

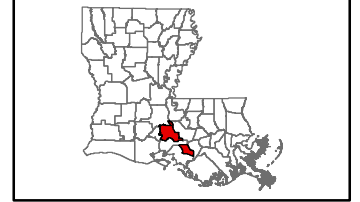
Exhibit H. Breux Bridge I-10 Site Zoning Map & Documents



Breaux Bridge I-10 Site Zoning Map & Documents

Breaux Bridge I-10 Site
St. Martin Parish, LA

One Acadiana



St. Martin Parish

LEGEND

Site Boundary (43± ac.)

Stream

City of Breaux Bridge Zoning

C-5 - I-10 Commercial
Corridor & Gateway District

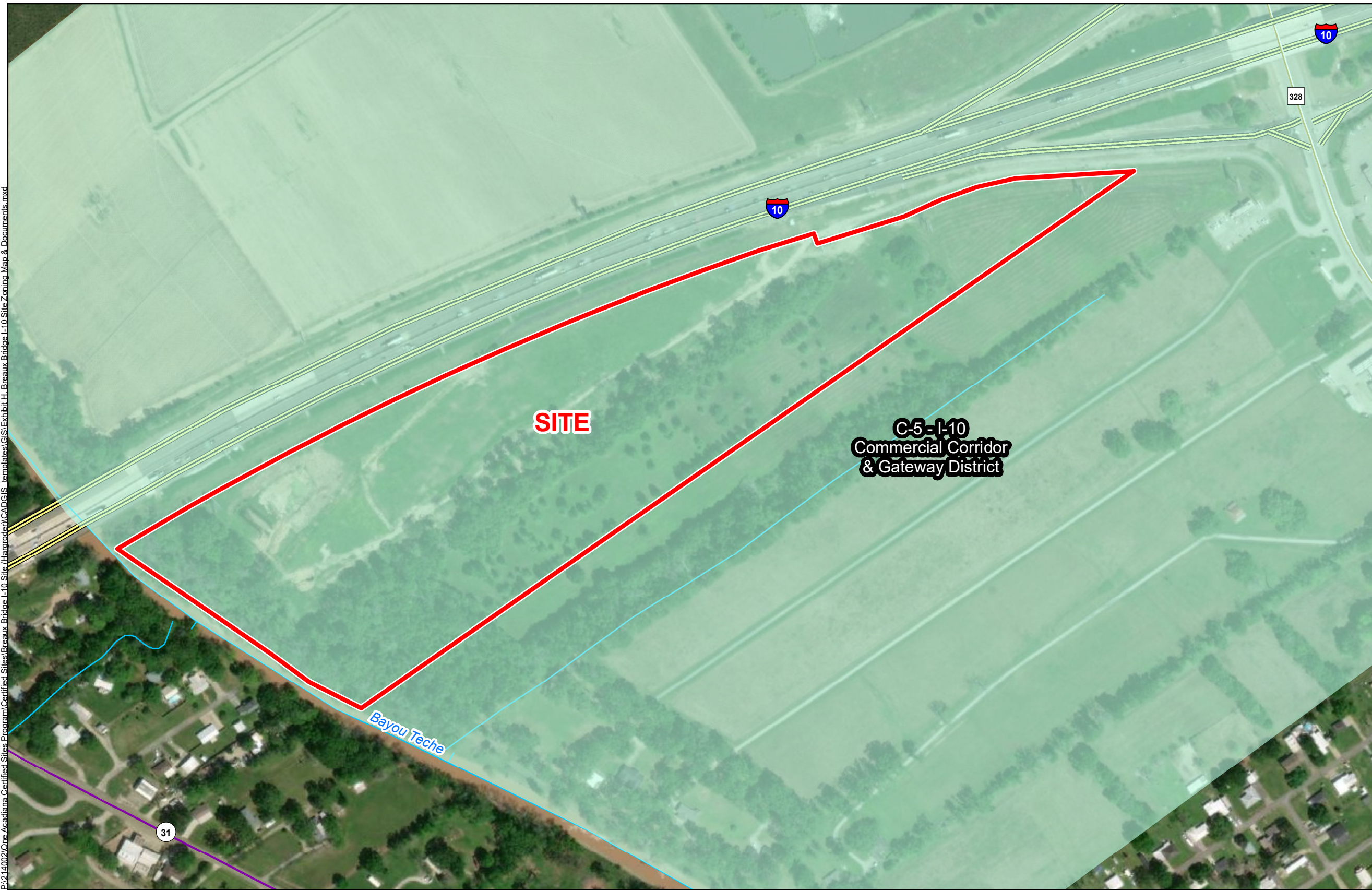
Existing Roadway

Interstate

Urban State

Rural State Highway

P:\214002\One Acadiana Certified Sites Program\Certified Sites\Breaux Bridge LA\10 Site (Harcourt)\CAD\GIS Templates\GIS\Breaux Bridge LA\10 Site Zoning Map & Documents.mxd



Date:	11/16/2022
Project Number:	214002
Drawn By:	BMS
Checked By:	EEB



General Notes:

1. No attempt has been made by CSRS, Inc. to verify site boundary, title, actual legal ownership, deed restrictions, servitudes, easements, or other burdens on the property, other than that furnished by the client or his representative.
2. Transportation data from 2013 TIGER datasets via U.S. Census Bureau at <ftp://ftp2.census.gov/geo/tiger/TIGER2013>.
3. Utility information from visual inspection and/or the individual utility operators. Exact field location has not been determined by survey. The lines shown are an approximate representation only and may have been offset for depiction purposes.
4. 2015 aerial imagery from USDA-APFO National Agricultural Inventory Project (NAIP) and may not reflect current ground conditions.
5. Zoning data derived from Comprehensive Zoning Ordinance of the City of Breaux Bridge, Chapter 23.



Scale 1:4,000
0 210 420 Feet

Breaux Bridge I-10 Site Zoning Map & Documents

Sec. 23-5.16. – C-5, Interstate 10 Commercial Corridor and Gateway District

The Breaux Bridge Comprehensive Plan notes “The Interstate allows resident commuters swift access to both Baton Rouge and Lafayette for work and play. Since completion, the (Interstate) exit has spawned commerce stretching the entire length of Rees Street (La. Hwy. 328). For tourists, it allows ease of access to the numerous festivals and events hosted in Breaux Bridge.” Interstate 10 Exit 109 is the main entryway to the City of Breaux Bridge and all of northern St. Martin Parish including the City of St. Martinville, the Bayou Teche corridor and into Iberia Parish. A major roadway congestion issue states: “Weigh scales located on Interstate 10 cause truckers to by-pass the scales by detouring through Breaux Bridge. The local streets are being damaged by the trucks.

The Comprehensive Plan identifies new service roads along and on both sides of Interstate 10 extending East toward the Town of Henderson and West across the Bayou Teche to a new Interstate Highway Interchange at the St. Martin/Lafayette Parish line (Sawmill Highway) overpass. Land uses in the Interstate corridor are designated primarily for commercial and business park development with some residential, public open space and park locations. A new roundabout, street scape improvements and a new interstate overpass at Doyle Melancon Road are illustrated in the Future Land Use Plan. The Plan lists landscaping, improved lighting, vehicular turning movements, signage, accessibility, maximum floor area and site coverage to implement character to this important “gateway” to the community. Enhancement of the interchange overpass and aesthetics are highly ranked actions in the Comprehensive Plan for this major transportation corridor.

Sec. 23-5.16.1. – Purpose.

The Interstate 10 Commercial Corridor and Gateway District is established to better implement the goals and objectives of the Breaux Bridge Comprehensive Plan by encouraging and regulating land use development for large scale retail and office parks. The district is not intended for small or mid-sized commercial developments found in other commercial districts and neighborhood businesses. Government uses (federal, state or local) such as schools, offices, public works, landfills, storage and staging areas, religious services, institutional, utility (sewer, water, electrical facilities and transfer stations) and storage land uses are prohibited. Eighteen-wheeler truck travel service infrastructure, truck stops, truck washers and truck-stop casinos are prohibited land use improvements.

The Interstate 10 Corridor, and particularly the Exit 109 interchange, required “gateway” aesthetics to attract tourists and new commerce to the community. Service access roads, accessibility, signage, lighting, utility services and large scale development and heavy vehicular traffic with associated noise and air quality issues are endemic to the interstate corridor. Mitigation of negative impacts of heavy traffic, congestion and density land development are priority considerations for this Zoning District. Restrictions are highlighted for public and private

investment, safety and sustainability. However, flexibility is the criteria for long range growth and this zoning district allows private development “Concept Review Plans” to be submitted for review and conformance with the Comprehensive Plan and the purposes of this District.

Sec. 23-5.16.2. – Definitions.

Binding Conditions: Property owners and/or developers submitting “Concept Review Plans” within the Zoning District may be approved subject to specific conditions binding on the property owner and/or developer for final plan approval and the issuance of any permits.

Buffers: Specific visual and sound barriers required to separate conflicting land uses within or adjacent to the Zoning District not including fences.

Concept Review Plans: Land development proposals submitted to the Planning Commission for preliminary review and consideration prior to final review and approval.

Gateway Improvements: Specific requirements established for the Interstate Highway Gateway into the City of Breaux Bridge and St. Martin Parish as defined by the Comprehensive Plan Beautification Element and subsequent amendments by the Planning Commission and City of Breaux Bridge.

Landscaping: For purposes of this district, landscaping means lawn, ornamented shrubs, flowers, art work, vegetative planting screens, and trees.

Lighting: All outdoor lighting fixtures, including without limitation, ground pole, and building mounted fixtures and canopy lighting of a design and type containing shields, reflectors, fracture panels or recessed light such that the cutoff angle is 90 degrees or less. For purposes herein, the cutoff angle is that angle formed by a line drawn from the direction of light rays at the light source and a line perpendicular to the ground from the light source above which no light is permitted.

Regional Retail Services: Identifies commercial retail or services and office parks requiring a minimum lot size of 15,000 sq. ft. with emphasis on hotels, motels, sales of autos, trucks, recreational vehicles, campers, boats, farm equipment, major fueling stations, outlet centers, big box shopping centers, restaurants, business offices and headquarters, sports equipment sales, transportation service facilities, entertainment centers, and distribution or wholesale centers.

Service Access Roads: Public streets and roads providing direct access to properties (parcels, lots and public spaces) within the Interstate 10 Commercial Corridor and Gateway Zoning District.

Signage: A device used to communicate a visual message either fixed or portable.

Sustainability: The organizing guidance of development which includes four interconnected domains of ecology, economics, politics and culture which are capable of being

continued with minimal long-term effect on the environment. For the purposes of this zoning district, all development proposals shall include property owner/developer discretionary mitigation designs to address minimal impacts on the environment through land use, building design and construction, energy use, drainage, air quality, renewable resources, waste disposal, etc.

Community Icon: The City of Breaux Bridge has been designated “The Crawfish Capital of the World” and has adopted the crawfish image in all representations as the icon of the community.

Sec. 23-5.16.3. – Permitted Uses.

For the purposes of this zoning district, permitted uses identified in the definition of Regional Retail Services are permitted (approved by the Zoning Administrator) or those approved through submission and approval of a “Concept Review Plan” by the Planning Commission. The “Concept Review Plan” may include uses not specifically listed as Regional Retail Services, but are a minor use in a larger context development plan. For example, all residential land uses are neither encouraged nor specifically permitted in this zoning district, but may be considered as part of a Concept Review Plan proposal. Similarly, a 7,000 square foot commercial retail land use lot may be considered and approved as part of a Concept Review Plan by the Planning Commission when the minimum desirable and required lot size is 15,000 square feet.

Sec. 23-5.16.4. – Prohibited Uses

For the purposes of this zoning district, prohibited uses include dirt pits (excavation), schools, warehouses, industrial uses, landfills, shipping container storage or sale, religious facilities, government uses (federal, state, and local) public housing, public offices, public works facilities, utilities sewer, water, electrical plants (except service distribution lines and transformer stations), public parks, mobile home sales, agriculture, nursing homes, hospitals, recycling facilities, retail manufacturing, eighteen-wheeler truck travel service infrastructure, truck stops, truck washers and truck-stop casinos.

Sec. 23-5.16.5 – Requirements.

Minimum Lot Area: 15,000 square feet

Maximum Lot Coverage by building and parking: 75%

Minimum Accessibility: Fifty (50) foot width on a public street or road.

Minimum Building Setback from Interstate 10 Right-of-Way: 100 feet

Buffer Requirement: Where a development on an approved buildable lot in the Interstate 10 Commercial Corridor and Gateway Zoning District borders any residential zoning district, the

developer shall provide a twenty (20) foot wide planted vegetative buffer screen the linear length of the conflicting land uses. The vegetative buffer screen shall be one of four options: 1) Hedge Bamboo, *Bambusa Multiplex* (a non-invasive variety with thick foliage), spacing five (5) feet on center, 2) Pineapple Guava, *Feijoa Sellowiana*, pink and crimson flowers in Spring, spacing four (4) feet on center, 3) Nellie Stevens Holly, red berries in Fall and Winter, spacing ten (10) feet on center and 4) Pink Lorepetalum, *Loropetalum chinense*, hot pink fringy flowers in Spring and maroon-purple foliage, spacing seven (7) feet on center.

Maximum Building Height: None

Landscaping: Sustainable native planting material preferred. Buffer planting screen may be included as part of the non-building and non-parking lot coverage. Fifteen (15) % of buildable lot must be landscaped with plant material, art work, or landscape furniture.

Parking Requirements: There are no minimum parking spaces required in the Interstate 10 Commercial Corridor and Gateway District. Service parking spaces planned or proposed for construction shall not be located between the Interstate Highway right-of-way and the principal building(s) placed on a buildable lot. Where an approved buildable lot does not front on Interstate Highway right-of-way, 80% of parking shall be constructed to the side and rear of the principal buildings.

Exterior Lighting: Must avoid distracting glare, up-lighting and follow Lighting definition standards for this District.

Signs: To avoid distracting clutter, all signs proposed, installed, or replaced within the Interstate 10 Commercial Corridor and Gateway Zoning District shall be limited to five hundred square feet in total per buildable lot. Roof signs shall not be permitted. No sign shall exceed fifty (50) feet in height. The main supporting structure of all signs shall be set back a minimum of twenty (20) feet from the designated public access street/road and a minimum of thirty (30) feet from the edge of the Interstate Highway right-of-way.

Gateway Improvements: The Interstate 10 Highway interchange at Exit 109 (La. Hwy. 328/Rees Street) is the primary gateway into the City and Parish and is comprised of public improvements including landscaping, signage, lighting, and the community icon. Private development within the Interstate 10 Commercial Corridor and Gateway Zoning District are recommended to provide a crawfish themed icon display on the exterior of buildings and/or lots to be approved by the Planning Commission to support the city and parish gateway. It is the discretion of the property owner/developer to determine style, design, size, and material of the crawfish icon visual for plan approval and development permitting.

Building Exterior Materials: All exterior building materials visible from Interstate 10 or an access service street/road located within the Interstate 10 Commercial Corridor and Gateway Zoning District shall be made of wood, brick, stone, glass, stucco or very close replications of

same (i.e. hardy plank). Other exterior building materials may be considered and approved only through the Concept Review Plan submittal process.

Minimum Side Yards: Ten (10) feet.

Minimum Rear Yards: Ten (10) feet.

Minimum Front Yards: Twenty (20) feet.

Refuse Collection and Mechanical Equipment Screening: Refuse collection, mechanical equipment, trash bins, loading areas, roof top equipment and other service function areas shall be screened and out of view from adjacent properties and public rights-of-way. The screening shall exceed one foot above the height of the object to be screened. Screening material and design shall be consistent with design treatments of the primary façade of the building.

Utilities: Public utilities owned and operated by the City of Breaux Bridge, St. Martin Parish or a designated utility service district must be utilized for development of all commercial and office lot developments within this Zoning District. Utility distribution lines shall be underground to service approved buildable lots and developments. Utility transmission lines are the purview and responsibility of the City and utility provider.

Community Icon: For new development approvals and permit, it is recommended that the property owner, business owner or developer to display the community icon visibly from the nearest public street right-of-way. There are no size requirements, material requirements or design standards for the display of the community icon other than it must be recognizable as a crawfish.

Sec. 23-5.16.6. – Streets and Roadways/Major Roadway Network (MRN).

The Interstate 10 Commercial Corridor and Gateway Zoning District (I-10 CCG) is divided primarily by two major roadways: Interstate Highway 10 running East and West and La. Hwy. 328/Rees Street running North and South which intersect at Interstate Highway 10 Exit 109. There are numerous local public access streets/roads, both existing and planned, which do not comprise the Major Roadway Network in the Zoning District. Those streets/roads that are identified on the Comprehensive Plan Transportation Element – Streets and Roadways, frame both short and long-range development requirements including, but not limited to accessibility to the Interstate Highway and La. Hwy. 328. Development fronting a designated major street or roadway within the zoning district shall conform to the adopted cross section design by an “Enhanced Setback” which divides difference between existing right-of-way and planned right-of-way in half and applied to the standard district front yard setback (total equals Enhanced Setback) unless an Advanced Arterial Design has been formally adopted.

Where the adopted Streets and Roadways Element of the Comprehensive Plan identifies an alignment for a public street/road not currently built the property owner/developer shall provide an Enhanced Setback. The Enhanced Setback shall include half the roadway cross section design

right-of-way when requesting zoning permit approval without conditions or submitting a specific Concept Plan proposal within the District.

Rees Street Enhanced Street Front Public Servitude: Established beyond the La. Hwy. 328/Rees Street Roadway Right-of-Way, the Rees Street Enhanced Street Front Public Servitude is required to provide ten (10) feet for underground utilities and street trees, nine (9) feet for banquette, and one (1) foot for maintenance as designed and approved by the Breaux Bridge Planning Commission.

Sec. 23-5.16.7. – Concept Plan Submittal Process.

Land use development within this District in conformity with the specific regulations identified shall follow normal review and permitting procedures established in the Comprehensive Zoning Ordinance. However, there may be circumstances and proposals which desirably deviate stated land use purposes of the district and which property owner/developer seek flexibility in land use zoning requirements for practical reason. The land owner/developer may submit to the Planning and Zoning Commission a Concept Plan for the proposed property development with detailed explanation on the justification for the modification, adjustment or changes to the specific requirements of the Zoning District. With proper notification to adjacent land owners, the Planning and Zoning Commission may consider and approve the Concept Plan with stated specific conditions applicable to the submitted Concept Plan only. Changes or modifications to any current Interstate 10 Commercial Corridor and Gateway Zoning District requirements are not affected by approval of a Concept Plan.

A Concept Plan proposal shall follow requirements normally applied for Board of Zoning Adjustment review.

Sec. 23-5.16.8. – Applied General Zoning Regulations.

Zoning regulations specified in this Section for the Interstate 10 Commercial Corridor and Gateway District shall supersede applied general zoning regulations in the Comprehensive Zoning Ordinance. All general zoning regulations and procedures not in conflict with the Interstate 10 Commercial Corridor and Gateway Zoning District remain applicable.