adequate transportation facilities. The objective of the policy is to establish requirements for the identification of potential traffic impacts, operational and/or safety, of proposed developments and potential mitigation where required. Traffic Impact Policies are a standard method utilized by all levels of government to address the contribution to traffic congestion by new or expanded development. A list of references utilized to develop this policy based on best practices is attached.

The landowner, developer and/or engineering representative “APPLICANT” must provide an engineering study to document the anticipated impact of the proposed development on the existing transportation network. All information and analysis submitted by the APPLICANT must follow the requirements and methods outlined in this policy.

Developments seeking access to state roadways where a review of a traffic impact study is performed by Louisiana Department of Transportation and Development “DOTD” are not exempt from the requirements in this policy.

Procedures

The PARISH Department of Planning and Development “DPD” should be contacted prior to all new development applications, Plat Plan and Building Permit Applications, to determine the level of traffic impact analysis required. This policy does not apply to an individual requesting a single family residential access. The APPLICANT should submit a Traffic Scoping Information Form and the required supporting documentation to request a Traffic Scoping Meeting with the DPD. The scope of the traffic impact study, required format, and required supporting documentation will be determined at the Traffic Scoping Meeting. The DPD, or designee, shall review the information provided and schedule a Traffic Scoping Meeting, if needed, for projects requiring a building permit. For projects requiring Planning Commission approval, the Traffic Scoping Meeting will occur simultaneous with the zoning Pre-Application meeting.

In instances where the APPLICANT is requesting access to a state roadway and/or where a traffic impact study is required by the DOTD Traffic Impact Policy, the PARISH process should be initiated first. DOTD should not be contacted until after the PARISH Traffic Scoping Meeting unless the PARISH requests DOTD attend. When the DOTD process is initiated separately, the APPLICANT shall inform and invite the designated PARISH representative to DOTD traffic impact meetings and copy him/her on subsequent correspondence. If the designated PARISH representative is not available or elects not to attend any meetings with DOTD regarding traffic impacts/access connections, the APPLICANT shall provide him/her minutes of the meeting(s).

The APPLICANT shall be solely responsible for the cost of preparation of any required Traffic Impact Studies. The APPLICANT should provide a required stamped and signed TIA and supporting data to the DPD, or their designee, for review and approval. Review fees will be assessed in accordance with the Ascension Parish Office of Planning and Development Fee schedule. The DPD, or their designee, shall provide a TIA Approval Letter to the APPLICANT that clearly outlines any required mitigation.

The TIA Approval Letter shall be included in the packet provided to the commissioners for projects requiring approval by the Planning Commission. At the commission meeting, the Planning Commission approves, denies, or requests further modifications or analysis based on the recommendations in the TIA Approval Letter.

The TIA Approval Letter shall be submitted with the Permit Application for projects requiring a building permit. A building permit will not be issued unless the APPLICANT receives a TIA Approval Letter.

Required mitigation measures, if any, shall be in place prior issuance of an occupancy permit.

Traffic Scoping Meeting

The APPLICANT shall submit a Traffic Scoping Information Form to the DPD to request a Traffic Scoping Meeting with the DPD, or their designee, prior to traffic counts or preparation of the TIA. At this meeting, the DPD, or their designee, shall discuss and develop the following Traffic Impact Analysis requirements based on project specific conditions:

- TIA Threshold
- Study area
- Data Collection Requirements which could include, but not be limited to
 - Field Observations
 - Seven-day, 24 hour volume counts
 - Daily volume counts
 - Turning movement counts
 - Classification counts
 - Speed data
 - Travel Times
 - Crash History
 - Traffic Signal Inventory/phasing/timing
- Trip generation and distribution which could include, but not be limited to
 - Land Use Category
 - Daily trips
 - Peak hour trips
 - Internal Capture percentages
 - Pass by percentages
- Incorporation of trips for other proposed developments within the study area and/or growth rate usage and methodology
- Analysis requirements which could include, but not be limited to
 - Capacity Analysis
 - Turn Lane Warrant Analysis
 - Signal Warrant Analysis
 - Safety Analysis
 - Roundabout Study
 - AutoTurn Analysis
 - Simulation Modeling

Trip Generation Rates

In general, applicants shall use the trip rates (use fitted equation if available) contained in the most recent edition of the Institute of Transportation Engineers' (ITE) *Trip Generation* manual or count data from an equivalent site.

Traffic Impact Analysis Threshold Levels

A TIA shall be required for all subdivisions and developments requiring a building permit except for an individual single-family residence. Expansion of an existing project under construction may also be subject to a traffic study. Generally, three (3) threshold levels of Traffic Impact Studies (Thresholds 1, 2, and 3) are defined to include, but not be limited to, the following requirements. The exact requirements based on site-specific and project specific elements will be defined at the Traffic Scoping Meeting.

Threshold 1 (Traffic Impact Analysis Statement Required) – If the proposed development results in less than forty (<40) peak hour trips, either AM or PM (whichever is greater) the APPLICANT would submit:

- a. The proposed trip generation and distribution with source of information
- b. Traffic Scoping Information Form with Required Additional Information (may include revisions per the Traffic Scoping Meeting)
- c. Sight distance evaluation at proposed driveway locations

Threshold 2 (Traffic Impact Analysis Study Required) – If the proposed development results in greater than forty (>40) and less than four hundred (<400) peak hour trips, either AM or PM (whichever is greater) the APPLICANT would submit:

- a. through c. above, and:
- d. Capacity analysis for existing and proposed conditions at intersections within the study area established during the Traffic Scoping Meeting;
- e. Capacity analysis for proposed conditions at the development driveways;
- f. Left turn lane, right turn lane and signal warrants at the development driveways;
- g. Recommendations for mitigating improvements to maintain or improve the existing Level-of-Service, as well as recommendations for driveway locations and configurations.

Threshold 3 (Limited Traffic Impact Analysis Study Required) – If the proposed development results in greater than four hundred (>400) peak hour trips, either AM or PM the APPLICANT would submit:

- a. through g. above and;
- h. Obtain summary of the crash history within the study area;
- i. Review crash reports and provide recommendations to improve safety.

The peak hour trips are not the only threshold factor in deciding the analysis that will be required. At the discretion of the DPD, or their designee, other items which significantly influence the traffic movements or safety may require a higher level of study. These include but are not limited to the following:

- High-accident areas
- Areas currently experiencing excessive traffic congestion
- Areas currently undergoing substantial growth
- High volumes on surrounding roads affecting access to a proposed development
- Lack of existing left turn lanes on adjacent roadways
- Inadequate sight distance at access points

- Proximity of proposed access points to existing drives or intersections
- Developments that include drive-through operations

The APPLICANT shall meet all applicable requirements found in the Parish Unified Land Development Code. The PARISH has the right to require mitigating improvements for which will be the financial responsibility of the APPLICANT.

Documentation

Threshold 2 and 3 Traffic Impact Analysis studies shall be stamped and signed by the approved registered PTOE certified Louisiana Professional Engineer.

Contents and Format

The contents of a TIA, as well as the TIA study area limits shall vary depending on the site and prevailing conditions. As previously stated, content requirements shall be established by the DPD, or their designee during the Traffic Scoping Meeting.

Each TIA must take into account other proposed developments in the study area for which a TIA has been submitted or approved. This information shall be obtained and provided by the DPD, or their designee, and/or the DOTD. A growth rate may be applied to existing traffic data in lieu of estimated trips for specific developments if approved by the DPD in the Traffic Scoping Meeting.

The TIA study shall be prepared in the following format:

1. Description of study area A vicinity map and description of the study area shall be provided. The map shall include roadways that allow access to the site and are included in the study area. Documentation of the study area development established during the Traffic Scoping Meeting shall be included in the appendix.
2. Description of the Project This description shall include the size of the parcel, access to the site, onsite circulation, and the existing and proposed uses of the site. In addition, the square footage of each use or number and size of units proposed shall be specified. A proposed site plan proposed shall be included.
3. Existing conditions The existing conditions, in the vicinity of the project, shall be described including field observations. Existing traffic controls and geometrics (number of lanes, intersection configurations, etc.) on roadways or at intersections within the study area shall be described in detail.
4. Existing Traffic Volumes Traffic data shall be collected be conducted at study area intersections during peak hours and dates approved by the DPD, or their designee. The TIA shall include a description of traffic count type, location and date of collection. A figure that presents AM and PM peak hour counts with turning movements and average daily traffic shall be included when applicable. Raw count data shall be included in the appendix.

Unless approved by the DPD, the counts shall be conducted during the school year (September through May) and during weeks that have no major school holidays. (These holidays shall include, but not be exclusive to, Thanksgiving, Christmas Break, Spring Break, Mardi Gras, Labor Day, and Exam weeks.) Counts shall not be conducted during special events in the area unless for a specific purpose.

5. Trip generation estimates. Traffic volumes expected to be generated by the proposed development shall be estimated. Trip generation calculations shall be included in the appendix.
6. Trip distribution Trips generated by the site must be distributed and assigned to the roadway network to determine the project's impacts. The methodology and assumptions which are used in the determination of trip distribution shall be described. For projects with several phases to be developed over several years, the trip distribution shall be estimated for the completion of each phase of the development. A figure that presents the new trips distributed and assigned to the roadway network shall be included.
7. Projected Traffic Volumes within the TIA study area Project generated, and distributed trips shall be estimated for intersections in the study area, including proposed driveways. A figure that presents AM and PM peak hour projected volumes with turning movements shall be included.

A detailed description of the incorporation the trips generated from other proposed developments or the use of growth rates as approved by the DPD, or their designee, in the Traffic Scoping Meeting shall be included.

8. Capacity analysis Capacity analyses provide an indication of how well the study area intersections serve existing and future traffic demands. A description of the methodology and Level of Service (LOS) definitions shall be included within the TIA. For existing and future conditions, LOS at all study intersections, inclusive of the site access locations, shall be calculated for signalized and unsignalized intersections using procedures contained in the *Highway Capacity Manual*. The LOS and delay shall be reported for each turning movement at each approach, each overall approach and the overall intersection as applicable in tabular format. Capacity analysis documentation shall be included in the appendix.

The objective of the APPLICANT shall be to maintain or improve the existing LOS. An overall LOS "D" shall be considered acceptable. Where LOS "D" is not existing or the existing LOS cannot be achieved with improvements/mitigation, a description of impacts, constraints, mitigation measures analyzed, and results shall be provided.

9. Warrant Analysis Traffic signal and or left/right lane turn warrants may be conducted and storage lengths recommended where applicable. Meeting warrants is not the only consideration for signalization and/or turn lanes, engineering judgment must also be applied. Warrant analyses documentation shall be included in the appendix.
10. Crash Data When required, three years of the most current crash data shall be obtained for intersections within the study area. The details of the safety analysis shall be determined on a project specific basis by the DPD, or their designee.
11. Traffic improvements Improvements to the network should be developed to address deficiencies. Improvements shall be analyzed to determine the expected impact.
12. Conclusions and Recommendations The equivalent of an executive summary should be provided to describe the proposed project, the data collected, the analysis conducted, improvements considered and resulting recommendations.

Actions Based on TIA/ Mitigation

A proposed development which is subject to the TIA requirements of this policy may be disapproved when the results of the required TIA demonstrate that the proposed project will overburden the existing roadway system by causing a reduction in service of affected roadways, negatively impacts the safety of the roadway, or is below the adopted Level of Service (LOS) "D". In the case where the existing Level of Service (LOS) is below "D", the required mitigating improvements shall improve the LOS to "D" or better. An APPLICANT, in coordination with the DPD, or their designee, may modify the development proposal to reduce traffic-related impacts. Modifications to applications for projects may include, but shall not be limited to:

- Dedication of additional right of way
- Re-routing of traffic and proposed access points serving the proposed project
- Traffic signal timing and/or phasing adjustments (with coordination and approval from the owner of the signal)
- Restriping or reconfiguration of intersections
- Construction of additional lanes
- Installation of a roundabout
- Installation of a signal
- Providing funding for infrastructure improvements
- Any other recommendations by the DPD upon review.

APPLICANTS will be responsible for the cost and implementation of identified improvement(s) to mitigate the traffic impact of their proposed development unless funding can be provided through a grant mechanism.

If traffic mitigation is part of an approved Traffic Impact Analysis, all approved traffic improvements must be implemented prior to issuance of an occupancy permit, unless otherwise provided for in the TIA Approval Letter and/or DOTD Letter of Compliance that it is to be completed within construction of a subsequent phase.

Mitigation shall comply with the Ascension Parish Master Plan in place at the time of application, if any. The APPLICANT shall verify with the DPD whether a Master Plan proposed route or improvement will affect the subject property. If so, access through the property and/or require Right-of-Way, may be required to be dedicated to the Parish as part of the APPLICANTS's mitigation efforts.

The Parish has the right to place moratoriums in areas where reasonable operational conditions, as determined by the DPD, or their designee, are not able to be achieved with mitigation.

Waiver of/Exemption from TIA Requirements

The Planning Commission may not waive the traffic impact analysis submittal requirements of this policy.

REFERENCE PUBLICATIONS

- A. Traffic Impact Policy for New Access Requests Affecting Traffic on State Routes, Louisiana Administrative Code, State of Louisiana Division of Administration
- B. Access Connection Permits, Louisiana Administrative Code, State of Louisiana Division of Administration
- C. Access Connection Policy, Louisiana Department of Transportation and Development (DOTD)
- D. Traffic Impact Policy for New Access Requirements, DOTD
- E. Trip Generation Manual, 9th Edition, Institute of Transportation Engineers
- F. Highway Capacity Manual, Special Report 209, Transportation Research Board
- G. Manual on Uniform Traffic Control Devices for Streets and Highways, US Department of Transportation, Federal Highway Administration
- H. Engineering Directives and Standards VI.1.1.9, Department of Transportation and Development, Office of Highways
- I. Traffic Impact Analysis, St. Tammany Regulatory Ordinance, 2014
- J. Public Infrastructure Design Standards, Lafayette Consolidated Government, Department of Public Works, 2015

**Drainage Impact Study
PROCEDURE**

Ascension Parish Planning & Zoning Commission

A proposed development, as defined by Section 17-503A of Appendix V Drainage ordinance, shall not be considered for approval until the applicant has submitted a drainage impact study stamped by a Louisiana registered civil engineer as to the ability of existing watercourse channels, storm sewers, culverts and other improvements pertaining to drainage for flood control within the development, to handle additional runoff which would be generated by the development of the land.

The Drainage Impact Study shall comply with the following minimum requirements:

Site Location and Description:

- Describe location of subject property; locate by Section, Township, and Range; identify adjacent developments, major drainage outfalls, streets, highways, assessor's map page number; and provide a vicinity map.
- Describe the predominate existing and planned land use in the project watershed (Parish Land Use Data, aerial photos, etc.). Describe the proposed development, soil types, vegetative cover, and watershed slopes and provide an estimate of percent of impervious area for pre and post development conditions. Provide photos of existing channels, ditches, natural drains, proposed outfall structures and drainage structures.
- Include Project Drainage Information Form with data if provided by the Development of Public Works.

Pre-Development Map

- Provide pre-development work map that includes existing surveyed onsite contours at 1 ft. intervals, development boundaries, roadways, pre-development watercourses with labeled entry and exit points, the off-site drainage area acreage, floodway and drainage servitudes, and on and off site the overbank slopes.
- Pre-development work maps shall include determined existing peak 10-year, 25-year, and 100-year runoff rates at entry and exit points.
- Pre-development work maps shall delineate the existing inundation area for the 10-year and 25-year events, and 100-year event based on existing FIS study or Parish information, if available.

Post-Development Map

- The post development work map shall contain the full drainage area including the proposed on-site drainage system with labeled entry and exit points, identifying drainage ditches, culverts, and storage ponds, proposed major drainage structures, channel realignments and cross section locations.
- Post development work maps of the development shall include determined peak 10-year, 25-year, and 100-year runoff rates at entry and exit points.
- Post-development work maps shall delineate the post development inundation area for the 10-

- year and 25-year events, and 100-year event based on existing FIS study or Parish information, if available.
- Delineate the 100-year overflow route for onsite drainage for areas within the floodplain.

Watershed Map:

- The watershed map should indicate the location of existing channels, ditches, natural drains, proposed major drainage structures, channel realignments and cross section locations.
- The latest U.S.G.S. 7.5 minute quadrangle map or better, at a scale of 1 inch = 500 feet or less, may be used as the base for delineating watersheds for large off-site areas.
- The location of the site on a FEMA FIRMap with base flood elevations identified where available shall be provided.

Hydrologic Design:

- The drainage impact analysis shall include hydrological calculation determining existing condition peak 10-year, 25-year, and 100-year flow rates at the development entry and exit points. The drainage impact analysis shall include hydrological calculations determining future condition peak 10-year, 25-year, and 100-year flow rates at the development exit points.
- The 25-year storm shall be used to design drainage features and storm water detention for proposed developments. The resulting post-development outflow from proposed development sites for the 25-year storm shall be limited to the outflow that would occur for the 10-year 24-hour duration storm and pre-development conditions.
- The impact of the 100-year design storm shall be checked for maximum water surface elevation, and total site runoff peak discharge rates to allow Engineer Review Agency to assess impact on properties and infrastructure.
- Technical Release 55 (TR-55) "Urban Hydrology for Small Watersheds" (frequently called the SCS method) shall be used to produce pre and post development runoff hydrographs. The computations shall be based on 10 year, 25-year, and 100 year Type III rainfall distributions producing totals of 7.8, 9.6, and 12.6 inches of rainfall respectively in 24 hours. The shape factor when using SCS method can be lowered to a minimum of 323 rather than using the default 484. The pre development times of concentration can be determined by either the lag or TR-55 worksheet methods but the post development times of concentration must be determined by the TR-55 worksheet method. Other methods may be used to calculate pre and post development runoff hydrographs, if approved by the Engineer Review Agency prior to performing the drainage impact analysis. Rainfall data on other frequency events is found in NOAA Atlas 14 volume 9 version 2.

Hydraulic Capacities:

- *On site capacity:* Indicate capacity of any existing drainage outfall facility (ditch, canal, culvert, bridge, etc.) within the proposed development site and required type size and capacity of any proposed outfall facilities as defined above.
- *Off-site capacity:* Determine capacity of existing downstream outfall facilities (ditch, canal, culvert, bridge, etc.) that will be utilized to convey flow from the downstream limits of the proposed development to the main outfall as identified by the Engineer Review Agency. An inventory of downstream structures including size, type, invert elevation and over topping elevation should be made. Channel cross sections at upstream and downstream limits of the proposed development, at structure locations and at intermediate canal locations shall be

- required to adequately define existing channel capacities.
- Design water levels: Indicate design water levels for site at the upstream and downstream boundaries. 10-year, 25-year and 100-year 24-hour duration design water surface elevations are to be provided.
 - The 25-year storm shall be used to design drainage features and storm water detention for proposed developments. The resulting post-development outflow from proposed development sites for the 25-year storm shall be limited to the outflow that would occur for the 10-year 24-hour duration storm and pre-development conditions.
 - The impact of the 100-year design storm shall be checked for maximum water surface elevation, and total site runoff peak discharge rates to allow Engineer Review Agency to assess impact on properties and infrastructure.

Special Site Conditions:

- Special conditions which may exist at the proposed development site should be clearly identified including but not limited to such items as:
 1. Special Flood Hazard Areas (FIRM Zones A and AE)
 2. Regulatory Floodway
 3. Fill placement location and mitigation requirements. Mitigation is to consider impact to local drainage and floodplain fill.
 4. Potential wetland sites
 5. Churches, schools, cemeteries or parks
 6. Landfills and Hazardous Waste Sites
 7. Existing houses with relatively low slab elevations or any known existing flowing conditions that are located near the new development boundary.

Study Conclusions and Recommendations:

- Study shall clearly identify the results of the computation, state a conclusion to the analysis and provide recommendations of any required action(s) so that no adverse impact is experienced by surrounding properties.

No increase in the rate of run-off that existed prior to development will be permitted unless the developer/sub-divider, on a case by case basis to be determined at the discretion of the Engineer Review Agency, can establish to their respective satisfaction that the existing downstream drainage is adequate to handle and maintain the anticipated flow resulting for the proposed development of the property. The Drainage Impact Study shall clearly state how the reduction in the post development peak rate of runoff from 25-year post-development to 10-year pre-development conditions will be achieved. If the reduction is achieved by a detention system, the detention system shall be sized to safely accept and route the 25-year 24-hour design storm through the detention system without overtopping the levee or earthen embankment. The 25-year 24-hour flow is to be controlled by a pipe and/or control structure. The 100-yr event is to be checked to ensure emergency weir is properly sized to prevent pond overtopping and to safely convey overflow to the receiving body of water. The 100-year 24-hour flow is also to be checked to estimate impact on development and upstream and downstream boundaries.

Absent such notice, run-off from the proposed development shall be detained onsite by using storage, swales, ponds and/or basins or other accepted methods, as approved by the Parish and released at rate of flow that does not exceed the rate of flow as described above.

No increase in upstream water surface elevation from that existed prior to development will be permitted unless the developer/sub divider, on an area by area basis to be determined at the discretion of the Engineer Review Agency, that the increase will not adversely affect any property.

Consideration for Protecting Existing Watersheds and Conveyance Systems:

- There are four conditions which must be mitigated to protect existing watersheds and conveyance systems.
 1. Existing Watershed Flow Pattern – For measurement of obstruction of flow patterns where all drainage flows including overland flow which normally would flow unimpeded through the site are blocked by site will need to be mitigated. This mitigation will be via designed channels through or around the site, without increasing flooding upstream of the site or along the flow path through or around the site.
 2. Conveyance System – For measurement of the impact of conveyance change, a continuous backwater model such as HECRAS must be performed. The following river stations will be needed in the model.
 - a. A convenient location at least 200 feet or further downstream of the downstream development boundary section.
 - b. 50 to 100 feet downstream of the development boundary section. This will be the beginning of a transition to a section containing “fill”.
 - c. Downstream boundary section which will contain “fill” in the post development model.
 - d. Intermediate sections along the proposed development at no more than 500 feet intervals (minimum of one) which will contain “fill” in the post development model.
 - e. Upstream boundary section which will contain “fill” in post development model.
 - f. 50 to 100 feet upstream of the upstream development boundary section to mark the end of transition to pre-development conditions.
 - g. The channels in these sections may be interpolated from surveyed sections upstream and downstream of the development. Overbank conditions may utilize LiDar or site survey data extended to sub basin ridgelines.
 - h. The post development “fill” must be adjusted until the model documents that there is no adverse increase in water surface elevation at the upstream section or potential impacts upstream of that section.

- i. Cross sections need to be provided at the upstream and downstream property lines.
 - j. An exhibit must be provided with the submittal of the HEC-RAs model that shows the location of the cross sections on exhibits showing same info as the pre-developed and post-developed drainage area maps.
3. Storm water Detention – For measurement of storm water detention, the inflow hydrograph must be for a 24 hour or longer storm event. The detention pond must be designed to contain the posts-development 25-year 24 hour storm volume without overtopping the pond’s rim. The pond shall be designated such that the 25-year storm outflow leaving the developed portion of a site does not exceed the pre-development 10-year storm outflow.

The computation must be based on Dynamic Discharge (tail water of the receiving stream and the effect of the outfall conduit).

The maximum stage within the pond must be compared with the roadway elevations, building foundations, and storm water conduits within the development. A separate analysis will be prepared for the 100-year storm event. This analysis will be used to compare the maximum stage within the pond to roadways, building foundations, storm water conduits, and pond levee confinement heights.

4. Placement of Fill – For measurement of compensatory fill, any volume placed below the Base Flood Elevation shall be compensated for and balanced by a hydraulically equivalent volume of excavation taken from below the Base Flood Elevation and above the normal pool water level. The volume of water below such elevation is considered Dead Storage.
- a. The determining criteria for land subject to this requirement shall be all land below the Base Flood elevation as determined by actual on-the-ground contours referenced to the official Parish benchmark system, regardless of whether the FEMA Flood Insurance Rate Maps (FIRM) depict the property in question to be in a recognized flood zone.
 - b. Where lakes are excavated, the volume of dirt removed below the normal pool level of the lake cannot be credited as compensatory storage.
 - c. Compensatory storage must have an equivalent hydraulic conveyance to the floodplain as the area being filled. Compensatory storage that is hydraulically disconnected will not be credited towards fill mitigation.
 - d. If the compensatory storage is derived from an off-site source that is not a part of the proposed development and the base flood elevation at the off-site source shall not be greater than one (1) foot higher than or one (1) foot lower than the base flood elevation of the developed site.
 - e. If the storage pond is to be adjacent to a stream, the excavation must be storage

oriented rather than become an increase in stream conveyance (physically separated from the stream).

- f. Storage pond volume for detention to attenuate local runoff shall not include the required storage needed for fill mitigation. The two shall be accounted for separately but can be in the same pond.
- g. Site specific floodplain state-storage curves for the pre- and post- development conditions shall be prepared and compared for consistence, conformance, and balance so that not net loss in storage occurs at any stage as a result of the development.

Any request for deviation from specific submittal requirements of the Ascension Parish Drainage Impact Study Procedure may be approved by the Engineering Reviewing Agency on a case by case basis if the applicant can provide sufficient information to show that the proposed project meets the requirements within the Ascension Parish Drainage Ordinance. An approval from the Engineering Reviewing Agency to deviate from a specific submittal requirement does not relieve the applicant from meeting the requirements of the Ascension Parish Drainage Ordinance or providing a Drainage Impact Study when required.