

LAFAYETTE IN A CENTURY  
**LAFAYETTE PARISH LAND USE PLAN  
IMPLEMENTATION STRATEGY**

**1.0 INTRODUCTION**

The foundation of this document is based on the LINC Steering Committee recommendations. The purpose of this implementation strategy is to both to lay the foundation for a future land use plan and to suggest a road map that implements the plan. The underlying basis for this strategy is to target areas for specific actions based on planning principles. By prioritizing areas of the parish, good decisions regarding future development can be made.

**2.0 PURPOSE**

The purpose of the Land Use Element in the comprehensive master plan is to ensure growth in the parish is affordable to Lafayette Consolidated Government by preparing for and investing wisely in infrastructure. By implementing a land use plan conflicting uses can be mitigated and property values protected. In addition, a land use plan directs and guides the City-Parish Planning Commission decision making regarding development and zoning applications.

**2.1 Issues Facing the Community**

To understand the barriers to parish goals and objectives identified in the Land Use Element the following issues have been identified:

- Issue 1:** There is a lack of congruency between municipalities concerning development.  
*Currently development regulations between the City of Lafayette, Lafayette Parish, and the other municipalities vary.*
- Issue 2:** There is uncertainty for parish residents concerning future development.  
*The lack of development requirements results in uncertainty for adjacent neighbors and puts their property in jeopardy of conflicting uses and a possible reduction in property value.*
- Issue 3:** There is uncertainty for developers concerning the approval of their development in the parish.  
*Lack of consistent development requirements in the Parish causes confusion to developers and thus causes uncertainty during the approval process.*

- Issue 4:** Not unlike other cities, there has been little reinvestment in the older parts of the City of Lafayette.  
*As more stress is put on municipal finances, by providing public infrastructure on the edges and outside municipal area, less investment is made in the aging infrastructure in the older parts of the city. This disinvestment has contributed to many of the often cited social ills that are the result and not the cause of this disinvestment.*
- Issue 5:** Commercial development in the parish has been historically linear along arterial roads.  
*Linear commercial development focuses commercial development that is only accessible by the car. By not concentrating density and mixed uses at nodal areas or “town centers” the potential for incompatible land use is increased.*
- Issue 6:** Growth in Lafayette Parish puts stress on hard infrastructure.  
*Growth in the parish is occurring in places that do not have adequate water, sewer, or transportation networks or capacity. This causes stress, both financial and operational, on these current infrastructure systems creating problems for current and future residents.*
- Issue 7:** Growth in Lafayette Parish puts stress on soft infrastructure.  
*Growth in the Parish is occurring in places that do not have adequate school, fire protection, police protection, park systems, or other public services. This causes stress, both financial and operational, on the local governments and creates problems for current and future residents.*

### **3.0 TARGETED AREAS**

Four target areas have been identified in the parish. This implementation plan directs priority public infrastructure investment to the urban core and arterial corridors and nodes.

#### **3.1 Targeted Area 1: Urban Core**

The boundary of the urban core area is defined in this implementation plan. The focus on the urban core is to encourage redevelopment utilizing existing infrastructure more fully while strengthening neighborhoods and special areas.

#### **3.2 Targeted Area 2: Corridors and Nodes**

Nodal Development Areas are compact, mixed-use centers at the intersections of major arterials. Nodes provide goods and services primarily within these high density centers and to the surrounding neighborhoods.

Major corridors are identified and specified on the Lafayette Consolidated Government’s Consolidated Thoroughfare Plan and form the structure of our transportation network. Outside of the nodes, development should be directed to areas where the transportation infrastructure is adequate. Arterials should be accessible to all modes of transportation thereby adequately connecting nodes, special areas, and neighborhoods with commercial opportunities.

**3.3 Targeted Area 3: Mid City**

Mid City is defined as the remaining areas of the corporate limits of the City of Lafayette that are not in the urban core, identified corridors, and nodes. The implementation plan does not make recommendation for this area at this time.

**3.4 Targeted Area 4: Unincorporated Parish**

The unincorporated area of Lafayette Parish does not have zoning land use controls. Development at high intensities is discouraged until adequate infrastructure is provided (including, but not limited to, roads, water, sewer, electricity, drainage, and public facilities). Buffer requirements, varied by “Districts of transition,” and arterial, collector, and interstate roadways are recommended to address conflicts in land use and development.

<b>Overall Land Use Recommendation No. 1</b>	<b>Targeted Areas are the Basis for the Future Land Use Plan</b>
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**4.0 LAND USE MAP**

**4.1 Current Regulatory Tools**

Currently, Lafayette Consolidated Government uses two forms of land use controls along with a series of additional development standards. First is the Zoning Code, these regulations relate land uses with site design describing setbacks, parking, and sign requirements. Secondly, there are Subdivision Regulations for the city and the parish that guide land division. Other development regulations include the Louisiana Avenue Interstate 10 Zoning and Development Overlay District, and the Lafayette Traditional Neighborhood/New Urbanism District.

**Overall Land Use  
Recommendation  
No. 2**

**Combine City and Parish Subdivision Regulations**

**4.2 Land Use Analysis**

An analysis of current land use trends needs to be completed. This includes the current conditions of land uses throughout the parish (regardless of whether zoning is present). This analysis should also include the current location of all utility lines, public right-of-ways and easements. These current conditions are vital in knowing what development trends are taking place. These trends will allow for the preparation for future growth.

**4.3 Current Land Use Map**

The land use analysis conducted by consultants HNTB in 2003 was conceptual and not readily usable for current needs. One complication to the completion of a current land use map is the lack of a parish parcel base map. Finalizing a parcel base map for the parish should be a top priority to complete this land use analysis.

It is suggested that the land use map be based on the Land Based Classification System (LBCS) used by the American Planning Association (APA). This system not only identifies the specific use of the parcel, but also the activities that take place on the site. This will allow for a complete analysis of the land use conditions that can translate to a better future land use map. In addition, the inventory of current parish land use (as opposed to current zoning districts) would better identify the location of the proposed new Urban Core zoning districts.

**4.4 Future Land Use Map**

A future land use map illustrates the projected growth of the parish and expected distribution in the next five, ten, and twenty years. This will include all the projected expansion for each use category.

**Overall Land Use  
Recommendation  
No. 3**

**Conduct a Land Use Analysis  
including the Development of a  
Current Land Use Map and a  
Future Land Use Map**

## **5.0 COLLABORATION ORDINANCE**

This committee was created out of the Planning Collaboration Ordinance that sets out a process for advancing implementation strategies for the Lafayette Parish Comprehensive Master Plan from the Citizens Committee to the Planning Commission to the City-Parish President/Council to the Implementation Committee.

However, it did not set any timelines for the process. This committee suggests the following timeline:

- After final adoption by the Planning Commission and recordation with the Clerk of Court, any LINC item is transmitted to the City-Parish President and Council within five working days
- The City-Parish President and Council will have 90 days from receipt of LINC items to decide upon a LINC Directive (by ordinance) to be forwarded to the Implementation Committee for their action.
- The Implementation Committee will have 120 days from receipt of their Directive to report on the Implementation Schedule/Actions actions that need to be defined.

**Overall Land Use  
Recommendation  
No. 4**

**The Establishment of a Timeline for the LINC  
Collaboration Process**



# Urban Core Area

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## 1. **GOALS**

- Focus infrastructure investment in the urban core area
- Encourage densities and mixed use with neighborhood participation

## 2. **GEOGRAPHY** (*see attached map*)

The following maps were considered in determining the boundary of the urban core:

- a. Date of subdivision plats (note: gaps are present in the early data).
- b. Density as calculated by the number of people per acre from census blocks data from the year 2000 (note: blocks are the smallest unit of census geography).
- c. Density as calculated by the number of people per acre in Traffic Analysis Zones (TAZ). TAZs are transportation study areas using data from the 2000 census (note: TAZ areas are geographically larger than blocks).
- d. Aerial mapping to determine the urban development patterns for 1940 and 1958.

Using the preceding data, the Urban Core is proposed to be the area bounded by the following: Willow Street to the north, Bertrand/College Drive to the west, Vermilion River to the south and Pinhook/Teurlings to the east.

In this area, we see many signs of urban disinvestment and areas that require revitalization. In addition, the urban core area includes what may be considered the “close-in” suburbs to the original core but lack connectivity with that core. Most importantly, this area possesses most of the ingredients— infrastructure, proximity to downtown, a mix of residential/retail, sidewalks, transit, etc.—that are the basis for smart growth.

Facilitating the reinvestment, revitalization, and connectivity, requires a considerable amount of public involvement. The Planning Division has initiated Neighborhood Planning in three of the areas of the Urban Core where neighborhood advisory groups – neighborhood coterie – create Neighborhood Plans that describe the neighborhood they want in the future and the goals, objectives and specific strategies that will help accomplish their vision.

Proposed Urban Core Areas	Advisory Group
1. Central Business District	1. Downtown Development Authority (DDA)
2. University District	2. University Administration
3. Oil Center	3. Oil Center Redevelopment Agency (OCRA)
4. Freetown – Port Rico Neighborhood	4. Freetown – Port Rico Neighborhood Coterie
5. McComb/Veazey Neighborhood	5. McComb/Veazey Neighborhood Coterie
6. Le Centre Neighborhood	6. Le Centre Neighborhood Coterie
7. Sterling Grove	7. TBD
8. Saint Streets	8. TBD
9. The Zip	9. TBD
10. Golf Course Addition	10. TBD
11. Pinhook	11. TBD
12. Live Oak	12. TBD

Note: TBD – To be determined. Participation from the community through the neighborhood planning process is desirable to address the interface between uses and density based on an overall land use plan.

# Urban Core Area Map



<b>Urban Core Recommendation No. 1</b>	<b>Geography of Urban Core</b>
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<b>Urban Core Recommendation No. 2</b>	<b>Urban Core Neighborhood Areas and the Establishment of Neighborhood Coteries for these Areas</b>
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**3. STAGES**



**3.1. Stage 0 – Infrastructure Investment**

Stage 0 indicates that the primary option to encourage denser developments in the urban core areas requires public and private investment in increasing the attractiveness of these areas for development and investment. Currently, infrastructure project activity is conducted

piecemeal by individual actors with little coordination. The development of policies and plans, as suggested, would help better coordinate this disparate activity in improving the infrastructure of the urban core and provide amenities to residents to encourage smart growth:

- A) A **Complete Streets Policy** accommodates all forms of transportation, on-street parking, intersection improvements, appropriate speed limits, street tree and buffered sidewalks, etc.
- B) Increasing **Interconnectivity** through the use of secondary roads, shared driveways, and pedestrian connections.
- C) **Parking Options** that include shared parking options and model agreements, public parking decks, consideration of on-street parking in parking calculations, compact parking spaces, etc.
- D) Focus **Transit Planning** on the urban core to create a viable alternative to the car.
- E) Include **Open Space and Park Improvements** prioritized for the urban core. This includes the construction of pocket parks, linear parks, community gardens, passive and active parks, public art, and plazas.
- F) **Centrally Locate Public Buildings**, like libraries, city administration, police administration, in urban core areas. The investment of public buildings demonstrates the commitment to the urban core and increases activity and economic support for urban core stores and restaurants.
- G) **Alternative Forms of Transportation** are supporting by other infrastructure improvements including covered transit shelters, tree shaded sidewalks and paths, interlocking sidewalks in targeted areas, connections with recreational activities on the river, etc.
- H) Utilization of **UL's School of Architecture** expertise in engaging neighborhoods in envisioning the future development.
- I) **Financial Incentives** will be targeted for infill development in the urban core area. If a developer maximizes the density in the land use category he/she is eligible for an incentive package.
- J) Living in the urban core increases the **Quality of Life** for its residents by creating amenities that compliment their residential choices.

**Urban Core  
Recommendation  
No. 3**

**Develop Infrastructure Investment Plans  
& Policies for the Urban Core**

### **3.1.1. Catalyst Projects**

Neighborhood-based priority setting, planning, and implementation are the core of the LINC Neighborhood Planning process. Residents and other neighborhood stakeholders create LINC Designated Neighborhood Plans that describe the neighborhood they want in the future and the goals, objectives and specific strategies that will help accomplish their vision.

In addition to the Neighborhood Land Use Plan, neighborhood catalyst projects complete the empowerment process by providing collaborative initiatives (bringing together various LCG Departments, non-profit agencies, and others) to each neighborhood to help them implement their approved Neighborhood Plan.

Neighborhood Catalyst Projects build a foundation for the future by organizing residents, gathering information, prioritizing needs, brainstorming solutions and implementation.

Neighborhood Catalyst Projects are divided into the following categories:

**A) Community Parks** – The goal is to help active neighborhood groups transform underused spaces into high quality community amenities. These public places include pocket parks, community greenspaces, community plazas, and community gardens.

Partners – Planning, Environmental Quality, Community Development, Sherriff, churches, schools, UL, scouts

**B) Housing Stock**

- White Picket Fence Program
- Energy-Efficiency Improvement Projects
- Façade Rehabilitation Grants and Loans – Residential and Commercial
- Tool Library
- Senior Citizen Paint Program
- Training Programs

Partners – Planning, Community Development, churches, schools, UL, scouts

**C) Landscaping**

- Neighborhood Trees
- Tree Trimming
- Community Arborist

Partners – Planning, Environmental Quality, Community Development, churches, schools, UL, Master Gardeners, Trees Acadiana

**D) Security**

- Neighborhood Watch
- Community Policing

Partners – Planning, Community Development, Police, Sheriff

**E) Transportation**

- Traffic Calming
- Streetscape improvements

Partners – Planning, Traffic & Transportation, Public Works

**F) Other**

- Neighborhood Match – Grants program that support community-driven projects to enhance and strengthen neighborhoods. All projects would be initiated, planned and implemented by community members in partnership with the City. Core to this program is the contribution of community match – volunteer labor, donated materials, professional services and/or cash from community members – awardees must raise to match the City's award. The amount and type of match must fit the needs of the project. Because these contributions show the level of community commitment to and investment in a project, a significant portion should come from the neighborhood or community itself.
- Community Training – Provide small business training and technical assistance in planning, marketing, and financial management for residents in the target area. Provide leadership training for residents (linked to Housing Revitalization Program). Initiate an 'Adopt a Block' project to clean up and maintain neighborhoods. The Neighborhood Leadership Program has been developed to ensure that Longmont has a continuing base of knowledgeable and talented people ready to step into leadership positions.

<b>Urban Core Recommendation No. 4</b>	<b>Establish Catalyst Projects to Channel Public &amp; Private Investment in the Urban Core</b>
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**3.2. Stage 1 – Create Seven (7) Urban Zoning Districts**

Louisiana Land Use Toolkit offers tools that serve as a bridge between traditional zoning and smart code. Several of the districts in the toolkit could be easily adapted for use in the Urban Core replacing existing zoning with a land use regulation that removes many of the obstacles presented by a suburban-based code.

The following Louisiana Land Use Toolkit Districts are proposed for the Urban Core:

**Residential Single-Family (RS-6) – RS1**

The Residential Single-Family Districts are intended to accommodate existing or proposed development where the land-use pattern is predominately single-family, which is basis on the minimum lot area allowed. RS-6 has a minimum lot area of 6,000 square feet. R-6 promotes different “building type” opportunities that include side yard houses and two-family attached housing.

**Residential Single and Two-Family (RS-3, RT-2) – RS2**

The Residential Single and Two-Family District is intended to accommodate existing or proposed development where the land-use pattern is a mix of predominantly single-family and two-family housing. The Residential single and Two-Family District is not intended to

provide for large areas exclusively dominated by two-family attached housing but provide for neighborhoods that successfully integrate single-family and two-family housing together.

**Mixed Use (MX-3, -4, -8)**

The Mixed Use Districts are intended to promote safe, active, and pedestrian-scaled, diverse, mixed use, diverse neighborhoods. The Mixed Use Districts are intended to enhance the convenience, ease and enjoyment of transit, walking, shopping and public gathering space. Mixed Use Districts are intended for broader application at the neighborhood scale. Although buildings can be used exclusively for residential or non-residential uses, the vertical mixing of uses (floor-to-floor) is strongly encouraged. Three Mixed Use Districts are suggested established — MX-3, MX-4 and MX-8 — that vary primarily on the maximum number of stories allowed. MX-3 allows buildings up to 3 stories in height. MX-4 allows buildings up to 4 stories in height. MX-8 allows buildings up to 8 stories in height.

**Commercial Corridor (CC-3)**

The Commercial Corridor Districts are intended to balance the need for safe, active, and pedestrian-scaled, diverse areas with the need for convenient automobile access to commercial goods and services. Compared to the Main Street Districts, the Commercial Corridor District address development opportunities adjacent to auto-dominated corridors where it is infeasible or impractical to pull all buildings right up to the street edge.

**Industrial Light (IL)**

The Industrial Light District is intended to accommodate light manufacturing, research and development, warehousing, wholesale and processing uses. The Light Industrial District is intended to encourage originality and flexibility in design to ensure that the development is properly related to its site and to surrounding land uses. Development should be operated in a relatively clean and quiet manner, and should not be obnoxious to nearby residential or commercial uses.

*(See Appendix for full listing of uses, building types, and proposed spacing requirements for building types in each district.)*

<p><b>Urban Core Recommendation No. 5</b></p>	<p><b>Create Seven (7) Urban Zoning Districts</b></p>
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**3.3. Stage 2 – Neighborhood Coterie Determine Location of Urban Zoning Districts**

As stated previously, Neighborhood Coterie will create Neighborhood Plans that will include a Land Use section. It is proposed that the Neighborhood Coterie (or advisory Groups) for each Urban Core area will identify the location of proposed Urban Core Zoning Districts. These locations will also take into account targeted corridors and nodes and Special Areas within the Urban Core and the overall policies of the LINC Comprehensive Master Plan.

The Louisiana Toolkit includes by-right use approval with buy-in from the neighborhood for a designated land use. The seven zoning districts are an option to landowners with an education component stressing the flexibility of these new zoning categories.

<b>Urban Core Recommendation No. 6</b>	<b>Neighborhood Coterie Determine Location of Urban Zoning Districts</b>
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<b>Urban Core Recommendation No. 7</b>	<b>Prioritization of Capital Improvement Program Projects Considering Adopted Neighborhood Plans</b>
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<b>Urban Core Recommendation No. 8</b>	<b>The By-Right Use Approval is Recommended with Conformity to the Neighborhood Plan Districts</b>
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# Nodes & Corridors

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**1. GOALS**

- Focus infrastructure investment in targeted areas.
- Encourage densities and mixed use in targeted nodes.
- Develop Corridor Plans for target corridors (access management, street and pedestrian connectivity to surrounding areas).

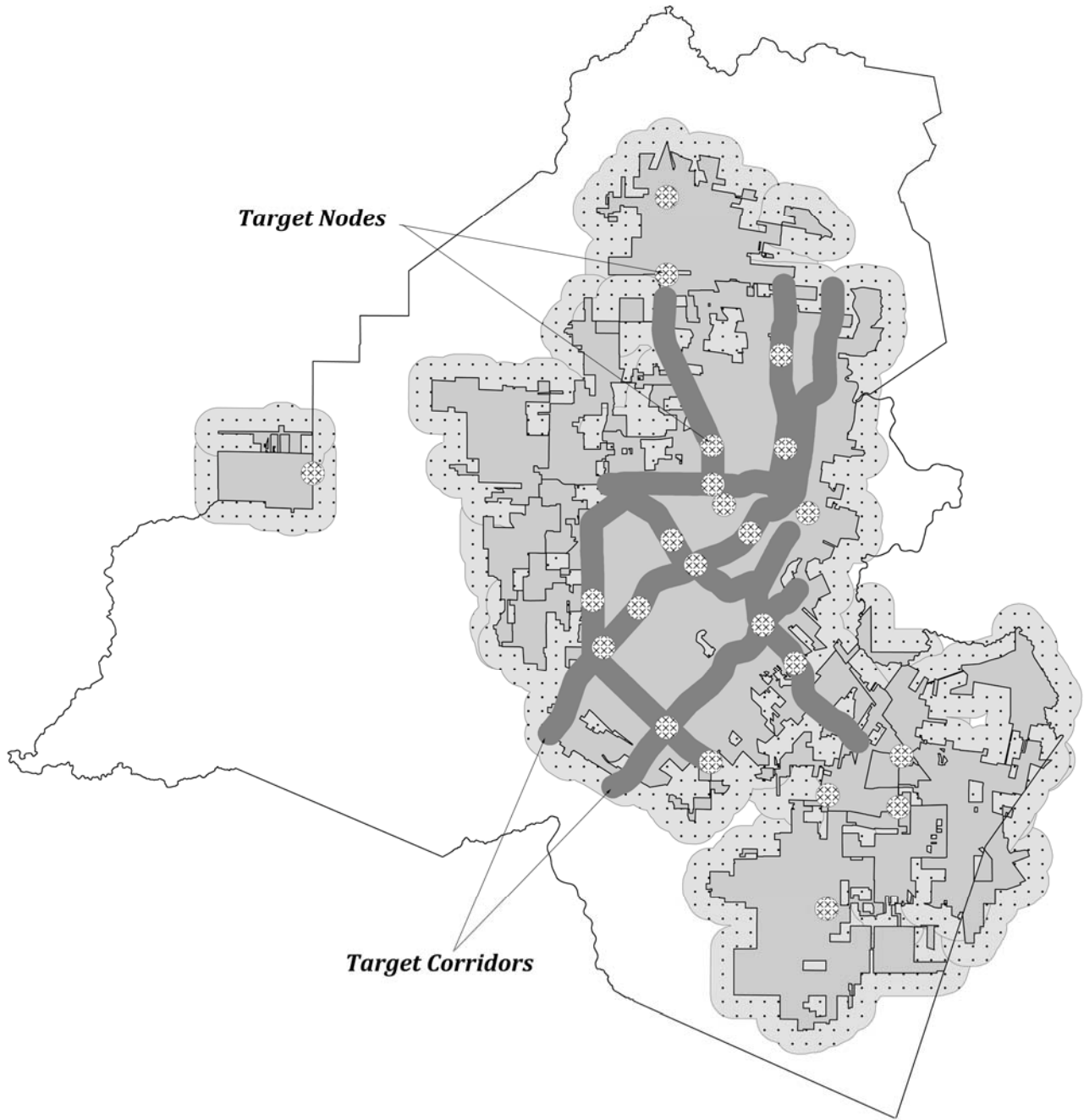
**2. GEOGRAPHY** *(see attached map)*

Target Corridors	Future Corridors
1. <b>Johnston Street</b> <i>(Urban Core to City of Lafayette Boundary)</i>	1. <b>Johnston Street</b> <i>(City of Lafayette Boundary to Parish Boundary)</i>
2. <b>Cameron Street</b> <i>(Urban Core to City of Lafayette Boundary)</i>	2. <b>Cameron Street</b> <i>(City of Lafayette Boundary to Parish Boundary)</i>
3. <b>University Avenue</b> <i>(Willow Street to City of Lafayette Boundary)</i>	3. <b>University Avenue</b> <i>(City of Lafayette Boundary to I-49)</i>
4. <b>Moss Street</b> <i>(Urban Core to Gloria Switch Road)</i>	4. <b>Pinhook Road</b> <i>(City of Lafayette Boundary to US 90)</i>
5. <b>Louisiana Avenue</b> <i>(Urban Core to Gloria Switch Road)</i>	5. <b>Ambassador Caffery Parkway North</b> <i>(Cameron Street to I-49)</i>
6. <b>Bertrand Road/South College Road</b> <i>(Cameron Street to Pinhook)</i>	6. <b>Ambassador Caffery Parkway South</b> <i>(Verot School Road US 90)</i>
7. <b>Pinhook Road</b> <i>(Urban Core to City of Lafayette Boundary)</i>	7. <b>Carmel Drive</b> <i>(Urban Core to Parish Boundary)</i>
8. <b>Ambassador Caffery Parkway</b> <i>(Cameron Street to Verot School Road)</i>	
9. <b>Kaliste Saloom Road</b> <i>(US 90 to E Broussard Road)</i>	

*Notes:*

- a. Target Corridors exist only in City of Lafayette.
- b. Future Corridors exist only in Unincorporated Lafayette Parish and surrounding municipalities.
- c. Where Target Corridor overlaps with the Urban Core, the land would be governed by Urban Core standards.
- d. Since Future Corridors pass through Unincorporated Parish land, land would be governed by Unincorporated Parish standards (Buffers in the following Buffer Districts – Transition Buffer District, Arterial Buffer District, Collector Buffer District).
- e. Where the Future Corridor passes through municipalities (Broussard, Carencro, Duson, Scott, Youngsville), Corridor standards are recommendations only.

# Target Nodes and Corridor Map



<b>Target Nodes</b> ( <i>approx. 1/4-mile from intersection</i> )	<b>Jurisdiction</b>	<b>Council District(s)</b>
1. Surrey & Pinhook	<i>Urban Core</i>	4
2. Congress & University	<i>Urban Core</i>	3, 6
3. University & Johnston	<i>Urban Core</i>	3
4. Willow & Moss	<i>partial Urban Core/City of Lafayette</i>	4
5. University & Cameron	<i>partial Urban Core/City of Lafayette</i>	3, 6
6. University & Willow	<i>partial Urban Core/City of Lafayette</i>	3
7. S. College & Johnston	<i>partial Urban Core/City of Lafayette</i>	6
8. W. Congress & N. College	<i>partial Urban Core/City of Lafayette</i>	1, 6
9. Johnston & Ridge Rd	<i>City of Lafayette</i>	6, 8
10. Camellia & Johnston Street	<i>City of Lafayette</i>	6, 8
11. Kaliste Saloom & Ambassador Caffery	<i>City of Lafayette</i>	7, 8
12. W. Pinhook & E. Kaliste Saloom	<i>City of Lafayette</i>	7
13. W. Congress & Ambassador Caffery	<i>City of Lafayette/Unincorporated Parish</i>	5, 6
14. Ambassador Caffery & Verot School Rd	<i>City of Lafayette/Unincorporated Parish</i>	7, 9
15. W. Pinhook & Verot School Rd	<i>City of Lafayette/Unincorporated Parish</i>	7
16. Gloria Switch & University	<i>City of Lafayette/Carencro</i>	1, 2
17. LA 726 & University	<i>Carencro</i>	1, 2
18. Cameron & Richfield	<i>Unincorporated Parish/Duson</i>	1
19. Morgan & Main	<i>Broussard</i>	7
20. Ambassador Caffery S & Morgan	<i>Broussard</i>	9
21. Lafayette & Young	<i>Youngsville</i>	9
22. Ambassador Caffery S. & Youngsville Hwy	<i>Broussard/Youngsville/Unincorporated Parish</i>	9

*Notes:*

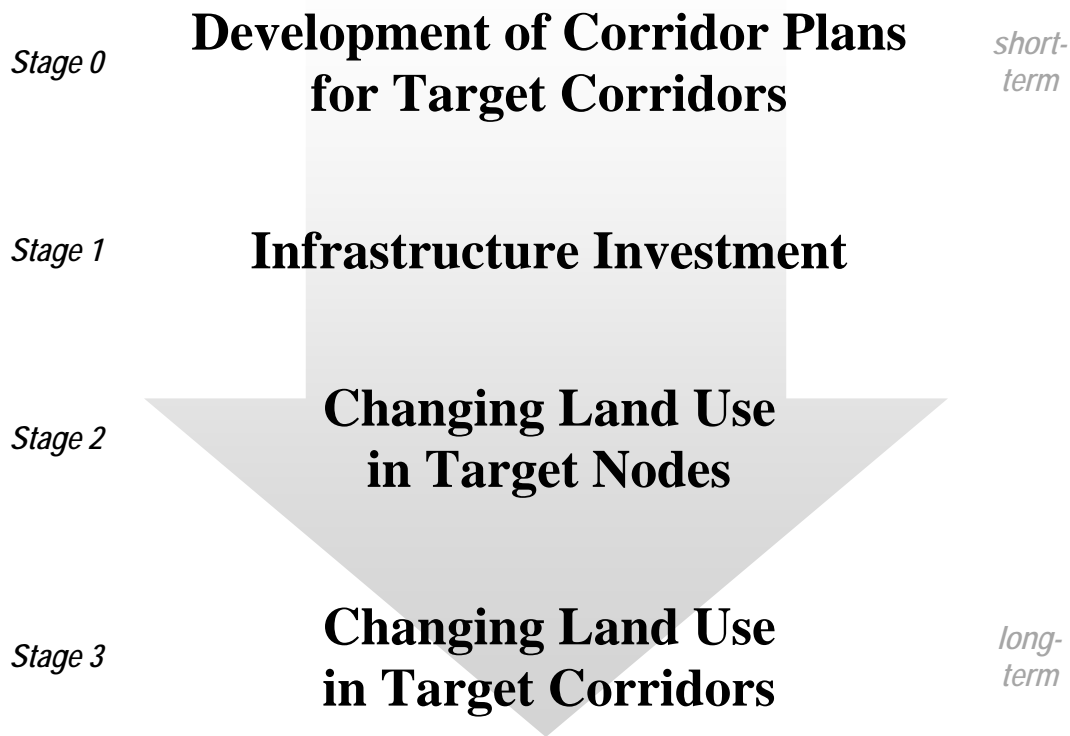
1. Urban Core is in City of Lafayette
2. Where Target Node overlaps Urban Core, the land could be governed by Target Core standards in conjunction with a Neighborhood Plan

Where Target Nodes overlap Municipal Boundaries (Broussard, Carencro, Duson, Scott, Youngsville), Node standards are recommendations only

**Node/Corridor  
Recommendation  
No. 1**

**Geography of Target Corridors,  
Future Corridors,  
Target Nodes**

**3. STAGES**



**3.1. Stage 0 – Development of Corridor Plans for Target Corridors**

Stage 0 intends to focus on the balance and integration required between land use and transportation. The preparation of a Corridor Plan (i.e., for the road, for the businesses and residences along the road, and for the area where these interface with the road, which is the area most visible from the road or sidewalk) corrects past practices that typically plan a road separately from surrounding neighborhoods in which the road will be located and focus on vehicular mobility rather than community livability.

Target Corridor Plans will include the following:

- a) **Defining Driveways** – Identification of specific openings along roadways instead of continuous curb cuts.
- b) **Shared Access** – Identification of areas of possible shared access.

- c) **Driveways Near Road Intersections** – Identification of driveways near major road intersections for possible relocation/removal.
- d) **Retrofit Cross-Section Alternative** – The adopted Lafayette MPO Functional Classification Plan (FCP) designates cross-sections for new roadway construction. Target Corridors already exist and right of way (ROW) acquisition often makes the cost of retrofitting too costly for any access management changes to be made. The development of a narrow version of the MPO FCP with minimal ROW acquisition would facilitate the implementation of Corridor Plans.
- e) **Connectivity** – Identification of secondary streets and pedestrian connections to surrounding neighborhoods to relieve pressure from the corridor’s primary roadway.
- f) **Sidewalks/Bikeways** – Sidewalk construction targeted on completing the network of sidewalks on both sides of the target corridor’s roadway arterial and the road network feeding the corridor is prioritized. Identification of connections to area bikeway network will be considered.
- g) **Street Trees**
- h) **Pedestrian Crosswalks** – Identification of every lighted intersection for placement of pedestrian crosswalks.
- i) **Parking** – Identification of possible shared parking areas, possible public parking garages, and possible areas of on-street parking on side streets.
- j) **Roundabouts** – Identification of possible roundabout locations.

<b>Node/Corridor Recommendation No. 2</b>	<b>Development of Corridor Plans for Target Corridors</b>
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<b>Node/Corridor Recommendation No. 3</b>	<b>Adoption of Corridor Plans Requires New Development to Follow Established Guidelines (Prior to Roadway Retrofit)</b>
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**3.2. Stage 1 – Infrastructure Investment**

Public and private investment is required to increase the attractiveness of these areas for development.

Upon completion and adoption of a Corridor Plan, prioritization of Capital Improvement Program projects should be prioritized with consideration of adopted Corridor Plans. Other sources of funding should also be sought for completion of Corridor Plan items.

## **Node/Corridor Recommendation No. 4**

### **Prioritization of Capital Improvement Program Projects with Consideration of Adopted Corridor Plans**

#### **3.3. Stage 2 – Change Land Use in Target Nodes**

LCG has contracted with a consultant for the development of Nodal Development Plans for two (2) of the target nodes. These plans will include design recommendations for site plan layout, roadways, intersections, pedestrian and bikeway access, connections to surrounding neighborhoods, as well as financing options.

These plans will inform the creation of future Nodal Development Plans for the other target nodes.

Implementation of these Nodal Development Plans would be facilitated by changing land use regulations for the Nodal areas. This change in land use regulation would only be enacted for each nodal area upon adoption of a Nodal Development Plan for each node.

Following the proposed land use changes suggested for the Urban Core Districts that are based on the Louisiana Land Use Toolkit, the following land use district is proposed for nodal areas:

**Mixed Use (MX -8)** – The Mixed Use Districts are intended to promote safe, active, and pedestrian-scaled, diverse, mixed use, diverse neighborhoods. The Mixed Use Districts are intended to enhance the convenience, ease and enjoyment of transit, walking, shopping and public gathering space. Mixed Use Districts are intended for broader application at the neighborhood scale. Although buildings can be used exclusively for residential or nonresidential uses, the vertical mixing of uses (floor-to-floor) is strongly encouraged. A Mixed Use District has been established—MX-8—that varies primarily on the maximum number of stories allowed. MX-8 allows buildings up to 8 stories in height.

*(See Appendix for full listing of uses, building types, and proposed spacing requirements for building types in this district)*

**Node/Corridor  
Recommendation  
No. 5**

**Land Use Regulations Changed  
to MX-8 District Requirements  
for Target Nodes  
with Adopted Nodal Development Plan**

**Node/Corridor  
Recommendation  
No. 6**

**Prioritization of Capital Improvement Program  
Projects with Consideration of  
Adopted Nodal Development Plans**

**3.4. Stage 3 – Change Land Use in Target Corridors**

To encourage greater investment in Target Corridors, changing the land use regulations in Target Corridors that have had significant infrastructure investment should be considered.

Following the proposed land use changes suggested for the Urban Core Districts that are based on the Louisiana Land Use Toolkit, the following land use district is proposed for target corridors:

**Commercial Corridor (CC-3)** – The Commercial Corridor Districts are intended to balance the need for safe, active, and pedestrian-scaled, diverse areas with the need for convenient automobile access to commercial goods and services. Compared to the Main Street Districts, the Commercial Corridor Districts address development opportunities adjacent to auto-dominated corridors where it is infeasible or impractical to pull all buildings right up to the street edge.

*(See Appendix for full listing of uses, building types, and proposed spacing requirements for building types in this district.)*

**Node/Corridor  
Recommendation  
No. 7**

**Land Use Regulations Changed  
to CC-3 District Requirements  
for Target Corridors  
with Adopted Corridor Plans  
and Significant Infrastructure Investment**



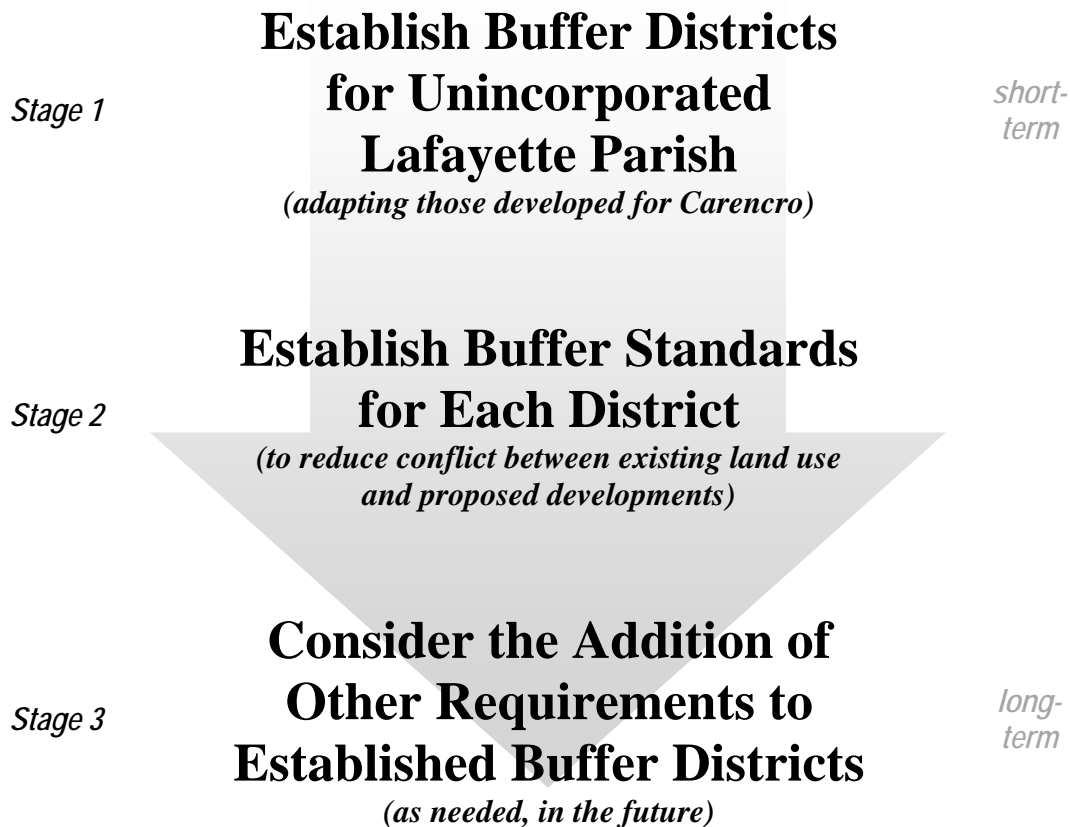
# Unincorporated Parish

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## 1. GOALS

- Reduce conflict between existing land uses and new developments (make them complimentary).
- Set up a framework for making decisions on infrastructure expansion.
- Floodway and flood plains are regulated by FEMA requirements.

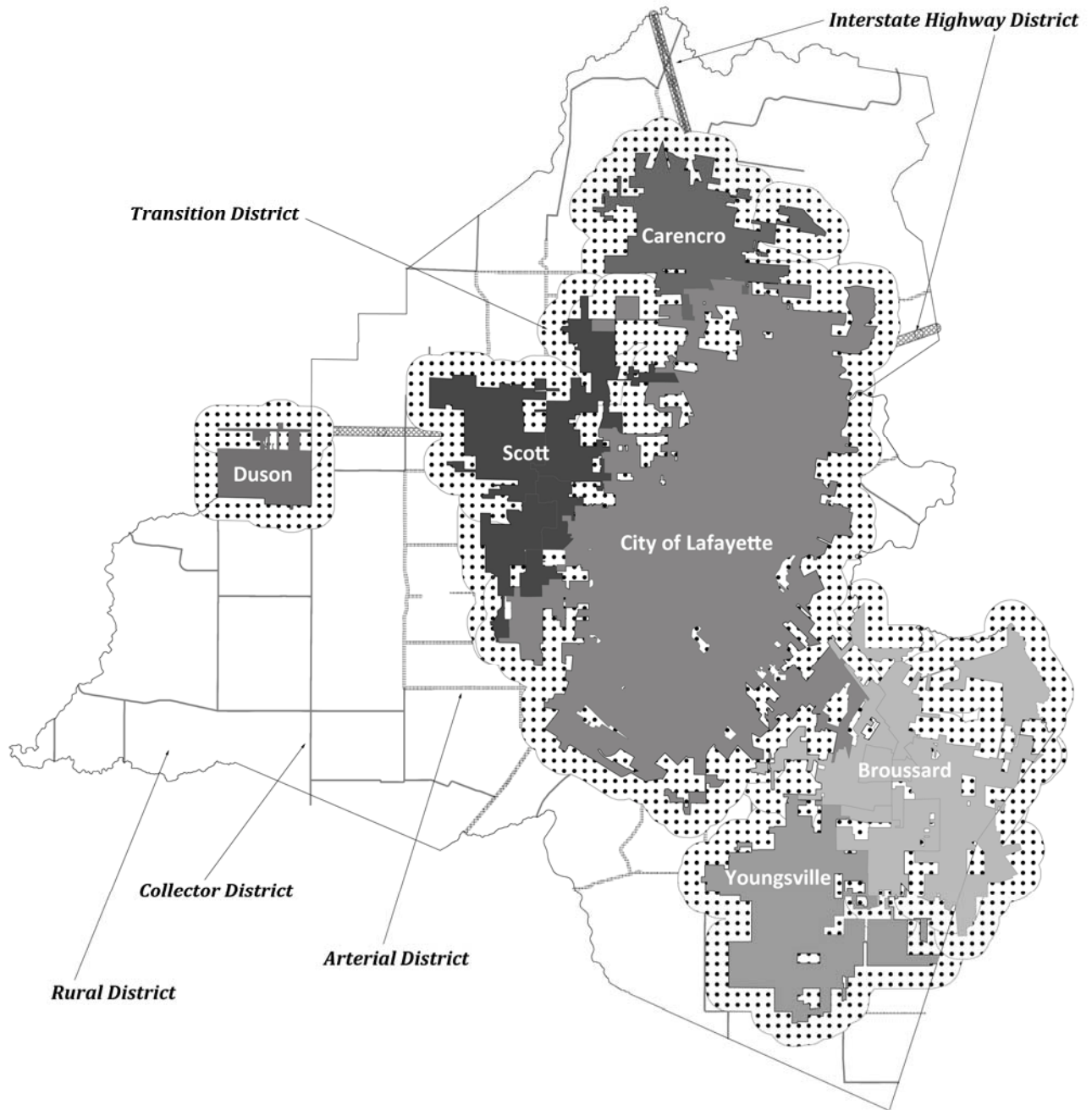
## 2. STAGES



### 2.1. Stage 1 – Establish Buffer Districts for Unincorporated Lafayette Parish

#### 2.1.1. Buffer Districts *(see map)*

The City of Carencro has adopted buffer districts and standards in 2009. These have shown success in dealing with resolving land use conflicts. Most importantly, the buffer district and standards do not regulate what can be developed but protect the property value of existing developed lands. It is proposed that unincorporated Lafayette Parish adapt Carencro's buffer standard and districts to deal with land use conflicts.



For land within unincorporated Lafayette Parish and not within municipal boundaries, the following Buffer Districts are proposed:

**A) TRANSITION DISTRICT**

- Defined as any land within ½-mile outside of Municipal Boundaries (following LINC Steering Committee Recommendations)
- Where the Transition District overlaps with an Arterial District, a Collector District, or an Interstate Highway District, the land would be governed by the Transition District standards.

**B) ARTERIAL DISTRICT**

- Defined as any land within 200 feet of any Major or Minor Arterial right-of-way.
- Major and Minor Arterials are determined by the Lafayette Metropolitan Planning Organization (MPO) Consolidated Thoroughfare Plan (CTP).

**C) COLLECTOR DISTRICT**

- Defined as any land within 100 feet of any Major or Minor Collector right-of-way.
- Major and Minor Collectors are determined by the MPO CTP.

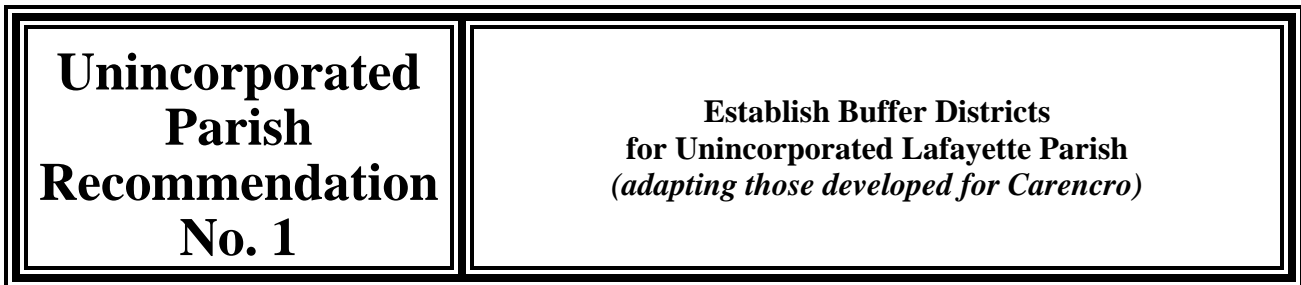
**D) INTERSTATE HIGHWAY DISTRICT**

- Defined as any land within 400 feet of an Interstate Highway right-of-way.

**E) RURAL DISTRICT**

- Defined as any land that does not fall in one of the other districts and is not primarily agricultural in use.

Identifying districts recognizes that the buffering requirements will be different depending on the intensity of uses along varying roadways.



**2.2. Stage 2 –Establish Buffer Standards for Each District**

Buffer Standards, following the lead of the Buffer Ordinance developed for Carencro, would include definitions, land use types, requirements (conflict level matrix), and buffer tables for each district.

It should be noted that the proposed definitions, land use types, requirements, and buffer tables require review and possible modification for use in the unincorporated part of Lafayette Parish.

### 2.2.1. Definitions

- **AGRICULTURAL** – Land devoted to the production for sale, in reasonable quantities, of plants and animals, or their products, useful to man, and agricultural land under a contract with a state or federal agency restricting its use for agricultural production.
- **BUFFER** – A buffer is adjacent land, and is in addition to a Greenbelt. Buffers provide distance between the development and another land use, and can be developed (with another land use), be vacant, be barren, be treed, or be agricultural, etc.
- **FENCE** – For the purpose of these Buffer Standards, a fence shall be constructed of solid, rigid material, and be completely non-transparent, and all portions of uniform color, including posts. The uniform color shall be white or black, or any shade of beige, brown, or gray, or dark green; the color shall be approved by the \_\_\_\_\_ prior to installation of the enclosure. All portions of the fence shall be of uniform color, including posts. The fence shall be of uniform height, and a minimum of six feet (6) tall, and shall be of uniform construction. It shall be able to withstand wind loads and other requirements established by the current International Building Code. The fence shall not contain any poster, graphics, or advertising of any kind, except for one sign of the Owner, Lessee, Operator, or Licensee of said premises, on each street frontage; sign shall not exceed one hundred (100) square feet in size.
- **GREENBELT** – A belt of property that encircles the development. The greenbelt will be provided as part of the development tract and shall completely surround the area used for the land use, and shall have a minimum of eight (8) trees per acre and maintained on a regular basis in accordance with the requirements of \_\_\_\_\_.

### 2.2.2. Land Use Types

District	Description
<b>Single Family Residential Land Use (R1)</b>	The primary intended land use is single family residential units. Also permitted are one accessory apartment, accessory use buildings (e.g., detached garage), and bed and breakfast (as long as the facility has no more than two guest rooms).
<b>Multi-Family Residential Land Use (R2)</b>	The primary intended land use is multi-family residential units including apartments, dwellings intended for 2 or more families, boarding house, college or university dormitory, fraternity or sorority house, mobile home park, townhouses, bed and breakfast (with 3 or more guest rooms), and zero lot line homes.
<b>Neighborhood Business Land Use (NB)</b>	The primary intended land use is light commercial businesses, including art gallery, barber shop, beauty shop, bookstore, business or professional office, camera and photographic supply store, candy store, coffee and/or pastry shop, commercial child care facility, convenience store (excluding gasoline and diesel sales), cosmetic store, drug store (with drive-thru for pharmaceutical products only), floral shop, gift shop, hamburger and/or sandwich shop, hobby supply store, ice cream parlor, laundry (self-service), music store, newsstand, picture framing store, pick-up station (laundry and/or dry cleaning), club or lodge (private), shoe repair, tobacco store. Open outside storage of goods and/or supplies are prohibited in this district. Drive-in and drive through establishments are prohibited, except as noted above.
<b>General Business Land Use (GB)</b>	The primary intended land use is business, including air conditioning sales and service, amusements (commercial), animal hospital, auditorium, automotive parts sales, automotive sales, automotive rentals, automotive repairs, automotive service station, car wash, drive-in

District	Description
	<p>establishment, electric contractor and wholesaler, electric repair, exterminator, glass store, hotel and motel, laundry, lounge or barroom, marine store, motorcycle sales and service, off-site signs, pawn shop, pet store, plumbing shop, printing and publishing, radio and television broadcasting studio and transmitter, radio and television repair, restaurant supply sales, retail manufacturing, seafood market, sign shop, storage garage, taxidermist, trailer sales, travel trailer park, antique shop, apparel and accessory shop, dance studio, interior decorator, jewelry manufacturing, jewelry store, personal service shop, seamstress or dressmaker or tailor, and stationery store, bakery, bank, business and/or professional college, catering shop, clinic, dairy product sales, delicatessen, diaper service, drive thru establishment, dry goods store, fix-it shop, fruit and/or vegetable stand, funeral home, furniture repair, gasoline or diesel fuel sales (retail), grocery store, gymnasium, haberdashery, hardware store (retail), hospital and/or sanitarium, leather store, liquor sales (package), loan office, nursing or convalescent home, office supply, optical and/or surgical supply store, parking garage or lot, printing and graphics, reducing salon and/or health club, restaurant, self-service storage facility (individual scale, not warehouse scale), shoe store, sporting goods store, studio for professional work or teaching, tailor shop, theater, toy store, uniform sales, variety sales, YMCA/YWCA, appliance store, automobile dealership (franchised, with related services) department store, dry cleaners, garden supply store, paint store, post office, and public office (state, local, and federal).</p>
<p><b>Parks and Recreational Land Use (PR)</b></p>	<p>The primary intended land use is recreational. Also permitted are library or reading room, parks and playgrounds, and recreational facility (privately owned and operated, including individual and community swimming pools, tennis clubs, non-commercial community centers, and similar uses).</p>
<p><b>Institutional Land Use (IT)</b></p>	<p>The primary intended land use is civic, religious, cultural, and educational, including art galleries or museums, public buildings (city, parish, state and federal), public roads, church and associated uses, cemetery/mausoleum, kindergarten, library or reading room, schools (elementary, secondary, public and private, including associated uses and structures), and water storage facilities.</p>
<p><b>Industrial Land Use (ID)</b></p>	<p>The primary intended land use is industrial in nature, including electric substation, pipeline or electric transmission line, railroad right-of way, railroad facilities, sewer pumping station, telephone exchange, warehousing, water pumping station, and water storage facilities, airport and/or dusting service, archery range, armory, bakery (wholesale), battery manufacturing, beverage manufacturing, gasoline or diesel bulk plant (petroleum), canvas products manufacturing, carting (including express, crating, hauling, and storage), clothing manufacturing, bulk coffee roasting, cold storage plant, contractor (including storage yard for equipment, materials, supplies and/or vehicles), cosmetic manufacturing, creamery, dairy equipment sales, dog pound, drug manufacturing, dry goods (wholesale and manufacturing), electric power generating station, electroplating, elevator maintenance and service, farm equipment supplies and sales, feed store, feed locker plant, food manufacturing, food wholesale and storage, freight depot (railway and truck), frozen food plant, fruit and produce (wholesale), fur dyeing (including finishing and storage), glass manufacturing, hardware (manufacturing, storage and wholesale), hatchery, hosiery mill, ice cream manufacturing, lumber yard and building materials, machine shop, machinery tools (construction equipment sales and service), mattress factory, metal sharpening, millinery manufacturing, mill work and woodwork manufacturing, novelty manufacturing, oil company (drilling and exploration), oil field service company, oil field supplies and machinery, packing, painting and decorating contractor, paper product manufacturing, paper supplies (wholesale) passenger depot, pipe storage, plastics fabrication, poultry storage and dressing, printing supplies manufacturing, riding academy, roofing and sheet metal shop, rug cleaning, sand and gravel storage yard, seed and feed store, sewer pumping station, shoe wholesale and manufacturing, sporting goods (wholesale), stone cutting, toy manufacturing, trade school, transit vehicle storage and servicing, truck stop, venetian blind and metal awning (fabrication and cleaning), water distillation, welding shop, well drilling company (water).</p>
<p><b>Obnoxious Land Use (OB)</b></p>	<p>The primary intended land use is obnoxious to adjacent land uses, including asphalt and concrete batching plants, any type of borrow pit (sand, gravel, clay, dirt), disposal facilities, dumping pits, incinerators, landfills, logging, pipe yards, prisons, recycling facilities, scrap and salvage yards, sewer treatment plants, waste transfer stations, waste pick-up stations, and wrecker yards.</p>

District	Description
<b>Agricultural Land Use (AG)</b>	The primary intended land use is land designated by the Lafayette Parish Tax Assessor as agricultural in use.

### 2.2.3. Requirements

- A) It is the responsibility of the new building or development to minimize the conflict with adjacent property by providing greenbelts, buffers, or other amenities as part of its development.

<b>Conflict Level Matrix</b>			
<b>Conflict Level</b>	<b>Greenbelt (feet)</b>	<b>Buffer (feet)</b>	<b>Fence Requirement</b>
<b>1</b>	10	0	No
<b>2</b>	15	0	Yes
<b>3</b>	20	0	Yes
<b>4</b>	25	0	Yes
<b>5</b>	50	0	Yes
<b>6</b>	100	0	Yes
<b>7</b>	150	600	Yes
<b>8</b>	200	1320	Yes
<b>9</b>	300	2640	Yes
<b>10</b>	400	5280	Yes

- B) Any proposed development must also meet any and all other applicable federal, state and local laws, statutes, ordinances, rules and/or regulations which are then in effect and which may pertain to such development.
- C) The Conflict Level of any business or other establishment operating between the hours of 8:00 pm and 6:00 am shall be increased by one (1).
- D) Compliance does not negate the requirements of subdivision or development covenants or regulations.

### 2.2.4. Buffer Tables

- Transition District
- Arterial District
- Collector District
- Interstate Highway District
- Rural District

# TRANSITION DISTRICT

		EXISTING								
		R1	R2	NB	GB	PR	IT	ID	OB	AG
<b>NEW</b>	<b>R1</b>	NC	0	1	1	1	1	6	7	2
	<b>R2</b>	1	NC	0	1	2	2	4	6	1
	<b>NB</b>	1	1	NC	0	1	1	4	5	1
	<b>GB</b>	2	1	0	NC	0	1	2	5	1
	<b>PR</b>	2	2	3	2	NC	2	1	5	0
	<b>IT</b>	5	4	6	2	1	NC	0	5	2
	<b>ID</b>	8	8	6	6	8	6	NC	3	4
	<b>OB</b>	NA	NA	NA	NA	NA	NA	NA	NC	NA
	<b>AG</b>	4	4	3	3	2	2	2	1	NC

R1 - Single Family Residential Land Use  
 R2 - Multi-Family Residential Land Use  
 NB - Neighborhood Business Land Use  
 GB - General Business Land Use  
 PR - Parks and Recreational Land Use  
 IT - Institutional Land Use  
 ID - Industrial Land Use  
 OB - Obnoxious Land Use  
 AG - Agricultural Land Use

### Architectural Notes

# ARTERIAL DISTRICT

		EXISTING								
		R1	R2	NB	GB	PR	IT	ID	OB	AG
<b>NEW</b>	<b>R1</b>	NC	0	1	1	1	1	5	6	1
	<b>R2</b>	1	NC	0	1	2	2	4	5	1
	<b>NB</b>	2	2	NC	0	1	2	3	4	1
	<b>GB</b>	3	2	1	NC	1	1	2	4	2
	<b>PR</b>	2	2	2	2	NC	2	1	4	0
	<b>IT</b>	5	4	3	2	1	NC	0	4	2
	<b>ID</b>	6	5	4	3	3	4	NC	3	1
	<b>OB</b>	10	10	10	10	10	10	9	NC	9
	<b>AG</b>	4	4	3	3	2	2	2	1	NC

R1 - Single Family Residential Land Use  
 R2 - Multi-Family Residential Land Use  
 NB - Neighborhood Business Land Use  
 GB - General Business Land Use  
 PR - Parks and Recreational Land Use  
 IT - Institutional Land Use  
 ID - Industrial Land Use  
 OB - Obnoxious Land Use  
 AG - Agricultural Land Use

### Architectural Notes

# COLLECTOR DISTRICT

		EXISTING								
		R1	R2	NB	GB	PR	IT	ID	OB	AG
<b>NEW</b>	<b>R1</b>	NC	0	1	1	1	1	5	6	2
	<b>R2</b>	1	NC	0	1	2	2	4	5	1
	<b>NB</b>	2	2	NC	0	1	2	3	4	1
	<b>GB</b>	3	2	1	NC	1	1	2	4	2
	<b>PR</b>	2	2	2	2	NC	2	1	4	0
	<b>IT</b>	5	4	3	2	1	NC	0	4	2
	<b>ID</b>	6	5	4	3	3	4	NC	3	1
	<b>OB</b>	10	10	10	10	10	10	9	NC	9
	<b>AG</b>	4	4	3	3	2	2	2	1	NC

R1 - Single Family Residential Land Use  
 R2 - Multi-Family Residential Land Use  
 NB - Neighborhood Business Land Use  
 GB - General Business Land Use  
 PR - Parks and Recreational Land Use  
 IT - Institutional Land Use  
 ID - Industrial Land Use  
 OB - Obnoxious Land Use  
 AG - Agricultural Land Use

### Architectural Notes

# INTERSTATE HIGHWAY DISTRICT

		EXISTING								
		R1	R2	NB	GB	PR	IT	ID	OB	AG
NEW	<b>R1</b>	NC	0	1	1	1	1	5	6	1
	<b>R2</b>	1	NC	0	1	2	2	4	5	1
	<b>NB</b>	2	2	NC	0	1	2	3	4	1
	<b>GB</b>	3	2	1	NC	1	1	2	4	2
	<b>PR</b>	2	2	2	2	NC	2	1	4	0
	<b>IT</b>	2	1	1	1	0	NC	2	4	2
	<b>ID</b>	6	5	4	3	3	4	NC	3	1
	<b>OB</b>	10	10	10	10	10	10	9	NC	9
	<b>AG</b>	4	4	3	3	2	2	2	1	NC

R1 - Single Family Residential Land Use  
 R2 - Multi-Family Residential Land Use  
 NB - Neighborhood Business Land Use  
 GB - General Business Land Use  
 PR - Parks and Recreational Land Use  
 IT - Institutional Land Use  
 ID - Industrial Land Use  
 OB - Obnoxious Land Use  
 AG - Agricultural Land Use

### Architectural Notes

# RURAL DISTRICT

		EXISTING								
		R1	R2	NB	GB	PR	IT	ID	OB	AG
<b>NEW</b>	<b>R1</b>	NC	0	1	2	2	2	4	6	1
	<b>R2</b>	1	NC	0	1	2	2	4	5	1
	<b>NB</b>	2	1	NC	0	1	2	3	4	2
	<b>GB</b>	4	3	2	NC	1	2	3	4	2
	<b>PR</b>	2	2	2	2	NC	0	1	4	1
	<b>IT</b>	5	4	3	2	1	NC	0	4	2
	<b>ID</b>	6	5	4	3	3	4	NC	4	3
	<b>OB</b>	10	9	9	9	9	10	7	NC	7
	<b>AG</b>	4	4	3	3	2	2	2	1	NC

R1 - Single Family Residential Land Use  
 R2 - Multi-Family Residential Land Use  
 NB - Neighborhood Business Land Use  
 GB - General Business Land Use  
 PR - Parks and Recreational Land Use  
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 OB - Obnoxious Land Use  
 AG - Agricultural Land Use

### Architectural Notes

**Unincorporated  
Parish  
Recommendation  
No. 2**

**Establish Buffer Standards  
for Each District**

**2.3. Stage 3 – Consider the Addition of Other Requirements to Established Buffer Districts**

Using the established Buffer Districts, additional requirements could be added in the future as needed. For example, signage requirements could be required in certain districts, or there could be some requirements on types of construction allowed.

**Unincorporated  
Parish  
Recommendation  
No. 3**

**Consider the Adoption of Other Requirements to  
Established Buffer Districts**