

The following Ordinance was offered by _____ and seconded by _____:

ORDINANCE NO. 498-2025

AN ORDINANCE OF THE CITY OF YOUNGSVILLE, LOUISIANA
AMENDING THE CODE OF ORDINANCES, CHAPTER 155
“TRADITIONAL NEIGHBORHOOD DEVELOPMENT” TO AMEND
DESIGN STANDARDS FOR TRADITIONAL NEIGHBORHOOD
DEVELOPMENTS.

BE IT ORDAINED by the City Council of the City of Youngsville, Parish of Lafayette, Louisiana that:

WHEREAS, Resolution No. 2004-009, adopted September 21, 2004, which directed the Department of Planning, Zoning and Codes of the Lafayette City-Parish Consolidated Government to utilize the following standards when reviewing plats for Traditional Neighborhood Developments in the municipal city limits of the Town of Youngsville; and

WHEREAS, the City Council of the City of Youngsville desires to amend the City of Youngsville Code of Ordinances, Chapter 155 “*Traditional Neighborhood Development*”, setting forth specific development standards for traditional neighborhood developments.

NOW, THEREFORE, BE IT FURTHER ORDANIED, by the City Council of the City of Youngsville, Parish of Lafayette, Louisiana that:

SECTION 1: All of the aforescribed “WHEREAS” clauses are herein adopted as part of this Ordinance.

SECTION 2: The City of Youngsville Code of Ordinances, Chapter 155 “*Traditional Neighborhood Development*” is hereby amended to read as follows:

Sec. 155-1. General provisions.

Except to the extent inconsistent with this document, the mayor shall rely on the parish unified development code.

- (1) *Purpose.* The purpose of a traditional neighborhood development is to encourage mixed-use, compact development that is sensitive to the environmental characteristics of the land and facilitates the efficient use of services. A traditional neighborhood development diversifies and integrates land uses within close proximity to each other and provides for the daily recreational and shopping needs of the residents. A traditional neighborhood development is a sustainable, long-term community that provides economic opportunity and environmental and social integration for the residents.
- (2) *Design.* A traditional neighborhood development is characterized by the following design elements:
 - a. Neighborhoods that are limited in size and oriented toward pedestrian activity;

- b. A variety of housing types, shopping, services, and public facilities;
 - c. Residences, shops, workplaces, and civic buildings interwoven within the neighborhood, all within close proximity;
 - d. A network of interconnecting streets and blocks that maintains respect for the natural landscape;
 - e. Natural features and undisturbed areas that are incorporated into the open space of the neighborhood;
 - f. A coordinated transportation system with a hierarchy of appropriately designed facilities for pedestrians, bicycles, public transit, and automotive vehicles;
 - g. Well-configured squares, plazas, greens, landscaped streets, preserves, greenbelts, and parks woven into the pattern of the neighborhood and dedicated to the collective social activity, recreation, and visual enjoyment of the populace;
 - h. Civic buildings, open spaces, and other visual features that act as landmarks, symbols, and focal points for community identity;
 - i. Compatibility of buildings and other improvements as determined by their arrangement, bulk, form, character, and landscaping to establish a livable, harmonious, and diverse environment;
 - j. Private buildings that form a consistent, distinct edge and define the border between the public street space and the private block interior; and architecture and landscape that are harmonious and respond to the unique character of the region.
- (3) *Criteria.* In order to be considered for review and approval as a traditional neighborhood development, the development shall meet the intent of the following minimum standards as determined by the city's governing authority:
- a. Development must be at least 50 acres but no more than 1,000 acres. The entire property shall be owned by or be under contract by the developer/subdivider.
 - b. The developer/subdivider shall reserve a minimum of 15 percent of the ~~development as open space~~ Traditional Neighborhood Development as open space. Open space may be distributed across phases of development; however, at no time during phased build-out shall the cumulative open space provided fall below fifteen percent (15%) of the total area of the development approved to date.
 - c. The streets within the development shall be laid out in a grid network so that there are alternate routes to every destination and shall incorporate the use of alleys.
 - d. The development shall provide for a variety of land uses including single- and multi-level residential, commercial, civic, public, workplace, and a town center.
At the time of initial application for a TND, the developer shall submit a Master Plan illustrating the proposed land use mix, including housing types and densities, location and extent of commercial and civic uses, and open space framework. The Master Plan shall be reviewed and approved by the City Council at the first public hearing.

Each subsequent preliminary plat or phase submittal shall demonstrate consistency with the approved Master Plan. The City Council may require adjustments to ensure that the overall intent of a balanced, mixed-use development is maintained, and that uses are delivered in a timely manner and do not drift materially from the adopted Master Plan.

- e. The development shall be pedestrian-friendly, and a significant portion of the population shall be within a comfortable walking distance of its town center.
- f. When the development of a traditional neighborhood development is phased, required parking for mixed use shall all be accounted for in each phase.
- g. The developer shall present the limits of the traditional neighborhood development and mixed-use plan at a Public Hearing of the City Council. The Public Hearing shall be on a separate day from the meeting to accept or deny preliminary plat for all phases of the development.

As of the adoption of this ordinance there are two Traditional Neighborhood Development's within the City of Youngsville: Sugar Mill Pond with a footprint of being bounded on the north by Hwy. 92/E Milton Avenue, on the west side by Chemin Metairie Parkway on the east side by Bonin Road and on the South side by Savoy Road along with the parcels of land on the west of the side of Chemin Metairie that are part of Ascension School for a total of 509 acres and Rosewalk which consists of approximately 36 acres and is bounded on the north by Chemin Metairie Parkway, on the west by Lot 4 of Chemin Metairie Commercial Park Phase 2, on the east by Lot 3 of Chemin Metairie Commercial Park Phase 1 and on the south by property owned by Michael Mouton.

Sec. 155-2. Overview.

- (a) *Size.* A traditional neighborhood development consists of an area of not less than 50 nor more than 1,000 contiguous acres. The property is considered contiguous even if separated by a public roadway. If over 250 acres, the area shall be divided into subdistricts ranging in size from 50 to 150 acres.
- (b) *Areas within the traditional neighborhood development.* A traditional neighborhood development is divided into at least two types of areas. A traditional neighborhood development shall have one neighborhood center area, at least one mixed residential area and one neighborhood edge area.
 - (1) *Neighborhood center area.* A neighborhood center area serves as the focal point of a traditional neighborhood development, containing retail, commercial, civic, and public services, and, to a secondary extent, residential uses, to meet the daily needs of community residents. A neighborhood center is pedestrian-oriented, and is designed to encourage pedestrian movement between a mixed residential area and the neighborhood center area. A square is required in a neighborhood center area. Retail and commercial uses should generally be located adjacent to a square. Neighborhood center area uses include, but are not limited to, retail shops, restaurants, offices, banks, hotels, post

offices, governmental offices, churches, community centers, and attached residential dwellings.

- (2) *Mixed residential area.* A mixed residential area includes a variety of residential land uses including single-family residential, duplex, townhouse, and multi-family. Residential scale retail and limited commercial uses are permitted within a mixed residential area with strict architectural and land use controls. Retail and commercial uses in a mixed residential area are required to blend into the residential character of the neighborhood. A mixed residential area includes open spaces such as small squares, pocket parks, community parks, and greenbelts. A mixed residential area promotes pedestrian activity through well designed and varied streetscapes that also provide for the safe and efficient movement of vehicular traffic. Mixed residential area uses include single-family homes, condominiums, townhouses, apartments, offices, restaurants, neighborhood scale retail, and civic uses. Nothing shall preclude the imposition of restrictive covenants to limit or eliminate retail or commercial uses within this area.
- (3) *Neighborhood edge area.* A neighborhood edge area is the least dense portion of a traditional neighborhood development, with larger lots and greater setbacks than the rest of the neighborhood. Alleys are not required, and direct vehicular access to the street is permitted. Only single-family residential dwellings are permitted. A neighborhood edge area is appropriate along the perimeter of the neighborhood. A portion of a traditional neighborhood development that adjoins existing or platted conventional low-density housing shall be designated as a neighborhood edge area.
- (4) *Civic uses.* Civic uses that are oriented to the general public are permitted in a neighborhood center area and mixed residential area. These uses are essential components of the social and physical fabric of a traditional neighborhood development. Special attention should be paid to the location of government offices, libraries, museums, schools, churches, and other prominent public buildings to create focal points and landmarks for the community. The locations of these major public civic uses shall be designated on the development plan at the time of approval.
- (5) *Open space.* Open space is a significant part of a traditional neighborhood development design. Formal and informal open spaces are required. These serve as areas for community gatherings, landmarks, and as organizing elements for the neighborhood.
- (6) *Streets and alleys.* A traditional neighborhood development is designed to be pedestrian oriented. To accomplish this goal, street pattern and design is used to reduce vehicle travel speeds and encourage pedestrian activity. An interconnected network of streets and alleys is required. Streets may be smaller than in conventional development and more varied in size and form to control traffic and give character to the neighborhood. All street and alley design, and in particular any proposed variations from the standard design requirements of the parish unified development code, shall be approved by the mayor.

Sec. 155-3. Definitions.

The definition section of the parish unified development code shall apply unless the term is defined below. Except to the extent inconsistent with this document, the mayor shall rely on the parish unified development code for definitions.

Open space means space not utilized for enclosed improvements, including squares, streetscapes, plazas, greens, preserves, parks, and greenbelts, and major private open space improvements, but excluding vehicular use areas. The following lists the types of open space that are allowed in a traditional neighborhood development and their definitions. (Note: for the purpose of traditional neighborhood developments, this is the definition of open space as opposed to the existing definition of open space in the parish unified development code.)

- (1) *Commons* means the general categorization of the following elements: greens, greenbelts, open space, parks, plazas, preserves, and squares.
- (2) *Green* means an open space available for unstructured recreation, its landscaping consisting of grassy areas, trees, shrubs, and other landscaping.
- (3) *Greenbelt* means a series of connected open spaces that may follow natural features such as ravines, creeks, streams, or drainage facilities that are accessible by the public for recreational purposes.
- (4) *Group* means a collection or development of multiple, attached, single-family homes (townhouses) that share common walls and are typically arranged in a row or cluster, often with shared amenities.
- (5) *Major private open space improvement* means manmade non-horticultural improvements to open space and includes swimming pools, tennis courts, basketball courts, sports fields, recreation centers, and community meeting halls.
- (6) *Park* means an open space, available for recreation, its landscape tending to consist of paths and trails, some open lawn, trees, open shelters, or recreational facilities.
- (7) *Plaza* means an open space at the intersection of important streets, set aside for civic purposes and commercial activity, including parking, its landscape tending to consist of durable pavement and formal tree plantings.
- (8) *Preserve* means open space that preserves or protects endangered species, a critical environmental feature, or other natural feature.
- (9) *Square* means open space that may encompass an entire block, is located at the intersection of important streets, and is set aside for civic purposes, with landscape tending to consist of paved walks, lawns, trees, and civic buildings.
- (10) *Streetscape* means the area within a street right-of-way that contains sidewalks, street furniture, landscaping, or trees.
- (11) *Town Center* means the pedestrian-oriented, mixed-use focal point of the neighborhood containing shops, services, civic buildings, and public spaces like a square or green space, designed to meet residents' daily needs within walking distance. It serves as a community gathering place, with buildings typically having street-level retail or offices and housing on upper floors, all within a connected, walkable network of streets.

Sec. 155-4. Traditional neighborhood development standards.

- (1) Chapter 1: Application

The policies, guidelines and platting standards set forth in the following sections are considered to be applicable to all persons who desire to have a plat or proposed subdivision of land or a proposed land development scheme that is classified as a Traditional Neighborhood Development (“TND”) or mixed-use development.

(2) Chapter 2: Administration procedures—Requirements.

a. All land development procedures identified in the parish unified development code and in the City of Youngsville Ordinances as well as what is detailed below:

1. Property within a traditional neighborhood development shall be subdivided. A previously approved final subdivision plat must be vacated, and a previously approved preliminary subdivision plan must be withdrawn.
2. A master plan must be submitted for a traditional neighborhood development. ~~The master plan shall include, but not be limited to, the items listed in the criteria section of this document. The master plan shall be submitted to and approved by the council prior to the use of these regulations.~~ The master plan may be separated into phases for purposes of construction plan submittal and final plat approval. ~~The master plan is intended to reflect the overall development concept, and in particular, the communication of traffic, utilities and other improvements between phases. At the time of initial application, a Master Plan shall be submitted for approval by the City Council prior to the use of these regulations. The Master Plan shall serve as the guiding document for all phases of development and shall include the items listed in the criteria section of this document and the following minimum elements: (1) overall land use mix and location of neighborhood center(s), anticipated building types; (2) phasing plan; (3) street and circulation framework; (4) open space plan; (5) conceptual infrastructure layout; (6) design intent statements; and (7) governance and maintenance structure. Each subsequent preliminary plat shall demonstrate consistency with the approved Master Plan. The City Council may require adjustments to maintain alignment with the adopted vision, recognizing that certain facets of the Master Plan may be refined over time as market conditions dictate.~~
~~At each phase of preliminary plat approval, the developer will be required to show how the phase conforms to the master plan and keeps the overall mix on track. The developer shall provide a copy of the revised master plan when changes are approved by the council at the time of preliminary plat approval.~~
3. Subsequent to a traditional neighborhood development designation, the development review process will proceed as detailed in the parish unified development code as well as in the City of Youngsville Ordinances

b. Section 201: Plat submittal requirements (preliminary)

All persons desiring to submit a plat to the City of Youngsville are required to furnish the City with the documents outlined in the Residential Development Design and Resource Guide or the Commercial Development Design and Resource Guide as well as plat fees, development capital improvement fees and recordation fees.

1. 201.1 Expiration of plat approval. All approvals granted by the City Council and the conditions therein, if any, are for a period of one year. Any extensions beyond one year shall be submitted to the City Administration prior to expiration with justification for the extension. The Mayor may grant one additional one-year extension. Failure to request an extension once the preliminary plat expires will be subject to a new preliminary plat public hearing with the City of Youngsville.
 2. 201.2 Variances. Variances shall be submitted in writing to the City administration a minimum of ten (10) days prior to a Council meeting from the owner/applicant. Any request not in compliance with this rule will be for informational purposes only and will be tabled to the next regularly scheduled meeting of the Council.
- c. Section 202: Plat recordation procedures—Requirements (final).

To initiate the recording of any final approved plat, the subdivider or applicant must furnish a copy of the original plat drawing and other materials and information stated in either the Residential Development Design and Resource Guide or the Commercial Development Design and Resource Guide to the City for checking for compliance with the conditions of final approval.

1. 202.1: Plat drawing and reproductions. Names of all persons signing any plat must also be lettered under the signature to ensure clarity in this regard.
 2. 202.2: Private easement holders consent. An easement instrument from the holder of any privately owned easement or fee strip within the plat boundaries must be provided where such easements or fee strips are proposed to be crossed by streets (both public and private), or public utility or drainage easements, stating that the holder of such easements or fee strip approves such crossings of their private easements or fee strip for the purposes intended and depicted upon the plat. In those instances where an instrument of record is submitted, the permitting department shall then refer such instrument to the city attorney's office for his determination as to whether the conditions contained in such instrument are sufficient to adequately provide or accommodate the crossings of such private easements or fee strips by the proposed streets (both public and private) or public utility or drainage easements depicted on the plat.
 3. 202.3: Home Owner's Association. Conditions, covenants, and restrictions for the property within a traditional neighborhood development must be submitted to the City Administration at the time of final plat approval for review and approval prior to recordation in the office of the parish clerk of court by the owners. This shall be done before any lot is sold or the issuance of any building permit. The home owners association covenants shall apply to the TND in its entirety regardless of its phase or land use. Property owners shall be subject to HOA fees as determined by the HOA.
- (3) Chapter 3: Plat graphic requirements.
- Preliminary plats shall be submitted to the Lafayette Parish Planning Commission per their requirements at the time of submittal.

(4) Chapter 4: Design standards.

The design standards are unique to TND's, anything not identified in this chapter shall comply with Chapter 110, Section 110-4 of the City Code of Ordinances.

a. Section 401: Streets—General intent.

The street system of any city counts for about one-third of the land within the City and is the only system through which access and most of the services required in the use of private property must flow. The design of the street network of any city or parish is, therefore, very important to the success and viability of the area and it is the intention of the City through the application of its policies and standards, that the continued expansion of the street system of this area will not impede access or the flow of services to private property, create hazards or cause unnecessary traffic congestion.

b. Section 402: Public streets.

1. 402.1: General arrangement and layout. The public street system pattern proposed within any subdivision plat or development should be based upon the following design concepts:

- (a) Provide for adequate vehicular access to all properties within the subdivision plat boundaries.
- (b) Provide adequate street connections to adjacent properties to insure adequate traffic circulation within the general area.
- (c) Provide a local street system serving properties to be developed for residential purposes which discourages through traffic while maintaining sufficient access and traffic movement for convenient circulation within the subdivision and access by firemen, police and other emergency services. This provision will usually require two or more accesses to the subdivision depending on its size and other considerations such as topography.
- (d) Provide a sufficient number of continuous streets and major thoroughfares, particularly in those areas designed for the development of high-density multi-family residential, commercial, and industrial land uses, to accommodate the increased traffic demands generated by these land uses.
- (e) Relationship to street system. Streets of new subdivisions shall be aligned with existing streets on adjoining property unless the city determines that the topography, requirements of traffic circulation, or other considerations make it desirable to depart from the alignment.

2. 402.2: Major thoroughfares.

- (a) Location and alignment. The location and alignment of designated major thoroughfares must be in general conformance with the latest edition of the City's Transportation Master Plan and with the overall vision and coordination with the Parish.

3. 402.3: Local streets.

- (i) Location and alignment. The location and alignment of local public streets proposed to be dedicated and established within a TND should be designed in conformance with the concepts listed in section 402.1 herein.
- (ii) Right-of-way width, widening. The minimum right-of-way widths shall be 30 feet without street parking and 45 feet with street parking.
- (iii) Right-of-way radius. In traditional neighborhood developments, the right-of-way radius may be less than required by typical design standards. In order to facilitate an appropriate turning radius for emergency vehicles, the construction plans shall be reviewed by the mayor with input from the city fire department. In addition, sight easements may be required on the final plat.
- (iv) Curves and intersections. Curves along local streets may have any centerline radius, except that the centerline radius on a reverse curve may not be less than 300 feet. Intersections with designated major thoroughfares should be at right angles except in those instances where the subdivider requests a variance as provided for herein. The city may not grant a variance indicating the angle of any local street intersection with a designated major thoroughfare or collector street to be more than 10 degrees. Where a local street intersects a local street, the variance shall not be more than 15 degrees. Where acute angle intersections are approved, however, a radius of at least 25 feet in the right-of-way at the acute corner must be provided.
- (v) Cul-de-sac right-of-way radii and pavement width. The radii of the right-of-way at the end of local streets terminated with a circular cul-de-sac turnaround must be 50 feet with minimum pavement radii of 35 feet.
- (vi) Dead-end streets. Dead-end streets are prohibited. A dead-end street shall terminate in a cul-de-sac or in a traffic design approved by the city engineer and city fire department.
- (vii) Landscaping. All types of trees that may be planted in the public right-of-way shall be approved by the Mayor or his designee. Impacts/damages to any public infrastructure or private development from the installation or growth, including but not limited to, limbs and roots, shall be the responsibility of the developer and/or Home Owners Association.

c. Section 403: Public street paving.

Street pavements may be less than 27-foot wide where curb and storm sewer drainage is provided.

d. Section 404: Private streets.

1. 404.1. General arrangement and layout. The pattern or layout of the street system in any project should provide for the following basic design concepts:
 - 1) Provide adequate vehicle access to all buildings and facilities within the plat boundaries;
 - 2) Provide adequate interior traffic circulation and access to all buildings containing dwelling units by firefighting personnel and equipment;
 - 3) Provide adequate access to the existing public street system adjacent to the boundaries of the plat; and
 - 4) Be so designed to allow for the smooth flow of vehicular traffic, avoiding such traffic hazards as closely off-set intersections, angular and multiple point intersections, jogs and other design features which would induce a hazard to vehicular traffic and the occupants of the project.
2. 404.2. Width—Right-of-way. Since private streets are established without the benefit of a formalized right-of-way width, it is the policy of the City of Youngsville that a minimum unobstructed right-of-passage width of 30 feet shall be provided along such streets except if designated as a one-way street, in which event 20 feet shall be required. If parallel parking is proposed along the private street, additional width may be required to accommodate the parking in question.
3. 404.3. Dead-ends, cul-de-sacs and T-type turnarounds. Dead-end private streets must be terminated by a circular cul-de-sac having a right-of-passage radius of not less than 50 feet or a T-type turnaround designed in conformance with the standards approved by the fire and public works departments.
4. 404.4. Length of cul-de-sac or dead-end. Dead-end private streets must not extend further than 800 feet from the nearest right-of-way line of the intersecting public or private street measured along the center line of said private street to the center of the circular turnaround (cul-de-sac) or the outer limit of the paving in the T-type turnaround configuration.
5. 404.5. Intersections. In those instances where a private street intersects with a public street paved with dual roadways and esplanade, the private street should be located at an established esplanade opening. Private streets must not be direct (straight line) projections of any public street, except in those instances where
 - 1) such extension is at an intersection with a public street paved with dual roadways and esplanade;
 - 2) where the private street is two separate 20-foot minimum roadways separated by a minimum 20-foot curb section at the public

street intersection and the private street is not a direct connection (straight line) between two public streets; 3) where the public street is the only access to the subdivision and an unrestricted turnaround is available to the public. In those instances where the private street is not a direct extension of a public street, then the private street must offset a minimum distance of 125 feet center line to center line from any public street intersection. Intersections of all private streets must be at right angles with variations not to exceed ten degrees. Right angle intersections of private streets must have 20-foot radii at all corners. Acute angle intersections must have 25-foot radii at the acute corner on both public and private streets.

6. 404.6. Multiple access points to public streets. All projects containing private streets must have a private street system so designed to provide adequate emergency vehicular access and the private street system must be designed to provide more than one point of access where feasible to the project or development, from the public streets adjacent to the boundaries of the project or development in those instances where it is the opinion of the fire department, city and/or planning commission that additional access points will be necessary to insure the safety and general welfare of the public and occupants of the project.

e. Section 405: Private alleys.

1. 405.1: General arrangement and layout.
 - (i) Access to alleys. Direct vehicular access from a lot to an alley in the traditional neighborhood development is permitted and preferred. Direct vehicular access from a lot to a street is not permitted, except as provided in this section.
 - (ii) Exception. Direct vehicular access from a lot to a street is permitted in situations where there exists topographical conditions and/or insufficient lot depth to permit the use of an alley, or where the mayor otherwise deems it appropriate.
 - (iii) Joint access driveways. If adjacent lots have direct vehicular access to a street, the mayor may require that the access be through a common or joint driveway.
 - (iv) All alleys in traditional neighborhood developments shall be private.
2. 405.2: Right-of-passage width, intersections, curves. The alley right-of-passage width must be a minimum of 30 feet.
3. 405.3: Private alley paving width. The pavement width of the alley must be a minimum of 11 feet. All alleys must be hard surfaced.
4. 405.4: Dead-end alleys. Dead-end alleys or cul-de-sac alleys will not be permitted.

f. Section 406: Street names and municipal numbers.

The Lafayette Department of Planning, Zoning and Codes serves as the coordinating agency for the identification and naming of public and private streets, roads, and thoroughfares within the jurisdiction of Lafayette Parish. In this capacity the department shall review, recommend and assign names submitted for new streets and roads and proposed changes to existing street, road, and thoroughfare names.

g. Section 407: Block lengths.

1. 407.1: Measurement criteria. Block lengths are to be determined by the measurement along the face of a block (being adjacent street right-of-way lines) from street intersection to another street intersection where such streets provide cross traffic circulation (not cul-de-sac streets). In those instances where a loop street configuration is involved the interior block formed by the loop street is measured through the center of said block and between adjacent street rights-of-way lines. Variations in the block lengths herein specified may be considered by submitting a request for consideration to the Lafayette Parish Planning Commission.
2. 407.2: Block lengths for major thoroughfares. The maximum length for blocks adjacent to designated major thoroughfares shall be 1,500 feet with a calming device. The minimum length for blocks adjacent to designated major thoroughfares shall be 1,000 feet.
3. 407.3: Block lengths for local streets. Block length may not exceed 700 feet. Block width may not exceed 400 feet. The mayor or designee may approve a block width of not more than 500 feet or a block length of not more than 1,000 feet if required because of topography or existing street layout, but a block longer than 800 feet must be traversed by a pedestrian path near the midpoint.
4. 407.4: Block lengths for private streets. Dead-end private streets must not extend further than 800 feet from the nearest right-of-way line of the intersecting public or private street measured along the center line of said private street to the center of the circular turnaround (cul-de-sac) or the outer limit of the paving in the T-type turnaround configuration.

h. Section 408: One-foot reserves.

In those instances where any public street is established in a plat submitted to the planning commission and city and where such public street forms either a stub street into adjacent acreage or where such public street lies along and parallel with the plat boundary and adjacent to acreage, a one-foot wide reserve strip must be established within the street right-of-way to form a buffer strip, dedicated to the public, within the public street right-of-way and adjacent to the unsubdivided acreage to prevent access to this public street from the adjacent unsubdivided acreage unless and until the planning commission and city has an opportunity to review the development proposals for such adjacent acreage and a plat of the adjacent property is duly recorded. The conditions associated with the

establishment of a one-foot reserve on a plat are contained in the following notation which must be placed in the act of dedication of streets and roads where a one-foot reserve is to be established:

One-foot reserve dedicated to the public in fee as a buffer separation between the side or end of streets where such streets abut adjacent acreage tracts, the condition of such dedication being that when the adjacent property is subdivided in a recorded plat, the one-foot reserve shall thereupon become vested in the public for street right-of-way purposes.

i. Section 409: Partial or half streets.

Partial or half streets shall not be permitted.

j. Section 410: Utility improvements.

Utility improvements shall be constructed in accordance with standard specifications of the City of Youngsville; and in all cases where water and sewer facilities are concerned, their installation shall comply with the requirements of the Sanitary Code of the State Department of Health and Human Resources.

1. 410.1: Water system. Where a public water supply is already reasonably accessible, the developer shall enter into an agreement with the City of Youngsville for the extension of said water system, including the installation of standard valves, fire hydrants, etc. so that public water service will be available to each lot within the subdivided area. In order for a developer to connect to the City's system, all appropriate fees shall be paid.
2. 410.2: Sewer system. No individual treatment plants or septic tanks will be permitted.
3. 410.3: Stormwater. Drainage planning and engineering for a traditional neighborhood development shall be for the phase being platted or for the development as a whole.

(i) Due to the density of TND's and the requests for yard upgrades that include additional impervious, the runoff coefficients used shall be based upon ~~85~~90% impervious of the platted phase or development as a whole.

(ii) ~~Should the developer provide drainage impact analysis on a phase-by-phase basis and not based upon a master drainage plan, the developer may not utilize any excess benefits from a previous phase to credit another phase. Once a reduction in runoff is achieved that runoff amount becomes the existing condition for the next phase. Should the developer provide drainage impact analysis on a phase-by-phase basis, each phase approval shall cumulatively meet the required detention and runoff standards. Excess detention or storage volume provided in a prior phase may only be applied as a credit to a subsequent phase if: (1) it is documented in the approved drainage plan, and~~

(2) the City Engineer confirms that the cumulative detention continues to satisfy all requirements of the ordinance.

(iii) Any detention facilities provided shall accommodate the required design storm plus one foot of freeboard to the top bank.

4. 410.4: Wiring improvements. Service wiring shall be according to the standards of the installing utilities system.

k. Section 411. Easements.

1. 411.1: Public utility easements. Public utility easements are those easements established within a plat which are designed to accommodate publicly owned or controlled utility facilities necessary to provide various types of utility services to the individual properties within the plat boundaries. Public utility easements may be used for, but not limited to, facilities necessary to provide water, electrical power, natural gas, telephone and sanitary sewer services. Storm sewers or open drainage ways must not be constructed within public utility easements unless specifically approved by the City of Youngsville and where additional easement width is provided to conform to the standards established herein for drainage easements.
 - (i) Location. Easements for public utilities and drainageways shall be provided in the widths and locations deemed necessary. To the extent practical, the easements for water lines, wastewater lines, and storm sewers shall be located in the street rights-of-way, and the easements for other utilities shall be located in the alley rights-of-way. The easements shall be dedicated to the city for its use and benefit, as well as for the benefit of such utility providers as the mayor may authorize to utilize same.
 - (ii) Public utility easements, dead-ends. No dead-end public utility easements will be permitted by the City unless specifically agreed to by the utility in question.
2. 411.2: Drainage easements. Easements for public utilities and drainageways shall be provided in the widths and locations deemed necessary. When it is determined that easements in areas adjoining a proposed subdivision are necessary to provide adequate drainage or to serve the subdivision with utilities, the subdivider shall obtain the easements.
3. 411.3: Private easements, fee strips.
 - (a) Existing easements, fee strips. All private easements or fee strips created prior to the subdivision of any tract of land must be shown on the subdivision plat of said land with appropriate notations indicating the name of the holder of such easement or fee strip, the purpose of the easement and generally the facilities contained therein, the dimensions of the easement or fee strip tied to all adjacent lot lines, street rights-of-way and plat boundary lines and if available the recording references of the instruments

creating and establishing said easement or fee strip. In those instances where easements have not been defined by accurate survey dimensions such as "over and across" type easements, the subdivider should request the holder of such easement to accurately define the limits and location of his easement through the property within the plat boundaries.

If the holder of such undefined easement does not define the easement involved, the subdivision plat must provide accurate information as to the center line location of all existing pipelines or other utility facilities placed in conformance with the easement holders rights, and building setback lines must be established 15 feet from and parallel with both sides of the center line of all underground pipelines or pole lines involved.

- (b) Establishment of special use easements. The establishment of special use utility easements may be provided on a subdivision plat when such easement is for the purpose of accommodating a utility facility owned, operated and maintained by a unit of government and is restricted to either water mains, sanitary sewers, storm sewers or for drainage purposes and where it has been determined by the City that these facilities cannot or should not be accommodated within a general purpose public utility easement or public street right-of-way. Easements proposed to be established for any private utility company or private organization providing utility services and restricted for their exclusive use may be shown on a subdivision plat, however, such private utility facilities can be accommodated and placed within the general purpose public utility easements, public streets and alleys established within the plat boundary. Nothing herein, however, may prevent such private utility companies or the subdivider from granting and establishing special or exclusive use easements by separate instruments if such arrangements are deemed necessary to properly serve the properties within the plat boundaries.

1. Section 412: Building setback and corner lot restrictions.

Building setback restrictions are required by the City so as to prevent traffic hazards and to separate residential uses of property from other types of usage. Where lots are created adjacent to or abutting a substandard public right-of-way, a building setback line shall be placed in a distance from the public right-of-way equal to the sum of one half of the right-of-way deficit and the building setback as established by these regulations. Therefore, the following building setback restrictions are required:

- 1. 412.1: Major thoroughfares. Properties adjacent to designated major thoroughfares must have a front building setback from the adjacent major

thoroughfare right-of-way of not less than 20 feet. When such lots side on a major thoroughfare, a side building setback of at least 20 feet must be provided. In those instances where such lots back on a major thoroughfare, a rear building setback of not less than ten feet will be required.

2. 412.2: Local streets.

| Setback Type | Single-Family/Duplex | Townhouse | Condominium or Commercial* |
|--|--|------------------|----------------------------|
| Front yard setback | 20 feet (max.) | Zero feet (min.) | Zero feet (min.) |
| Street side setback | Five feet (min.) | Five feet (min.) | Zero feet (min.) |
| Interior side setback | Three feet (min.) (zero feet/six feet acceptable) | Zero feet (min.) | Zero feet (min.) |
| Rear setback | Five feet (min.) | Five feet (min.) | Zero feet (min.) |
| *Notwithstanding, the setbacks indicated above where a commercial lot abuts a residential lot, five-foot setbacks shall be provided. | | | |

3. 412.3: Corner lot restrictions. On a corner lot, no automobile, trailer, sign, movable object, fence, wall, hedge, or other structure or planting other than mowed grass shall be erected, placed or maintained within the triangular area formed by the intersecting lines on a straight line joining said street line to a point which is 30 feet distance from the point of intersection, measuring along said street right-of-way lines. Utilities structures, traffic and/or other signs, where necessary, are excluded from this restriction.
4. 412.4: Building setback line off-sets and transitions. In those instances where the required building setback restriction line changes from one tract to another, a transitional building setback line must be provided having a minimum angle of 45 degrees. Such transitions must take place on the lot or tract having the lesser building setback restriction requirement.
5. 412.5: Pipelines, railroad right-of-way. Where underground pipelines carrying flammable products under pressure through properties within a plat boundary or where properties within the plat back or side along a railroad right-of-way, a building setback restriction must be provided adjacent to such pipeline easement or fee strip (or the center line of the pipeline facility if no easement is defined) or railroad right-of-way line in accordance with the pipeline or railroad company's policy.
6. 412.6: Substandard public right-of-way. Where lots are created fronting on a substandard public right-of-way, a building setback line shall be placed at a distance from the public right-of-way equal to the sum of one-half of the right-of-way deficit.

m. Section 413: Reserve tracts.

Reserve tracts shall not be allowed.

n. Section 414: Lots—General provisions.

| Minimum | <i>Single-family/Duplex</i> | <i>Townhouse</i> | <i>Condominium or Commercial</i> |
|-----------|------------------------------|------------------------------|----------------------------------|
| lot width | 30 feet 35 feet on corner | 20 feet 25 feet on corner | 40 feet 45 feet on corner |

1. *Lots abut alleys.* Except in a neighborhood edge area, each lot shall abut an alley unless the mayor determines that good cause exists to provide otherwise.
2. *Lots abut streets.* Each lot, except a lot that fronts on a plaza, green, park, court, and abuts an alley, shall abut a public or private street.
3. *Townhouse lots.* Townhouse lots may be created where each townhouse lot is to be served by a public sewage system or a collection system as approved by the board of health, subject to the following conditions:

- (i) Common areas shall be clearly identified on the plat and adequate provisions made for maintenance and assessment.
- (ii) There may be not less than two and not more than ten units in a townhouse group.
- (iii) Not more than one townhouse may be located on a lot.

4. *Condominium development.* Developments under the provisions of the state condominium statutes governing same shall be permitted. In addition to the requirements of state law, the following requirements shall apply:

Common areas shall be clearly identified on the plat and adequate provisions made for maintenance and assessment. There may not be less than two nor more than 50 units in a condominium group.

- o. Section 415: Open space requirements. Not less than 15 percent of the gross land area of the traditional neighborhood development shall be open space. All open space areas, except streetscapes, must be platted as separate open space lots.
- p. Section 416: Building layout, fire hydrant location.

All buildings proposed to be constructed within any project containing private streets must be so arranged and located that firefighting apparatus can park and reach any part of any building with a 200-foot long hose extending from such equipment. This 200-foot hose length must be measured as the hose is laid on the ground and may not be measured as the aerial radius from said parked equipment. In addition, fire hydrants where required must be so located and provided within the project boundaries so that 500 feet of fire hose, extending on the ground from the hydrant, can reach the furthestmost part of any building within the boundaries of the plat. Entrances to all buildings containing residential dwellings must be illustrated on the plat of any project containing private streets.

- q. Section 417: Building design, fire walkways.

All buildings proposed to be constructed within any project containing private streets and which contain residential dwelling units and have an overall length of

300 feet or more, must be so designed to have one or more open, unobstructed walkways through the building at ground level, having a width of not less than five feet each to allow ready access by fire and police and their equipment and other emergency services to each side of such buildings. In those instances where buildings are to be constructed over and across any private street, the unobstructed overhead clearance must not be less than 14 feet, measured between the highest point of the private street paving under the structure and the lowest part of the building structure or associated parts thereof and suitable restrictions to this condition must be noted on the plat.

r. Section 418: Parking requirements.

- a. Upon adoption of any new TND's or additional phases of existing TND's, on street parking in single family residential areas shall be allowed but shall be limited and designated to one side of the street and is not counted towards parking requirements. Parking in any other type of use is not allowed on the street unless it has a designated carved-out parking spot with striping on the right of way with a minimum 35' road right of way.
- b. Commercial vehicles with trailers, semi-truck cabs, or large commercial vans are not permitted to park overnight within a traditional neighborhood development.
- c. Designated fire lanes are required in order to allow for fire department access for fire protection.
- d. Residential.
 - (i) Parking in alleys is prohibited.
 - (ii) For single-family residential, a minimum of two parking spots shall be designated.
 - (iii) A townhouse, single-family residential, duplex, group home, or family home use must provide a minimum of two parking spaces for each dwelling unit.
 - (iv) All multi-family developments shall provide the greater of 1.0 off-street parking space per bedroom or 1.75 off-street spaces per dwelling unit.
- e. Commercial.
 - (i) Except as provided in this subsection all parking requirements shall refer to Lafayette UDC based on the type of commercial development.
 - (ii) Clearly marked handicapped parking spots shall be provided and shall follow ADA guidelines.
 - (iii) Except as otherwise provided in this subsection, a commercial use must provide a minimum of one ~~front~~ parking space at the entrance of the business and one space either in the rear, interior or shared with another commercial for every 500 square feet of gross building area.

- (iv) A commercial use parking lot or garage must provide a minimum of one bicycle parking space for every ten motor vehicle parking spaces.
- (v) A convalescent services or congregate living use must provide a minimum of one parking space for every four beds.
- (vi) Daycare services, primary educational facilities, or secondary educational facilities use must provide a minimum of one parking space for each employee.
- (vii) ~~As it pertains to subsection (4) Commercial, subsections (i), (ii) and (iv), all designated commercial spots shall be clearly marked for business use. All businesses shall have signage either painted or a sign not taller than 2.5 feet submitted by the Home Owners Association and is permitted or approved by the City of Youngsville. Businesses within the town center shall have designated commercial parking and shall be clearly marked for business use. Said businesses shall have signage either painted or a sign not taller than 2.5 feet approved by the Home Owners Association and by the City of Youngsville.~~
- (viii) A parking lot shall be located at the rear or side of a building for commercial overflow parking. If located at the side, screening shall be provided at the lot line by landscaping or decorative walls or fences.

f. Government Facilities.

- (i) All front parking for federal and government facilities (including mail rooms) shall be clearly marked with signage to be made available for residents of the development.
- (ii) Handicap parking shall be provided in accordance with ADA guidelines.

1. 418.1: Drive-through facilities. Drive-through facilities and other facilities that allow people to remain in vehicles while receiving products or services shall be minimized.

s. Section 419: Mobile home developments.

Mobile home developments are not permitted in a traditional neighborhood.

t. Section 420: Federal Flood Insurance Program.

TND's shall meet all of the provisions of Chapter 115 of the Ordinance of the City of Youngsville.

u. Section 421: Dedication.

1. 421.1. Applicability. These procedures shall apply to all TND's relative to land which the City of Youngsville has jurisdiction.

2. 421.2. Definition.

(a) Dedication: The appropriation of land by the owner to some public use.

3. 421.3. Dedication.

- A. How established. A public street, utility or other easement, right-of-way or other right granted to the public, shall be established through the provisions of this section.

A public street, utility or other easement, right-of-way or other right granted to the public, is established when designated on a final plat and accompanied by a legal instrument of dedication.

- B. Submission contents. When property is to be dedicated at the time of plat approval, the dedicated property shall be shown on the plat submitted for recordation. The plat shall contain the information required for final plats generally, and, with regard to the areas dedicated, shall contain the following additional data:

1. The names, locations, dimensions, boundaries, courses and other geographic data for each street, alley, easement, right-of-way, square, park or other right or property granted or dedicated to the public;
2. The name and number of each lot, square, park or other parcel dedicated to public use;
3. The purpose or use for which the dedication is made (e.g., drainage servitude);
4. All final plats shall be signed and sealed by a licensed surveyor in the State of Louisiana.
5. A formal act of dedication executed by the owner or owners of the property or their duly authorized agent of the streets, alleys, easements, servitudes, parks, squares or other items or areas to be dedicated to public use.

- C. Procedure. A proposal for dedication shall be submitted to the permitting department in compliance with appropriate submission requirements. Permitting will forward the proposal to the governing body, which shall either accept or reject the offer of dedication. No plat which dedicates land to the public shall be accepted by the department for recordation until the offer of dedication has been accepted by the governing body.

- D. Effect of dedication. A dedication shall irrevocably vest the public with title to the items so dedicated, subject to the right of the governing authority to abandon, revoke or dispose of any public property or dedication.

When a private street is established in a subdivision, the designated right-of-passage shall be owned by the developer or another private entity or entities.

Nothing contained herein shall operate to negate or alter the provisions of R.S. 33:5051, or any other statutory provisions relative to dedication or the jurisprudence interpreting same.

E. Acceptance of improvements for perpetual maintenance. Upon final plat approval and dedication of land to the City of Youngsville, the city's governing authority accepts said dedication for perpetual maintenance after any warranty periods have expired. Warranty periods for roadways shall be one year after City acceptance and dedication with the following exceptions:

1. Developer/applicant has still not completed punch list items.
2. Developer uses the road right-of way or city access in order to develop and/or construct an adjacent phase. If the roadway from one phase is the dominant access or right-of-way for subsequent phases the developer shall be responsible to maintain until all construction is complete.

F. Procedure for acceptance of improvements for perpetual maintenance by the City.

1. Upon completion of the required improvements, the developer shall notify the City in writing and request an inspection. The City shall inspect the improvements and shall notify the developer in writing the findings of the inspection. If the improvements are deficient, the reasons for the deficiency shall be stated and corrective measures shall be outlined in the letter of notification.
2. Until such time as the developer has obtained written acceptance for perpetual maintenance of the improvements by the City, the developer shall be responsible for all maintenance and repair to the improvements due to improper construction. Perpetual maintenance by the City shall not be assumed until one year has elapsed since completion and inspection of the improvements, and then only in the event the improvements pass inspection by the public works department and/or City permitting. In the event a failure due to faulty construction occurs within one year of the date of the final inspection (the warranty period), the developer shall perform satisfactory repairs or the letter of credit may be called and repairs made and paid for with the proceeds of the letter of credit by the City of Youngsville. At the end of the warranty

period, an inspection shall be made by the department of public works and/or city permitting and if no failure or problem exists due to faulty construction, the letter of credit shall be returned to the developer and the improvements shall be accepted for maintenance by the City.

3. In the City of Youngsville, for any public street, private street, road, alley or driveway for which acceptance for perpetual maintenance is requested, the applicant shall adhere to these procedures for acceptance for perpetual maintenance.
 4. Acceptance by the City of Youngsville for the perpetual maintenance of utilities systems shall be contingent upon the certification of the developers engineer that all improvements are complete and in compliance with City standards.
- G. Construction quality control. For a TND to be recommended for acceptance by the permitting and public works departments, a certification must be received from the design engineers that the residential or commercial lots was constructed according to the approved construction plans.

The latest edition of the Louisiana D.O.T.D "Standard Specifications for Roads and Bridges" shall be used as a guide for construction quality and is hereby incorporated in the development regulations by reference.

1. The developer shall retain the inspection service of the design engineering firm or independent testing laboratory to ensure compliance with construction plans and specifications and standard construction practices for the following nonexclusive particulars:

- a. Back-fill of culverts or utility lines crossing roadway;
- b. Compaction of roadway sub-grade;
- c. Processing of road base, including application of lime if deemed necessary;
- d. Installation of storm sewers, especially line and grade;
- e. Roadway surface construction;
- f. Post-construction testing of water and sewerage collection system;
- g. Resident inspection of water and wastewater for acceptance by the City.

The cost of inspection services shall be borne by the developer. All test results shall be reported to the city permitting department with copies to the developer and/or his representative.

A certified inspector shall be present at the asphalt or concrete batch plants whenever material is prepared for use in construction of the development infrastructure and shall certify that the material used was of approved quality and in conformity with the specifications.

The public works office shall be notified when construction of a phase commences and when base course (if asphaltic concrete is used) construction is to be done.

2. The developer's design engineer shall submit the soil test reports and recommendations to public works before construction of the soil cement base course.

Laboratory testing reports shall be approved by the developer's design engineer and provided to the permitting office. Required reports are as follows:

- a. Atterberg limits of soil at the base course grade;
- b. Lime and/or cement determination for base course;
- c. Compaction tests of road sub-grade and base course;
- d. Design mix for asphaltic concrete;
- e. Design mix for Portland cement concrete;
- f. Compressive strength testing for structural concrete and concrete pavement;
- g. Coring of roadways.

The design engineer shall certify as acceptable and submit to the City of Youngsville for approval of materials to be used for storm sewers.

3. The City of Youngsville is the approval authority for utilities under its jurisdiction. The cost of inspection services shall be borne by the developer. All required test results shall be reported to the City of Youngsville.

(5) Chapter 5: Administration and amendment.

The City may, from time to time, adopt, amend, and publish rules and instructions for the administration of these regulations to the end that the public be informed. These

regulations may be changed or amended by the City after a public hearing, due notice of which shall be given as required by law.

(6) Chapter 6: Violation and penalty.

a. Section 601. - Control over platting.

No plats relative to land located in the City of Youngsville shall be recorded, or offered for record, nor shall any land in the City of Youngsville be offered for sale with reference to such plat, until the plat has been approved in writing by the City of Youngsville, if appropriate in accordance with the regulations.

No building permit shall be issued or granted for the development or use of any land located in the City of Youngsville until a plat of the lot, parcel, or site of the proposed development has been approved by the City of Youngsville, as applicable under the provisions of these regulations or other ordinances of the City.

(7) Chapter 7: When effective.

The rules and regulations shall become effective after adoption by the City of Youngsville and recordation with the Clerk of Court of Lafayette Parish, Louisiana, as provided by law.

(8) Chapter 8: Validity.

If any section, clause, paragraph, provision, or portion of these regulations shall be held invalid or unconstitutional by any court of competent jurisdiction, such holding shall not affect any other section, clause, paragraph, provision, or portion of these regulations.

(9) Chapter 9: Abandonments.

a. 901. Purpose.

All requests for the abandonment of any alley, right-of-way, street, servitude or easement in favor of the City of Youngsville shall be submitted to the permitting department. The permitting department shall be charged with the responsibility of providing the applicant in writing with all information relative to meeting dates, abandonment requirements, objections to the abandonment and any other information which may be pertinent to the application.

a. 902. Procedure.

All abandonment requests, other than those initiated by the City of Youngsville, shall be subject to the following procedures:

(a) The applicant shall provide the following:

- i. A formal request for abandonment of a particular alley, right-of-way, street, servitude or easement and a brief explanation of the basis and reason for the request.
- ii. A filing and recording fee (see Permit and Development Fee Schedule), payable to the City of Youngsville, for abandonment requests.
- iii. Seventeen copies of a plat of survey, no larger than 11 inches × 17 inches, prepared specifically for an abandonment request, which plat of survey shall contain the following information:
 - a. A legible survey with adequate graphics clearly showing the request for action and the area of concern, including dimensions, bearings, benchmarks, townships, range, etc.
 - b. A vicinity map with a scale no greater than one-inch equals 2,000 feet.
 - c. The name, mailing address, phone number of the requestor and/or the applicant.
 - d. Certification of the plat by a land surveyor.
 - e. Date prepared.
 - f. The scale of the plat shall be no greater than one-inch equals 100 feet.
 - g. A north arrow.
 - h. Names and mailing addresses of all property owners abutting the area requested for abandonment when a public right-of-way is at issue.

(b) Upon receipt of an application, City permitting shall circulate the requested abandonment to the engineering division and such other governmental departments as may be appropriate, based upon the nature of the requested abandonment. Each department shall submit to the permitting department its recommendations, objections or comments relative to the abandonment. Thereupon, the permitting department shall submit to the City Clerk the proposed abandonment request, together with such pertinent information as may have been provided by the various departments, such as comments, objections, proposed amendments or restrictions to the abandonment and such other information as is pertinent.

(c) The proposed abandonment shall be placed upon the agenda of the City of Youngsville for review as any other ordinance and, if approved, shall be recorded by the City of Youngsville. A copy will be provided to the applicant.

inappropriate, it shall submit its report within said 30-day period explaining the basis for its objection to the abandonment.

SECTION 3: All former Traditional Neighborhood Development Ordinances, or parts thereof, in conflict herewith are hereby repealed.

SECTION 4: This Ordinance shall be in full effect as permitted by law.

This Ordinance having been submitted to a vote, the vote therein was as follows:

This Ordinance having been introduced on August 14, 2025, and published by title only giving Notice of a Public Hearing on September 11, 2025, was submitted to a vote and the vote thereon was as follows:

YEAS:

NAYS:

ABSTAINED:

ABSENT:

This Ordinance was declared adopted on this 9th day of October, 2025.

Nicole Guidry, City Clerk

Ken Ritter, Mayor