

ST. TAMMANY PARISH COUNCIL

ORDINANCE

ORDINANCE CALENDAR NO. 3721

COUNCIL ORDINANCE SERIES NO. \_\_\_\_\_

COUNCIL SPONSOR MR. BAGERT

PROVIDED BY: CAO

INTRODUCED BY MR. BURKHALTER

SECONDED BY MR. BINDER

ON THE 6<sup>TH</sup> DAY OF DECEMBER 2007

ORDINANCE TO ESTABLISH DESCRIPTIONS AND COMBINE FIRE  
RATING OF TERRITORIES WITHIN ST. TAMMANY PARISH FIRE  
PROTECTION DISTRICT NO. 1.

Whereas, St. Tammany Parish Fire Protection District No. 1 receives periodic fire insurance ratings from the Property Insurance Association of Louisiana (PIAL); and

Whereas, that rating is instrumental in the development of premiums that homeowners may be charged by insurance companies; and

Whereas, the PIAL recognizes two separate grading territories within the boundaries of St. Tammany Fire Protection District No. 1; and

Whereas, those two grading territories (Territory "A" and Territory "B") have unequal PIAL insurance ratings based on the PIAL grading protocols; and

Whereas, St. Tammany Fire Protection District No. 1 and the St. Tammany Parish Government desire to bring the rating of the two grading territories in line with each other; and

Whereas, St. Tammany Fire Protection District No. 1 has developed a master plan in concert with the St. Tammany Parish Government to accomplish this end by improving future water supply needs, firefighting manpower requirements, fire station locations and other considerations required to balance the rating; and

Whereas, the PIAL has required a "meets and bounds" description by which to delineate the two grading territories; and

Whereas, St. Tammany Fire Protection District No. 1 submits the meets and bounds description to be adopted by the St. Tammany Parish Council so the Fire District and Parish Government can proceed with the planning process and address the balance of the two territories.

THE PARISH OF ST. TAMMANY HEREBY ORDAINS that the St. Tammany Parish Council approves the establishment of the meets and bounds description of the Territories "A" and "B" and supports efforts to combine the fire rating of the two grading territories within Fire Protection District No. 1 in the future.

REPEAL: All Ordinances or parts of Ordinances in conflict herewith are hereby repealed.

SEVERABILITY: If any provision of this Ordinance shall be held to be invalid, such invalidity shall not affect other provisions herein which can be given effect without the invalid provision and to this end the provisions of this Ordinance are hereby declared to be severable.

EFFECTIVE DATE: This Ordinance shall become effective fifteen (15) days after adoption.

MOVED FOR ADOPTION BY \_\_\_\_\_ SECONDED BY \_\_\_\_\_

WHEREUPON THIS ORDINANCE WAS SUBMITTED TO A VOTE AND RESULTED IN THE FOLLOWING:

YEAS:

NAYS:

ABSTAIN:

ABSENT:

THIS ORDINANCE WAS DECLARED ADOPTED AT A REGULAR MEETING OF THE PARISH COUNCIL ON THE \_\_\_\_ DAY OF \_\_\_\_\_ 2008; AND BECOMES ORDINANCE COUNCIL SERIES NO. 08-\_\_\_\_\_.

\_\_\_\_\_  
, COUNCIL CHAIRMAN

ATTEST:

\_\_\_\_\_  
DIANE HUESCHEN, COUNCIL CLERK

\_\_\_\_\_  
KEVIN C. DAVIS, PARISH PRESIDENT

Published introduction December 20, 2007  
Published adoption \_\_\_\_\_, 2008

Delivered to Parish President \_\_\_\_\_, 2008 @ \_\_\_\_\_  
Returned to Council Clerk \_\_\_\_\_, 2008 @ \_\_\_\_\_

**EXHIBIT "A"**

PIAL Fire Insurance Rating Balance Strategies  
For Rating Territories "A" and "B"  
St. Tammany Fire Protection District No. 1

A Position Paper  
November 2007

Larry Hess, Fire Chief  
St. Tammany Fire Protection District No. 1

Historical Summary:

For well over twenty years the Property Insurance Association of Louisiana (PIAL) has provided two insurance rating (grading) territories for the homeowners and business owners of St. Tammany Fire Protection District No. 1. Initially, it appears that Territory "A" was generally defined as that area within the city limits where fire hydrants were common and typically received a more favorable insurance rating than did Territory "B". Territory "B" was generally defined as the unincorporated area where fire hydrants were not a fixture in some of the outlying subdivisions.

The basis for the more favorable rating in Territory "A" seems to be based historically on the realization that this area was equipped with hydrants and the majority of the fire stations were within Territory "A". Clearly, those circumstances have changed with the extensive development of Territory "B", especially over the past twenty years. As a matter of fact, four of the seven engine houses are currently located in the unincorporated area.

Today Territory "A" is rated a "3" and Territory "B" is rated a "4". This difference may make as much as \$125 per year on homeowner's insurance depending on the insurance company. Some insurance companies do not recognize any difference between these two grades.

The objective of this Position Paper is to provide for the following:

1. Define the problem and ultimate solution
2. Identify the current PIAL measurables (gaps) that separate the two grading areas
3. Identify possible solutions that may ameliorate the need for two grading areas

Problem/Solution Statement:

The problem is that St. Tammany Fire Protection District No. 1 has two PIAL grading areas within its boundaries. While simply having two distinct grading areas may not be a major issue, in and of itself, the situation may give our constituents and the two government bodies we serve, the City of Slidell and the Parish Government of St. Tammany, that those in Territory "B" are being unfairly treated just because of where they live.

The solution is to provide Territory "A" and Territory "B" with equal services required by the PIAL thereby resulting in an equal fire insurance rating.

"Gap" Identification:

The two major gaps that result in a difference between the two territories are:

1. Water Supply
2. Response Time (Location and Number of Fire Stations)

Unfortunately these are the two most cost intensive initiatives in supporting a fire department operation.

- **Water Supply**

Currently there are parish standards requiring water systems for the development of new sub-divisions. What is problematic is the existence of water systems such as in the entire area west of the Bayou Bonfouca Bridge and continuing west past Thompson Road to the fire district's line with St. Tammany Fire Protection District No.3. In some cases hydrants exist in this area; however, they are on two-inch lines offering little if any true fire protection.

Additionally, there are several car dealerships paralleling Interstate 10 that are calculated to require large water flows where, in fact, no hydrants exist

It is due to large portions of the unincorporated area having no hydrants or inadequate hydrants that we have a Territory "B". Over the past four years we have realigned the boundaries of what we would ask the PIAL to consider as Territory "A". Many new subdivisions in Territory "B" are included in that realignment.

All of the new sub-divisions such as Nature's Way on Robert Road Extension are included; we have captured the new construction along Airport Road and the development taking place along Lake Pontchartrain. All of these areas will receive the same consideration as properties graded in Territory "A".

The fire department has also increased our ability to pump water from water supply trucks. This 50% increase of the past three years recognizes our pumping capacity of 1500 gallons per minute in areas where no other water sources are present. We will continue to strive to increase this capability where no hydrants are available in order to provide the best rating for those residents.

- **Station Location and Number of Fire Stations**

The PIAL examines time of response to evaluate if the fire department is arriving on the scene within a measured time of each alarm. Clearly, this metric of performance goes to the issue of the number of fire stations, location of the stations, and the staffing of the fire engines.

Currently four of the seven fire stations are located within the unincorporated area. Our strategic plan is to provide an additional fire station in the unincorporated area during the next seven to ten years. We are considering placing that fire station (Station 18) on Airport Road in the vicinity of the airport.

Solutions:

Regarding the need for additional and upgraded water systems, the fire district is aware (and thankful) that parish government has the foresight to become involved in the public water systems of the unincorporated area.

Perhaps the first issue would be to have a hydraulics analysis completed by an engineering firm. Certainly, the fire department could assist in capturing water flow data and fire flow calculations. This analysis would provide the parish with the information on which to base economic impact.

We ask that the parish government pursue the availability of grants or other funding mechanisms to assist the private operators in replacing their inadequate systems or providing for systems where none exist today. A prime example would be the Northshore Beach area along Carr Drive where no hydrants exist today. To the extent that the fire department can assist with that effort, we certainly will to synergize the results.

We would also ask the parish government to reexamine current ordinances affecting this issue to determine what, if any, strengthening might be considered. Parish government has generously offered to engage parish fire departments in this review for some time now. We believe this effort should be started and given the highest focus until completed. Again, this is an effort to which Fire District No. 1 would commit resources.

With respect to the issue of station location, number of stations, and the required manpower, our strategic plan has identified these as actions that will address balancing the rating of the two territories:

1. Our staffing strategy is to place four members on each rig by 2016
2. Our next fire station is planned for the area of Airport Road. That should cut response time in that area to no more than five minutes.

Closing:

Resolution to this issue while easily stated is anything but easy to complete. There are vagaries in future funding, awarding of grants, and other considerations. However, if we don't begin analyzing and planning how to balance these two territories we will never get it done.

This position paper will provide a framework on which to build a comprehensive plan to address the balancing of the two territories.

End

**EXHIBIT "B"**

October 1, 2007

Legal Description  
of Boundary Line of FD 1 – Sub District A  
St. Tammany Parish, LA

A Certain Piece or Portion of Land situated in and near Slidell, Parish of St. Tammany, State of Louisiana, and more fully described as follows:

Commence at the intersection of Interstate No. 10 and the North Shore of Lake Ponchartrain being the **Point of Beginning**:

From the Point of Beginning, in a Westerly direction follow the shoreline of Lake Pontchartrain, a distance of 1.952 miles to the intersection of the Canadian National Railway a/k/a Norfolk Southern Pacific Railway; thence measure along the centerline of the said railway a distance of 3.011 miles to the intersection of the Slidell Corporate Limits; thence measure West, along the Corp. Limit line a distance of 2,873 feet; thence measure North along the Corp. Limit line a distance of 2,018 feet +/- to the intersection of a drainage channel; thence meander along the center of said drainage channel, also the Corp. Limit line, North Westerly to the intersection of Bayou Bonfouca, a distance of 1,332 feet +/- ; thence measure upstream along the center of Bayou Bonfouca, also being the Corp. Limit Line to the intersection of La. Hwy 433 ( Bayou Liberty Road) a distance of 1.601 miles +/-; thence continue Northeasterly along the centerline of Bayou Bonfouca, a distance of 2,480 feet +/- to a point which intersects the Southeast boundary line of Chamale Cove Subdivision; thence departing the center of said Bayou measure Northwesterly, along the Corporate Limit Line a distance of 1,330 feet +/- to a point located between Chamale Drive and Sullivan Rd; thence measure North 28 degrees East, a distance of 785.71 feet; thence measure South 87 degrees 30 minutes East, a distance of 1,650 feet to point located in the center of Bayou Bonfouca; Thence measure upstream along Bayou Bonfouca to the intersection of the Corp. Limit Line a distance of 3,736 feet +/-; thence measure South 89 degrees 11 minutes West, a distance of 731 feet to a point located at the intersection of Chamale Drive and Weil Wood Drive; thence measure South 85 degrees 34 minutes West, a distance of 1,761 feet to a point located at the intersection of Sullivan Drive and Oceola Road; thence measure South 89 degrees West a distance of 2,500 feet to a point located on the West side of Carroll Road; thence measure North 26 degrees 20 seconds East, a distance of 1588 feet to a point located at Garden Drive at the intersection of Carroll Road; thence measure along Garden Drive North 81 degrees 21 minutes West, a distance of 1,971 feet to the intersection of East Avenue; thence measure along East Avenue North 04 degrees 30 seconds East, a distance of 350 feet to the intersection of Liberty Drive; thence measure along the center of Liberty Drive North 86 degrees 13 minutes West, a distance of 906 feet to its intersection with Dogwood Lane; thence measure along the center of Dogwood Lane North 04 Degrees 30 minutes East, a distance of 437 feet to the intersection of Melody Lane; thence measure along the centerline of Melody Lane North 86 degrees 20 minutes West, a distance of 2,646.17 feet to a point being the Southeast Corner of the Camp Salmen Property; thence measure North 00 degrees 26 minutes 19 seconds West, a distance of 31 feet to a point; thence measure North 76 degrees 15 minutes 13 seconds East, a distance of 116 feet to a point; thence measure North 43 degrees 13 minutes 36 seconds East, a distance of 232 feet to a point; thence measure North 43 degrees 41 minutes 26 seconds East, a distance of 2205.30 feet to a point; thence measure North 43 degrees 30 minutes East, a distance of 234.86 feet to a point which is located 1,100 feet South of U. S. Hwy 190; thence measure parallel to U.S. Hwy 190 in a Westerly Direction, a distance of 6,200 feet to the East Bank of Liberty Bayou; thence meander upstream the East Bank of Liberty Bayou to its intersection of Interstate No. 12; thence continue upstream along the East Bank of Liberty Bayou, a distance of 540 feet +/- near the end of Scenic Drive; thence measure North 88 degrees 18 minutes East, a distance of 2,880 feet to the Western Right of Way line of Airport Road; thence measure North 02 degrees 19 minutes 34 seconds West along said Airport Road Right of Way, a distance of 2,645.69 feet to a point; thence measure South 88 degrees 43 minutes 53 seconds West, a distance of 3,746.10 feet to the East Bank of Liberty Bayou; thence meander upstream along the East Bank of Liberty Bayou, a distance of 8,386.33 feet +/- to a point; thence measure along the projected Northern Boundary of Belair Subdivision, North 88 degrees 10 minutes 48 seconds East, a distance of 5,987.37 feet; thence measure along the Slidell Corporate Limit Line representing the Slidell Airport Property, North 04 degrees 52

minutes 43 seconds West, a distance of 817.88 feet; thence measure South 81 degrees 12 minutes 28 seconds East, a distance of 536.95 feet; thence measure North 02 degrees 12 minutes 16 seconds West, a distance of 1,328.88 feet; thence measure North 73 degrees 04 minutes 57 seconds West, a distance of 101.23 feet; thence measure North 03 degrees 05 minutes 24 seconds West, a distance of 1,745.69 feet; thence measure North 10 degrees 15 minutes 33 seconds West, a distance of 842.27 feet; thence measure North 87 degrees 57 minutes 05 seconds East, a distance of 1,713.01 feet; thence measure South 04 degrees 36 minutes 09 seconds West, a distance of 901.64 feet; thence measure South 02 degrees 26 minutes 07 seconds East, a distance of 6,964.99 feet; thence measure South 02 degrees 03 minutes 51 seconds East, a distance of 1,665.05 feet; thence departing Corporate Limit Line measure South 88 degrees 29 minutes 12 seconds West, a distance of 960.52 feet; thence measure along the West Boundary of Camp Villere Military Reservation South 01 degrees 17 minutes 44 seconds East, a distance of 6,539.37 feet to the Section Line common to Sections 31 and 37, T8S-R14E; thence measure along the Southwestern Boundary of Camp Villere, South 67 degrees 08 minutes 25 seconds East, a distance of 2,467.08 feet to a point located on the North Frontage Road of Interstate 12; thence measure along said Frontage Road in a Westerly direction a distance of 2,179.43 feet; thence crossing Interstate 12 measure South 01 degree 49 minutes 23 seconds East a distance of 310.99 feet to the Northeast corner of Northshore Square Mall; thence measure South 01 degrees 49 minutes 23 seconds East, along the East Boundary of Northshore Square Mall, a distance of 2,961.77 feet to a point located Approx. 220 feet North of U. S. Hwy 190; thence measure in an Easterly direction along U.S. Hwy 190 a distance of 10,860.69 feet; thence measure North 07 degrees 56 minutes 56 seconds East, a distance of 292.15 feet; thence measure South 86 degrees 19 minutes 03 seconds East, a distance of 353.64 feet; thence measure North 09 degrees 10 minutes 17 seconds East, a distance of 863.47 feet; thence measure North 62 degrees 42 minutes 13 seconds West, a distance of 365.41 feet; thence measure North 09 degrees 04 minutes 05 seconds East, a distance of 1,482.05 feet to its intersection with the northern section line of Sections 3, T9S-R14E; thence measure North 88 degrees 11 minutes 50 seconds East, a distance of 1,533.05 feet to the Former Railroad Right of Way; thence measure along the said Railroad Right of Way, North 23 degrees 31 minutes 26 seconds West distance of 1,442.15 feet to a point located on Ben Thomas Road; thence measure along Ben Thomas Road in a Easterly direction, a distance of 1,442.15 feet to the intersection of Stone Road; Thence along the projected centerline of Stone Road measure South 02 degrees 32 minutes 31 seconds East, a distance of 1,475 feet; thence measure North 88 degrees 11 minutes 50 seconds East, a distance of 1,095.81 feet to a Point located approx. 770 feet West of U.S. Hwy 11; thence following U.S. Hwy 11 measure North 15 degrees 31 minutes 01 seconds East to a point located on Johnny F. Smith Blvd; Thence measure West along Johnny F. Smith Blvd., a distance of 503 feet; thence measure South 00 degrees 55 minutes 16 seconds West, a distance of 692.19 feet; thence measure North 89 degrees 15 minutes 35 seconds West, a distance of 2,342 to the center of Bayou Vincent; thence meander upstream along Bayou Vincent, a distance of 3,019 feet; thence measure North 88 degrees 31 minutes 29 seconds East, a distance of 1120 feet; thence measure South 01 degrees 28 minutes 31 seconds East, a distance of 660 feet; thence measure North 88 degrees 31 minutes 29 seconds East, a distance of 396 feet; thence measure South 01 degree 28 minutes 31 seconds East, a distance of 660 feet; thence measure South 00 degrees 55 minutes 16 seconds West, distance of 330 feet; thence measure East, a distance of 1423.15 feet to a point located on the Hwy 11 Right of Way; thence continue East, a distance of 200 feet to the Eastern Right of Way line of the Canadian National Railway; thence measure along said Railroad Right of Way, North 17 degrees 41 minutes 48 seconds East, a distance of 3,246 feet to the intersection of Haas Road; thence proceed along Hass Road North 87 degrees 40 minutes 05 seconds, a distance of 5,603.67 feet to the intersection of Robert Road (La Hwy 1091); thence follow said Robert Road in a Northwesterly direction, a distance of 6,318 feet to the Section Corner common to Sections 13, 14, 23, 24, T8S-R14E; thence measure along the Section line common to Sections 13 & 24, T8S-R14E, North 87 degrees 11 minutes 19 seconds East, a distance of 4,947.99 feet to the Western Right of Way to Interstate 59; thence measure Southerly along the Western Right of Way Line of Interstate 59 a distance of approx. 2.320 miles to the intersection of Brownsitch Road; thence along Brownsitch Road measure South 88 degrees 03 minutes 33 seconds West, a distance of 1,262.81 feet to the East Boundary of Village Square; thence measure South 01 degree 30 minutes 48 seconds East, a distance of 1,354.09 feet to a point located on the East bound exit ramp of Interstate 12 to Interstate 10 (southbound); thence proceed due East along the South Right of Way Line of the Eastbound lane of Interstate 10, to the intersection of North

Military Road (La Hwy No 1090), a distance of approximately 6,736 feet; thence measure North 27 degrees 41 minutes 32 seconds West, a distance of 368.73 feet to the projection of Crawford Landing Road; thence measure along Crawford Road, South 72 degrees 20 minutes 37 seconds East, a distance of 755.50 feet to it's intersection with the Section Line common to Sections 31, 32 and 38, T8S-R15E; thence measure along said Section Line, North 48 degrees 08 minutes 22 seconds East, a distance of 1,249.92 feet; thence measure along the Northerly Boundary of The Landings at Crossgates Subdivision, North 70 degrees 48 minutes 07 seconds East, a distance of 2,759.28 feet; thence measure South 52 degrees 30 minutes 13 seconds East, a distance of 1,369.25 feet; thence measure South 10 degrees 51 minutes 15 seconds West, a distance of 312.51 feet back to Crawford Landing Road; thence follow Crawford Landing Road in a Southwesterly direction, a distance of 2,900 feet to the intersection of the North Right of Way of Interstate 10; thence follow said Right of Way line in an Easterly direction, a distance of 4,376 feet to the West bank of the West Pearl River; thence meander downstream along the said West Bank of the West Pearl River approx. 5,502.97 feet to the Section Line common to Sections 9 and 37, T9S-R15E; thence measure along said Section Line South 48 degrees 40 minutes 51 seconds West, a distance of 431.34 feet to the Northern Boundary Line of Bay Ridge Subdivision; thence follow the Northern Boundary line of Bay Ridge Subdivision in a Westerly direction, a distance of approx. 4,862 feet to the Southern Boundary of La Chenier Subdivision; thence measure South 62 degrees 54 minutes 30 seconds West, a distance of 4,153 feet to a point located on South Military Road (La Hwy 1090); thence proceed Northerly along said Hwy 1090 a distance of 4,013 feet to a point located on the boundary line common to Abney and Franchmen's Estates; thence measure along said boundary South 47 degrees 47 minutes 22 seconds West, a distance of 1055.74 feet; thence measure South 49 degrees 44 minutes 01 seconds West, a distance of 1,560.13 feet; thence measure North 01 degree 30 minutes 48 seconds West, a distance of 208.14 feet; thence measure North 46 degrees 31 minutes 12 seconds West, a distance of 135.83 feet; thence measure North 43 degrees 29 minutes 52 seconds West, a distance of 215.37 feet; thence measure along the Southeast Boundary of Breckenridge Subdivision, South 47 degrees 18 minutes 03 seconds West, a distance of 510.54 feet; thence measure South 48 degrees 07 minutes 17 seconds West, a distance of 1,680.87 feet; thence measure South 27 degrees 32 minutes 17 seconds West, a distance of 494.46 feet; thence measure South 01 degree 30 minutes 48 seconds East, a distance of 432.25 feet; thence measure South 03 degrees 00 minutes 03 seconds East, a distance of 1,233.13 feet to a point located on the Section Line common to Sections 7 and 18, T9S-R15E; thence measure South 88 degrees 29 minutes 12 seconds West, a distance of 400.22 feet; thence measure South 86 degrees 49 minutes 35 seconds West, a distance of 2,210.13 feet to a point located on Northshore Lane; thence measure along Northshore Lane South 03 degrees 13 minutes 21 seconds East, a distance of 1057.11 feet to U.S. Hwy 190; thence measure along U.S. Hwy 190 in a Westerly direction, a distance of 1,128.70 feet to Smith Road; thence measure South 0 degree 30 minutes 48 seconds East, a distance of 4,450 to a point located on the Section Line common to Sections 13 and 24, T9S-R14E also being located on Voters Road; thence proceed along Voters Road, North 87 degrees 35 minutes 26 seconds East, a distance of 2,049.36 feet to the Eastern Boundary of Springhill Subdivision; thence measure South 01 degree 52 minutes 35 seconds East, a distance of 2,575 feet; thence measure S89-30W, a distance of 1,256', thence measure North 03 degrees 03 minutes 40 seconds West, a distance of 592.56 feet; thence measure South 87 degrees 12 minutes 57 seconds West, a distance of 720.59 feet; thence measure South 01 degree 30 minutes 48 seconds East, a distance of 688.40 feet; thence measure South 88 degrees 29 minutes 12 seconds West, a distance of 2,305.26 feet; thence measure South 01 degree 09 minutes 44 seconds East, a distance of 2,609.58 feet; thence measure South 24 degrees 32 minutes 37 seconds East, a distance of 1,761.28 feet; thence measure South 02 degrees 43 minutes 16 seconds West, a distance of 433.45 feet; thence measure South 63 degrees 35 minutes 00 seconds West, a distance of 322.31 feet to the centerline of La Hwy 433; thence follow the centerline of La. Hwy 433 in a Northwesterly direction (towards Interstate No. 10) a distance of 1.02 miles to the intersection of La. Hwy 433 and Caruso Blvd.; thence measure South 66 degrees 31 minutes 33 seconds West, a distance of 1,035 feet to the East Right of way line of Interstate No. 10 near the La. Hwy 433 exit ramp of the Northbound Lane of Interstate 10; Thence follow the East Right of Way Line of Interstate No. 10, in a Southerly direction, a distance of 1.92 miles to the intersection of Lakeshore Blvd East a/k/a Oak Harbor Blvd.; thence measure along said Lakeshore Blvd East, South 48 degrees 11 minutes 27 seconds East, a distance of 3,156.02 feet to the intersection of Lakeshore Blvd North; thence measure North 41 degrees 48 minutes 33 seconds East, along the center of Lakeshore Blvd



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North, a distance of 575.40 feet; thence measure North 15 degrees 23 minutes 28 seconds West, a distance of 1,000 feet to a point located at the base of a levee; thence continue along said levee North 03 degrees 23 minutes 28 seconds East, a distance of 1,636.23 feet; thence measure South 48 degrees 11 minutes 27 seconds East, a distance of 108.79 feet; thence measure along said levee North 40 degrees 49 minutes 28 seconds East, a distance of 3,563.83 feet; thence measure along said levee North 00 degrees 32 minutes East, a distance of 960 feet to the south (right) bank of the North Diversion Canal; thence measure North 70 degrees 55 minutes 06 seconds East, a distance of 4,250 thence continue in a southerly direction along the western bank of the drainage canal to its intersection with Lake Pontchartrain approximately 16,900 feet; thence meander Westerly along the North Shore of Lake Pontchartrain, a distance of 2.294 miles to the intersection of Interstate 12, being the Point of Beginning.