



REQUEST FOR PROPOSALS FOR LAND DEVELOPMENT WITHIN THE CITY OF BREAUX BRIDGE

Notice is hereby given that the St. Martin Economic Development Authority (SMEDA), in partnership with St. Martin Parish Government and the City of Breaux Bridge, is soliciting proposals for the development of all or a portion of a 43.39 acre parcel within the city limits of Breaux Bridge, LA.

SMEDA is interested in obtaining development proposals that will provide needed commercial services to the community, increase the City's and Parish's tax bases, and provide employment opportunities for area residents.

Proposals must contain evidence of the individual's or firm's experience and abilities in the specified area and other disciplines directly related to the development request; summary overview of the proposal, the outcomes, and the short term and long term benefits to the community; and, other information as requested in the RFP.

A complete proposal packet, land prospectus and other information may be obtained online at www.stmartinparish.biz/business/request-for-proposals or by calling the SMEDA office at (337)280-5108.

Proposals may be submitted by mail or email, but must be received by the SMEDA Executive Director by 5:00pm CT on August 1, 2022. Clearly mark in the subject line or on the outside of the envelope, "**SMEDA Land Development Proposal, Submittal Deadline: August 1, 2022.**"

SMEDA and St. Martin Parish Government reserve the right to reject all proposals, to request additional information concerning a proposal for purposes of clarification, to accept or negotiate any modification to any proposal following the deadline for receipt of all proposals, and to waive any irregularities if such would serve the best interests of SMEDA and the Parish as determined by the SMEDA Board of Directors or St. Martin Parish Council.

Dated this 16th day of May 2022.

JENNIFER STELLY

Executive Director
St. Martin Economic Development Authority

SMEDA
P.O. Box 316
St. Martinville, LA 70582
www.stmartinparish.biz
(337) 280-5108
jstelly@stmartinparish.net



SMEDA
ST. MARTIN ECONOMIC
DEVELOPMENT AUTHORITY

REQUEST FOR PROPOSALS FOR LAND DEVELOPMENT

Submittal deadline: August 1, 2022, 5:00pm CT

St. Martin Economic Development Authority
P.O. Box 316
St. Martinville, LA 70582
www.stmartinparish.biz/RFP
(337)280-5108

Released May 16, 2022

INTRODUCTION

SMEDA and St. Martin Parish Government invite developers/contractors to submit written proposals to develop all or a portion of a 43.39 acre parcel of property at the southwest quadrant of Interstate 10 exit 109 and within the city limits of Breaux Bridge. The parcel is currently owned by private owners who have the property listed for sale. SMEDA and St. Martin Parish are interested in obtaining development proposals for all or a portion of this property that will provide needed commercial services to the community, increase the City's and Parish's tax bases, and provide employment opportunities for area residents.

BACKGROUND AND PROPERTY LOCATION

The site is comprised of two separate parcels owned by two separate private entities. The northernmost parcel of 22 acres was previously operated as a privately owned campground and RV park. It is bordered to the north by over 2,800 linear feet of Interstate 10 and to the west by over 600 linear feet of Bayou Teche. The southern parcel is 21 acres and is undeveloped and mostly clear with trees of different sizes and species sprinkled throughout. It is bordered to the north by the aforementioned parcel, the west by around 340 linear feet of Bayou Teche, and to the south by a large, undeveloped parcel. The site is accessed by Degeyter Road, a public road off of Rees Street. **Detailed property description, maps, reports, and other relevant data is provided in the attached Land Prospectus.**

PREFERRED PROPERTY USE AND ZONING

The City of Breaux Bridge has identified these properties as belonging to zoning classification C-5, Interstate 10 Commercial Corridor and Gateway District. Succinctly, the site's zoning status supports land use development for large scale retail and office parks and 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 and storage land uses are prohibited. Eighteen-wheeler truck travel service infrastructure, truck stops, truck washers and truck-stop casinos are strictly prohibited land uses. Residential land uses are neither encouraged nor specifically permitted in this zoning district, but will be considered, especially as part of a large scale mixed-use development concept. The City of Breaux Bridge keeps an open mind to development, and will therefore strongly consider rezoning for a project that does not fully comply with the current zoning status. Ideally, proposals will provide for large scale commercial developments that will not only service the existing community but also attract tourists and out-of-town shoppers and diners. This may include restaurant and hotel sites. **Please refer to the attached C-5 zoning ordinance for a comprehensive list of land uses, restrictions, and requirements.**

PRIVATE-PUBLIC PARTNERSHIP

The developer/contractor of the winning proposal will be required to enter into a private-public partnership with SMEDA and St. Martin Parish. The Parish is in receipt of \$1.5 million of state funding earmarked for land development and infrastructure improvements to be used in the Breaux Bridge area and is prepared to contribute up to 100% of those funds to this project if an appropriate use is identified in the RFP. Ideally, this use will apply to infrastructure needs including, but not limited to, roadways, drainage, and utilities (water, electrical, sewage, telecommunications, etc.). The developer/contractor will provide specific details of the project(s) that will engage these public funds including cost estimates for engineering, design, and construction.

REQUIRED PROPOSAL ELEMENTS

The proposal must at a minimum address the following items:

1. Proposed developer name, address, contact information, including email address, and key personnel in the proposed project
2. Previous experience and qualifications
3. Summary overview of the proposal, the outcomes, and the short term and long term benefits to the community
4. Intended uses
5. Project and financial references of at least three of the projects identified above
6. Detailed action plan
 - a. Construction cost estimate (including property acquisition costs)
 - b. Timeline
 - c. Site preparation and utility development
 - d. A hydraulic and hydrologic study to accompany the site plan
 - e. Site plan, including proposed buildings and uses, parking areas, and basic planting
 - f. An economic impact study that addresses the benefits to the community, including revenue from future taxes and estimate of new direct and indirect jobs created by virtue of the development.
 - g. Describe any proposed phases and the basis or timeline for implementing subsequent phases
 - h. Provide details, timelines, and cost estimates of infrastructure project(s) that will utilize public funds made available by St. Martin Parish
8. Any proposed incentives or assistance that the developer would be seeking from the City of Breaux Bridge and/or St. Martin Parish as part of the development. Please specify type, duration, and yearly amount of incentive or assistance proposed as part of the development.
9. A draft of a development agreement between the Parish and developer/contractor

EVALUATION AND SELECTION PROCESS

Proposals will be screened and graded by a selection committee comprised of representatives of St. Martin Parish, SMEDA, and the City of Breaux Bridge according to a criteria checklist contained in the RFP's Scorecard. Each of the criterion will be graded on a scale from 1-5 based on compliance to the "basis for score" provided for each line item. There are five overall categories that will be graded: adherence to the RFP Instructions, Developer Information, Projections, The Project and Action Plan, and Private-Public Partnership. Each category is equal in importance to the others, and will therefore be weighted as such. **For your reference, you can find the RFP Scorecard along with the individual criteria and basis for scores attached to this RFP. Please use this document as a guide during your proposal development process.**

After the screening and grading process, the three proposals with the highest weighted scores may be asked for an interview in front of the selection committee. The selection committee will then make a final recommendation to St. Martin Parish and the City of Breaux Bridge. Top candidates may also be requested to make a public presentation to the governing authority of St. Martin Parish and the City of Breaux Bridge. Once a decision is confirmed, the winning respondent will be notified within 48 hours by both phone and email.

SUBMITTAL REQUIREMENTS

Developers/contractors interested in submitting a proposal to acquire and develop this site shall submit a response to the proposal by 5:00pm CT on August 1, 2022.

The proposals may be delivered electronically to the SMEDA Executive Director (contact information below) with "**SMEDA Land Development Proposal, Submittal Deadline: August 1, 2022**" listed in the subject line. It would still be helpful to submit at least one hard copy along with the electronic copy for proper formatting and print effects. If the electronic version is in by the deadline date, the hard copy can arrive within a week of the closure. If the document is exceedingly large, please contact the Executive Director to establish an alternative means to submit the document (via dropbox or similar).

Proposals may also be mailed to the address below. If mailed, please mail one hard copy and one digital version in a sealed envelope bearing the caption on the envelope "SMEDA Land Development Proposal, Submittal Deadline: August 1, 2022". The envelope should be mailed to:

SMEDA
Attn: Jennifer Stelly
P.O. Box 316
St. Martinville, LA 70582
jstelly@stmartinparish.net

ADDITIONAL SUBMITTAL INFORMATION

Neither SMEDA nor St. Martin Parish will reimburse for any expense incurred in preparing and submitting a proposal, or for attendance at any interviews or meetings.

If you should have any questions regarding the land and request, please put them in writing and email them to jstelly@stmartinparish.net. Staff will respond to them in writing as quickly as possible. Other updates will also be posted on the website and emailed.

SMEDA and St. Martin Parish reserve the right to reject all proposals, to request additional information concerning a proposal for purposes of clarification, to accept or negotiate any modification to any proposal following the deadline for receipt of all proposals, and to waive any irregularities if such would serve the best interests of SMEDA and St. Martin Parish as determined by the Parish Council.

CONTACT INFORMATION

Jennifer Stelly, Executive Director
St. Martin Economic Development Authority
P.O. Box 316
St Martinville, LA 70582
(337)280-5108
jstelly@stmartinparish.net



SMEDA
ST. MARTIN ECONOMIC
DEVELOPMENT AUTHORITY

CITY OF BREUX BRIDGE, LA 43.39 ACRE LAND PROSPECTUS



CITY OF BREAUX BRIDGE , LA

43.39 ACRE LAND PROSPECTUS

SUMMARY DETAILS

LEGAL DESCRIPTIONS: Comprised of two lots. The first lot is formerly known as the Pioneer campground with a legal description of LOT: I-10, BADON ET AL, DEGUEYTERRE, BAYOU TECHE (SHOWN AS "21.707 ACRES" PER PLAT OF SURVEY #169298)COB: 712-700-169298 712-703-169299 739-089-175582 1780-421-516757. The second lot is adjacent to the south with a legal description of 20.05 AC: PIONEER CAMPGROUND, I-10, BAYOU TECHE, BAYOU TECHE(BEING TRACT 1 PLAT OF SURVEY #213908)COB: 1042-814-240938 1038-102-240013 1845-613-545243.

PARCEL NUMBERS: 06802B3555 & 0680004066

AREA: Total acreage is 43.39 acres. Site is bordered to the north by Interstate 10, to east by Rees Street/Degeyter Road, to the south by a large, undeveloped piece of land, and to the west by Bayou Teche.

ZONING: Site is currently zoned as C-5: Interstate 10 Commercial Corridor and Gateway District. This zoning classification is in place to encourage large scale commercial/retail developments. Mixed-use will be considered. Please see the attached C-5 zoning ordinance for a comprehensive list of land uses, restrictions, and requirements.

ENVIRONMENTAL ISSUES: The property was previously used as an RV park/campground. There were a couple of oxidation ponds left over from the campground. The new owners went through the proper channels of sending sludge and water samples to the Louisiana Department of Environmental Quality for environmental testing. Those samples came back within DEQ standards, with DEQ declaring the ponds as posing no environmental threat. A lab report can be provided upon request. These ponds have since been filled in by the new owners. Over 90% of the site is located in flood zone X, with the terrain naturally sloping toward Bayou Teche. The land along the bayou bank is located in flood zone AE. According to the SHPO database, no known archaeological sites exist on site. National Pipelines Mapping System indicates a natural gas line approximately 1.4 miles west of the site. According to LIDAR data, the site ranges in elevations of 10-26 feet.

LOCATION

The 43.39 acre site is located along Interstate 10 a little over 3 miles east of Lafayette city limits and 45 miles west of the City of Baton Rouge. The property is known as the former Pioneer Campground. The site boasts over 3,000 linear feet of Interstate 10 frontage with a daily traffic count of over 44,000 vehicles. This provides the site with excellent visibility and marketing potential. Rees Street is the main thoroughfare in Breaux Bridge, and it serves as the site's border to the east. It has a daily traffic count of over 17,000 vehicles. The site is located in census tract 205 block group 2 which qualifies the property as eligible for special Enterprise Zone incentives. The site is in close proximity to several existing retail establishments, truck stops/gas stations, and restaurants.

CHARACTERISTICS

The 43.39 acre subject property is vacant land and is accessed by Degeyter Road which is located off of Rees Street close to the exit 109 eastbound off ramp. The site was recently remediated of previous oxidation ponds that were used to service the old campground. The property is generally flat with a gentle slope toward the Bayou Teche to the west. There are trees scattered throughout the property and semi-uncleared area in the middle of the property. Property available for development could potentially increase by another 57 acres, as it is bordered the south by vacant land that is currently listed for sale.

DEMOGRAPHICS

| | 2010 | 2021 | 2026 | % GROWTH |
|-------------------------------|-------|-----------|-----------|----------|
| POPULATION: | 8,139 | 8,374 | 8,553 | 2.1% |
| HOUSEHOLDS: | 2,901 | 2,991 | 3,060 | 2.3% |
| AVG. HOME VALUE: | --- | \$226,802 | \$307,994 | 34.8% |
| AVG. HOUSEHOLD INCOME: | --- | \$69,341 | \$75,650 | 9.1% |
| PER CAPITA INCOME: | --- | \$25,288 | \$27,643 | 9.3% |

COMMUNITY INFORMATION

The City of Breaux Bridge is the largest city in St. Martin Parish. It was founded in 1771 and incorporated in 1859. It has a Mayor-Council structure of government.

Breaux Bridge has a rich cultural history and is formally recognized as the "Crawfish Capital of the World". It hosts the annual Crawfish Festival every year in May. It is also home to an active downtown historic district and the Breaux Bridge Cajun Creole Cultural District. Music and the arts play a huge role in Breaux Bridge's culture.

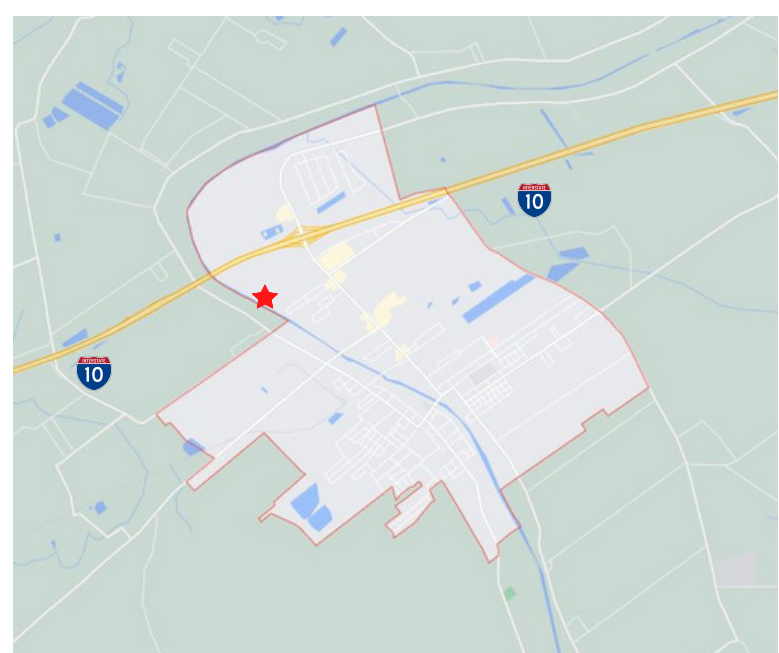
The City's website, www.breauxbridgela.net, provides data pertaining to the history, cultural richness, recreational opportunities, and local services.

TRANSPORTATION

AIRPORTS: This site is located 10 miles (20 minutes) to Lafayette Regional Airport and 114 miles (108 minutes) to Armstrong International Airport in New Orleans.

PORTS: This site is 33 miles (41 minutes) to the Port of Iberia and 49 miles (56 minutes) to the Port Of Baton Rouge.

ROADS: Breaux Bridge is bisected by Interstate 10, one of the nation's busiest interstates. Interstate 49, another busy interstate, intersects I-10 5.5 miles to the west of this site. LA Hwy. 31 runs parallel to the Bayou Teche and north to south from upper St. Martin Parish to Hwy. 90 in Iberia Parish.



LOCATION OF SITE WITHIN BREAUX BRIDGE CITY LIMITS



VIEW OF THE SITE LOOKING FROM WEST TO EAST



VIEW OF THE SITE LOOKING FROM EAST TO WEST



AERIAL VIEW

BREAUX BRIDGE RFP SCORECARD

CRITERIA CHECKLIST

Scores Available from 1-5

| 1. Adherence to RFP Instructions | VENDOR 1 | VENDOR 2 | VENDOR 3 | BASIS FOR SCORE |
|---|-----------|-----------|----------|---|
| Timeliness | 5 | 4 | 5 | Arrived by deadline receives all points |
| Completeness | 5 | 3 | 2 | Answered all portions of RFP receives all points |
| Overall Quality & Level of Professionalism | 4 | 5 | 2 | Was the proposal attractive and professional in presentation |
| Adherence Score | 14 | 12 | 9 | |
| 2. Developer Information | VENDOR 1 | VENDOR 2 | VENDOR 3 | BASIS FOR SCORE |
| Basic information provided | 0 | 0 | 0 | Was the requested basic contact information provided? |
| Previous experience with similar projects | 0 | 0 | 0 | Graded based on quantity, type, and success of past projects |
| Financial references | 0 | 0 | 0 | Graded based on quantity and reputation of financial references |
| Developer Information Score | 0 | 0 | 0 | |
| 3. Projections | VENDOR 1 | VENDOR 2 | VENDOR 3 | BASIS FOR SCORE |
| Estimated number of projected direct jobs | 0 | 0 | 0 | Graded based on quantity of jobs AND job to investment ratio |
| Types of projected direct jobs | 0 | 0 | 0 | Quality of jobs projected |
| Estimated projected revenues | 0 | 0 | 0 | Graded based on completeness and competitiveness of projections |
| Other benefits to the community | 0 | 0 | 0 | Can be beautification, access to new services, improved infrastructure, etc. |
| Projections Score | 0 | 0 | 0 | |
| 4. The Project and Action Plan | VENDOR 1 | VENDOR 2 | VENDOR 3 | BASIS FOR SCORE |
| Length of time until start of construction | 0 | 0 | 0 | Shorter time to commencement of development receives higher points |
| Type of venture proposed | 0 | 0 | 0 | Graded based on how well the proposal aligns with Parish and City goals |
| Hydraulic and Hydrologic study | 0 | 0 | 0 | Was an H & H study conducted? If so, graded on thoroughness of report. |
| Economic impact study | 0 | 0 | 0 | Was an economic impact study conducted? If so, graded based on the findings of the report. |
| Site Plan | 0 | 0 | 0 | Was a site plan included in the proposal? If so, did it include requested elements (buildings and uses, parking, planting)? |
| Zoning compliance | 0 | 0 | 0 | Does the project comply with current zoning ordinances? |
| Project and Action Plan Score | 0 | 0 | 0 | |
| 5. Private-Public Partnership | VENDOR 1 | VENDOR 2 | VENDOR 3 | BASIS FOR SCORE |
| Public funds comprehensive plan | 0 | 0 | 0 | If a plan for public funds was provided, grading will be based on completeness, ROI, and necessity. |
| Proposed incentives (city, parish, and state) | 0 | 0 | 0 | Graded based on type, amount, and ability to implement the incentives requested. |
| Developer/Parish development agreement | 0 | 0 | 0 | If a draft of agreement was included, will be graded based on thoroughness and practicality of the document. |
| PPP Score | 0 | 0 | 0 | |

Each category is equal in importance as the others and is weighted as so.

| CRITERIA SCORES | WEIGHT | VENDOR 1 WEIGHTED SCORE | VENDOR 2 WEIGHTED SCORE | VENDOR 3 WEIGHTED SCORE | NOTES |
|----------------------------------|-------------|-------------------------|-------------------------|-------------------------|-------|
| 1. Adherence to RFP Instructions | 0.20 | 2.80 | 2.40 | 1.80 | |
| 2. Developer Information | 0.20 | 0.00 | 0.00 | 0.00 | |
| 3. Projections | 0.20 | 0.00 | 0.00 | 0.00 | |
| 4. The Project and Action Plan | 0.20 | 0.00 | 0.00 | 0.00 | |
| 5. Private-Public Partnership | 0.20 | 0.00 | 0.00 | 0.00 | |
| Total Score | 1.00 | 2.80 | 2.40 | 1.80 | |

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.